

September 14, 2009

Dear Citizen Advisory Committee members:

The following pages represent the survey results from the Regional Plan Citizen Advisory Committee (CAC) review of all 76 policies posted to surveymonkey.com. This is not a scientific survey; it was used as a convenient tool to collect your opinions.

1. Please review responses and comments for the 9/17 meeting.
2. It is recommended to come prepared with written notes and suggestions, as this will be a quick review process.
3. Why are we doing this?
 - a. CAC becomes familiar with existing goals and policies in preparation of drafting future Regional Plan
 - b. Understand which goals and policies seem satisfactory; which seem to work; which do not; and those needing clarification or rejections.
 - c. Get us all on the same page – first step to drafting new or revised policies for Flagstaff' future!

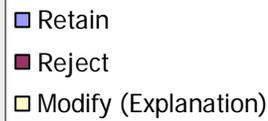
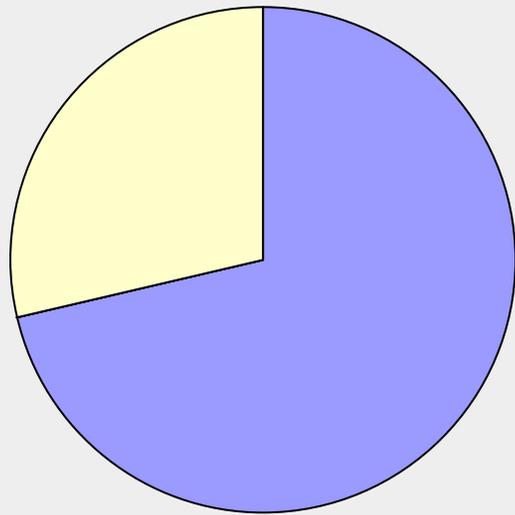
Process of meeting:

1. Each goal / policy will individually be displayed with CAC results.
2. Bill Towler facilitates the discussion using the 'Fist of Five' tool for general feedback.
3. Additional comments and clarifications will be requested and recorded.
4. End result: the summary of the surveys, public comments, and results of this meeting to be utilities in drafting future policy as well as the Town Hall public presentation (October 22). This also gives direction to Planning Staff and CAC for future planning analysis – which policies need more background information and study to understand?

Thank you,

Bob Caravona, Comprehensive Planning Manager, City of Flagstaff

Policy LU1.1—



Policy LU1.1—Develop a Structural Framework for the Regional Land Use and Transportation Plan The Regional Plan sets the framework for implementing the region’s desired land use pattern as defined by Districts, activity centers, corridors, and public lands/multiple-use open spaces

Answer Options	Response Percent	Response Count
Retain	71.4%	10
Reject	0.0%	0
Modify (Explanation)	28.6%	4

‘Modify’ Comments:

Are the terms district, activity center, corridor public lands/mul use open spaces those we will be using throughout 2012, and are they consistent with zoning update?

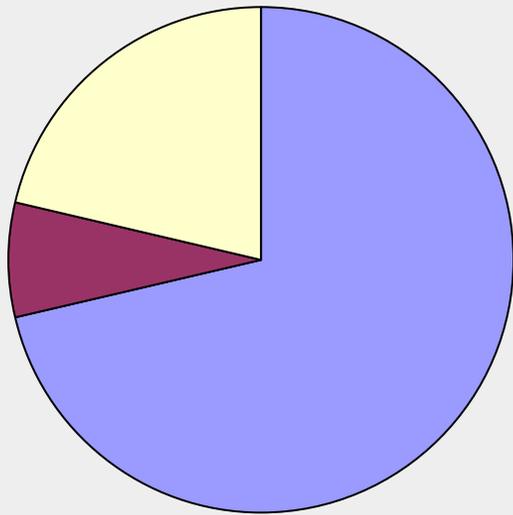
While the regional plan needs to set the framework, I don't know if the same pattern using districts, activity centers, corridors, etc. is ideal? I am not sure if this fits into transects, etc. that have been previously discussed at CAC meetings?

It takes a couple of reads to understand what this is saying - modify for clarity

Define "structural framework."

CAC Recommendation:

Policy LU1.2—



- Retain
- Reject
- Modify (Explanation)

Policy LU1.2—Establish an Urban Growth Boundary The Regional Plan establishes an Urban Growth Boundary (UGB) for lands within and adjacent to the city, identifying areas that are presently suitable for urban development, areas that are suitable for future urban development, and areas to be preserved as open lands.

