

Public Open House Comments

Summary: The following represents the comments given at the 5/28 [Aquaplex, 22 attendees]; and 5/29 [City Hall; 28 attendees] Public Open Houses, focusing on Land Use, Growth Areas, Circulation and Bicycles:

Question posed:

What areas of Flagstaff should be protected? Are there designated land uses that you think should be changed?

- Fourth Street Economic Development
- Walnut Canyon Study Area (as defined by Congressional legislation)
- Protect Mars Hill from development
- Protect more open space surrounding airport
- Protect historic neighborhoods
- Substantially reduce current light industrial planning near airport; conserve open spaces / flight safety zones / wildlife corridors in that area
- Protect land just north of airport to High Country (between new Powell and High Country)
- Preserve open space north of the airport adjacent to Ponderosa Trails / North Slopes neighborhood.
- Protect open space just north of airport – preserve trails at end of High Country / North Slopes
- Protect Section 30
- Preserve wildlife linkages wherever they are
- Protect water ways throughout city and county; preserve water in times of drought. Develop integrated plan for conservation of water. Water limit for development established.
- Preserve quiet sound – as trees are cut, sound affected; development of highways – increase noise in city (trucks). Consider noise ordinance.
- Protect Picture Canyon
- Protect entire Rio de Flag greenway!
- Conserve wildlife corridors with emphasis on the Rio de Flag, Woody Ridge, and Peaks foothills.
- Conserve floodplains, steep slopes, and other environmentally sensitive lands.
- Work with local wildlife agencies and natural resource experts to identify crucial habitats & corridors for protection
- Boulder Pointe needs a park
- Protect: remaining open space on McMillan Mesa; riparian areas throughout the city; riparian areas are crucial to wildlife; I am dismayed by the destruction of the riparian ecosystem in Switzer Canyon & the soon-to-be destroyed drainage on south McMillan Mesa near the Enterprise / Route 66 intersection; Many cities are now restoring their riparian zones. Why is Flagstaff destroying ours? (The Rio de Flag plan comes to mind as another example of riparian destruction)
- Protect and preserve Picture Canyon: a community wide asset – protect!
- (from a Doney Park resident) Protection of the Rio de Flag watershed (e.g. from increased salt and activity along Townsend-Winona) is of great concern. I'd like to see explicit attention to protection/enhancement of ecosystem services in the county
- Special natural areas that “define” Flagstaff (parts of McMillan Mesa, etc.)
- Walnut Canyon study area designated with federal \$ (long term effort by city)
- Protect watersheds
- Continue investment in trails, bike lanes and infrastructure
- Protect Turkey Hill
- Save lands with compact development; sprawl is inefficient and makes land seem more plentiful than it is.
- Protect Park areas
- Change truck routes east of mall

- Protect open space buffers between development and forest service lands where possible.
- Protect Picture Canyon

Question posed:

Where should Flagstaff Direct Growth?
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- Infill existing land within the city as opposed to extending the city's boundaries
- Infill – growth should only be based on water availability, not just volume but consider all growth and demand for water in the region (i.e. Tribal growth, etc.) We should stop water mining. Red Gap Ranch is water mining.
- Infill with incentives for older areas, e.g. sewer tap, water, infrastructure. Tax credits attached to preserve historical values.
- In areas that encourage / support non-vehicular modes of transportation. Infill vs. edge of town – Infill!!
- Fourth Street Economic Development
- Powell to I-40
- Redevelop run-down areas within existing developed areas.
- Redevelop and infill – leave outer areas as open as possible.
- Development should be directed away from the congressionally designated Walnut Canyon study area.
- Infill should be the entire focus; no new expansion of growth boundaries.
- Save some space for urban green areas so we don't have to get in our cars to enjoy the outdoors. Buffalo Park; Thorpe Park and other city parks were saved in the past. Good foresight! Let's continue to help keep parks a part of urban planning and create higher density buildings.
- Need this type of green space between Ponderosa Trails neighborhood and airport
- Green buffer space between whole Ponderosa Trails, North Slopes area and new Powell Road
- 4th Street (shopping, restaurants, apartments)
- Infill projects – no sprawl!
- No growth in the forest areas around Mt. Elden
- Brownfield Infill – Avoid forested areas and riparian eco systems
- Will the diesel smell around Butler be discussed? Is the environmental aspect of industry close to downtown/ high density a priority?
- (from Doney Park resident) Would be great to see some encouragement for modest increase in commerce, services, potential for cottage / micro-industry in county; but restricted to the current rural growth boundaries!
- Infill and Brownfields
- Infill must be done in a way that maintains the established neighborhood character. This will vary from one neighborhood to another. An example is in the Townsite Overlay Districts where space must be left for yards (possible veggie gardens), secondary structures area small than main structures. New construction should be in scale with established structures. This preserves the established character and protects property values. Infill if forever and must be done thoughtfully.
- Toward really marketing (and protecting) our unique natural areas...realizing that their long-term value is far greater (for everyone's overall health) than \$ (revenue from development which ignores / compromises this). The City could really grow in a way that is in tandem with this and that takes promotion of our "lifestyles" (outdoor, active, artistic, etc.) to the next level.
- Infill (former car dealerships, for example) before clear cutting new areas (airport, Lone Tree, South 4th Street).
- Please consider the City of Boni Ventura (Ventura, CA); sustainability Plan as a source of planning concepts.
- Support green space buffers between city and forest service lands to mitigate impacts of encroachment; infill to prevent sprawl and need to drive everywhere.
- We need to reduce development on remaining open lands. I would prefer no more development (potential for real drought, sustainability); but realistically, the City should create green space and use infill for development. Also, I would hope 1) City can separate industrial and residential better; 2) more

bikes, less cars; 3) find incentives for residents to drive less, reduce carbon footprint, garden more, be energy efficient, be sustainable.