Answer Options	Response Percent	Response Count
Retain	71.4%	10
Reject	7.1%	1
Modify (Explanation)	21.4%	3

'Modify' Comments:

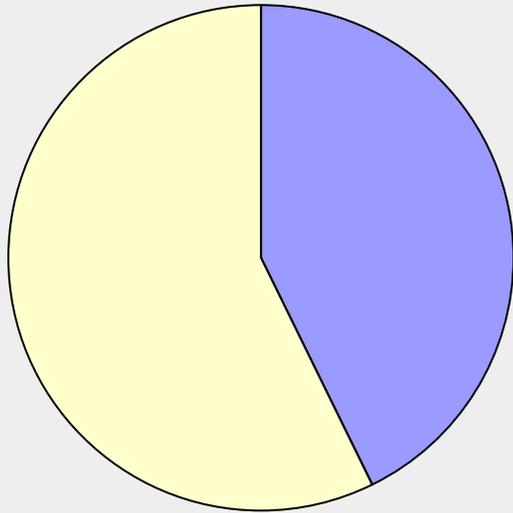
Owners of land that is to be strictly preserved should be compensated.

Retain subject to review by the CAC

While I think we need to establish an UGB, the exact location of this boundary is something to revisit, rethink and reconsider.

CAC Recommendation:

Policy LU1.3—



- Retain
- Reject
- Modify (Explanation)

Policy LU1.3—Designate Areas to be Reserved for Future Urban Development Lands suitable for future urban development have been specifically identified and designated in the Regional Plan as Planning Reserve Areas within the Urban Growth Boundary. These lands shall serve as a “holding area” for future urban development.

Answer Options	Response Percent	Response Count
Retain	42.9%	6
Reject	0.0%	0
Modify (Explanation)	57.1%	8

‘Modify’ Comments:

is this necessary given LU1.2? Does it make things more complicated by introducing additional terminology?

Retain subject to review by the CAC.

While PRAs are an important tool, I am not sure how the Regional Plan fits into reality and changing public sentiment. These PRAs are near the boundaries of the city and I don't know if it makes sense to focus higher density development there and if the community will support that.

I really need to think about this plan in more detail.

Do not limit plan to only private lands, look long term at other land ownerships that could be ideal for development if the opportunity to acquire them arose (ie. State lands, Forest Service lands, etc.)

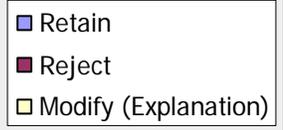
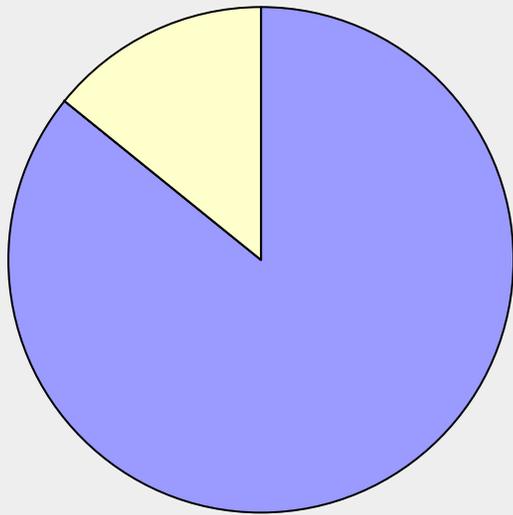
If we are going to designate areas for future development, we have to designate areas for protection as open undeveloped lands. Within the City of Flagstaff there are plenty of areas suitable for re-development: prior to any future expansion of urban development, the already disturbed land needs to be (re)developed first. The policy should set clear priorities.

I have no trouble with this statement, IF WE MEAN IT. And if so, then transportation and other infrastructure planning must lead (not follow) this land use policy. If we do not intend to utilize PRA's then lets discuss an appropriate substitute.

Reserved predefines areas for development before we have a firm understanding on what will happen within the UGB. Therefore we should not put a expectations on these lands outside the UGB

CAC Recommendation:

Policy LU1.4—



Policy LU1.4—Encourage Development Within the Urban Growth Boundary Lands designated for compact development shall be made more attractive to develop than lands outside the Urban Growth Boundary (UGB). By aligning public policies and investments with this policy, the Regional Plan can assure preservation of open space lands outside the UGB, thus preserving the character of the community and minimizing sprawling development.