- Open space should be made a HUGE consideration in all planning
- Reduce parking requirements for homes and industrial
- Conserve more open space – carbon calculator on new developments, similar to LEED standards.

Question posed:

How can we get you to where you want to go – BETTER?

- Increase dedicated bike lanes and thruways
- Education on driving around bikers when completing driver's ed
- Discounts throughout town for people commuting on bicycles
- Milton – please redesign to be safer for pedestrians / bicycles
- Expand bike ability & transit commuter options – especially outer areas – Mountaineer, Kachina Village, Doney Park, Belmont, etc.
- A “Bicycle Friendly” community should at least have bicycle lanes near where the “Bicycle Friendly” signs are posted (take a look at the lanes near Ft. Tuthill at the city limits).
- Bike lanes through downtown
- Urban trails – keep developing!!
- Better bike lane markings @ intersections and transitions. Example: in country club area coming east from Soliere, there is a bike lane that ends and you need to move to partitioned sidewalk – without knowing this, you end up on the highway with no way to get to Rt. 66 trail. When planning trails, ride the trails and lanes, etc. and see if someone would know where to go the first time.
- Connect Oldtown to Plaza Vieja under tracks.
- Make where I want to go closer – i.e.
- Cheshire FUTS – bridge over Rio & Saturn
- Oak Street RR underpass
- RR overpass (pedestrians & bikes) near Flag Mesa development
- FUTS extend from tunnel springs on north side of tracks
- Emphasize FUTS connections
- Safer bicycle commute access along Beulah Rd. near Walmart – more “flow” / fewer bike vs. car crossings between bike trails and roadways.
- Ped/bike overpass needed between Bow and Arrow subdivision (just off I-40) and southern edge of NAU – I-40 overpass
- Equestrian routes need to be included in trail access routes from equestrian residential areas to wooded areas and forest service areas.
- The trail crossing at Woodlands Village, N-S, is very unsafe; provide a safety island in middle or something. It is dangerous to cross here.
- Horse-zoned communities should have dedicated access to Forest Service lands in both clearly defined LDC and new revised Regional Plan
- Equestrian Estates should have easement that is horse friendly to Ft. Tuthill
- How can the crossing at Cedar/Ft. Tuthill be improved?
- We need more clearly indicated crossings at Ft. Valley Road / Coconino Estates – ADOT road is very dangerous for pedestrians crossing (to school!)
- The cost of new intersection / exchange on I-17 that would connect to Powell just south of Ponderosa Trails / North Slopes is horrible just to save a short 2 miles of travel. Millions of dollars for this is ridiculous. Pulliam / Powell will already give this pathway.
- Complete FUTS connection from Pulliam to Ft. Tuthill.
- A road built on the Mt. Elden pipeline would be a TOTAL disaster; it would create more access for motorized vehicles in the forest. It would also violate the environmental study area directly south of Mt. Elden. Presently the pipeline is used by bicycles / hikers / cross country skiers, etc. A built road for other than servicing the pipeline would spoil some recreational opportunities.

- Bicyclists need a safe and legal way to go from the Santa Fe Trail at San Francisco Street to Beaver in Southside.
- Bicyclists and pedestrians must be accommodated during construction projects if “you” expect people to use the modes regularly.
- Badly needed- some sort of park-and-ride from 89N and/or Townsend/Winona, to connect to NAIPTA – would be great! I’m also interested in bike trail connections to town from the east.
- A connection from Mountaineer to the FUTS in town
- Bust stop in Mountaineer!
- Connect neighborhoods
- Clear roads / bike lanes from glass and debris especially before Bike to Work week.
- Thank you for the Lake Mary Road new bike lanes.
- Better connections Rt. 66 – West to East and 4th Street North – no good way to connect on bike.
- Develop ride-share program in the city. NAU faculty, county, school district, city employees, etc. Can/should be ‘motivated’ (economically or otherwise) to car pool, ride the bus, ride their bikes, etc. By setting a positive example, hopefully other citizens will follow....
- More trails that are safer – farther from main arterials but still direct routes. Bike lanes are still dangerous.
- We do not need the Eastern portion of the proposed new I-17 interchange (Woody Mountain extension).
- We DO need sound wall barriers around the I-17 / I-40 interchange (please, please please)
- Bike lanes on Cosnino – need some safety for bikers and pedestrians from the cars – most speed down the road.
- Butler / Milton interchange – open NAU? Route traffic west on Clay? Widen Butler East of Little America for bikes; extend bus route into Continental; extend bus routes to Silver Saddle on Hwy. 89.
- Incorporated wildlife passage structures into new and existing transportation routes.
- Avoid wildlife corridors
- Bring a bus route to Mountaineer / Kachina Village
- Continue work to integrate City/NAU buses
- Encourage alternative modes of transportation in general – more FUTS routes; more bus routes to outlying areas.
- Consider Parks & Rides; example – Lake Mary Road near I-17
- Fix bike route on Rt. 66 between San Francisco and Beaver Streets. Unsafe there...
- Move bike parking at City Hall
- Reward residents – make Bike to Work week all year long