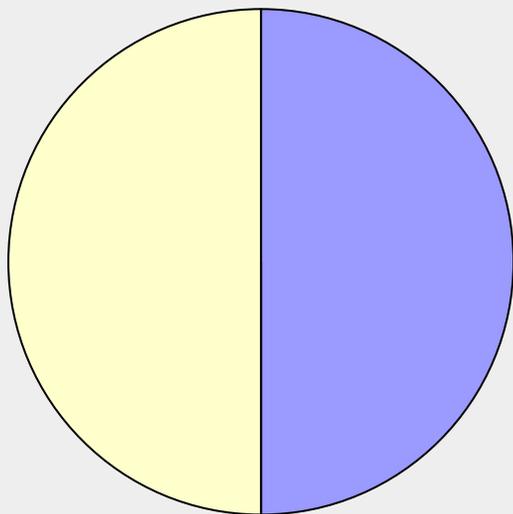
Answer Options	Response Percent	Response Count
Retain	85.7%	12
Reject	0.0%	0
Modify (Explanation)	14.3%	2

'Modify' Comments:

replace "assure" with "encourage"
 A strategy has to designate tools of encouragement. Otherwise this policy has no teeth.

CAC Recommendation:

Policy LU1.5—



- Retain
- Reject
- Modify (Explanation)

Policy LU1.5—Provide for New Mixed-Use Neighborhoods The Regional Plan designates new development areas within the Urban Growth Boundary for development as mixed-use neighborhoods. The criteria for these areas includes average densities, a mix of mutually supportive and integrated residential and non-residential land uses, and a network of interconnected streets, and pedestrian and bicycle connections. Designated areas include Canyon del Rio and the West Side Area, and may include other future areas identified as Planning Reserve Areas. Additionally, existing older neighborhoods, such as Southside, Sunnyside, and parts of downtown, may be suitable for limited and sensitively designed mixed-use development.

Answer Options	Response Percent	Response Count
Retain	50.0%	7
Reject	0.0%	0
Modify (Explanation)	50.0%	7

‘Modify’ Comments:

Greater sensitivity the actual impacts of this thinking are necessary. For example, current policy of encouraging second story residential has made it difficult to use buildings that were originally residential (but may have been used commercially at one time) in a residential use.

Higher densities on the urban fringe may lead to unintended pressure for development on abutting reserved land. Mixed use more appropriate for infill and redevelopment.

The areas identified for mixed use may need to be revisited. I am not sure where the West Side Area is?

Update to reflect new areas

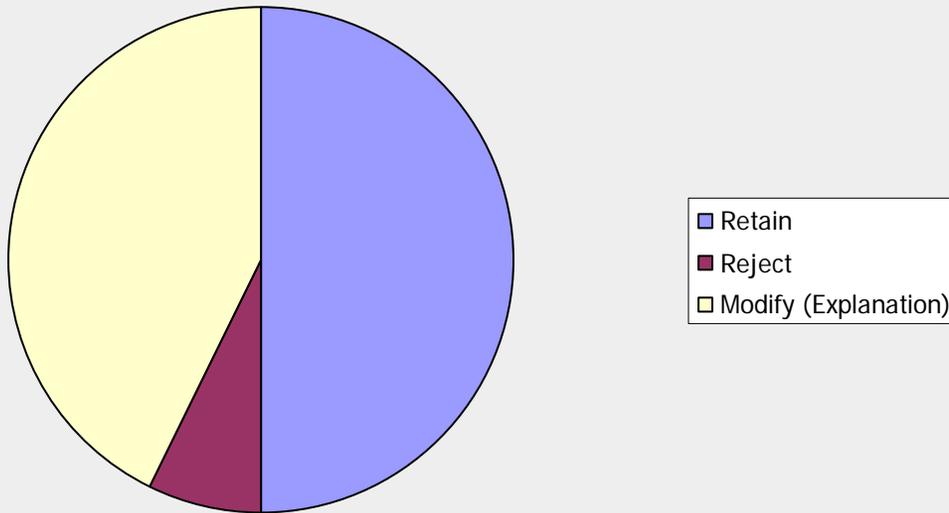
Need to think about this.

All residential areas should be converted to mixed-use areas; not just new and selected.

Mixed use areas should all include open space and connecting linear parks (trails, natural features etc.)

CAC Recommendation:

Policy LU1.6—



Policy LU1.6—Require Urban Development to Locate within City Boundaries In order to ensure that all urban development can be provided with adequate public facilities and services, it is the policy of this Regional Plan that all urban land uses shall be located within the Urban Growth Boundary, within the city's corporate boundary limits. The Regional Plan encourages urban land uses to locate only within incorporated areas in order to obtain City services, utilities, and fire protection. The City shall consider the annexation of land into the city limits when the annexation of such property is consistent with the goals and policies of the Regional Land Use and Transportation Plan.

Answer Options	Response Percent	Response Count
Retain	50.0%	7
Reject	7.1%	1
Modify (Explanation)	42.9%	6

'Modify' Comments:

Need to define urban land uses?

"All" may be too sweeping.

Needs discussion

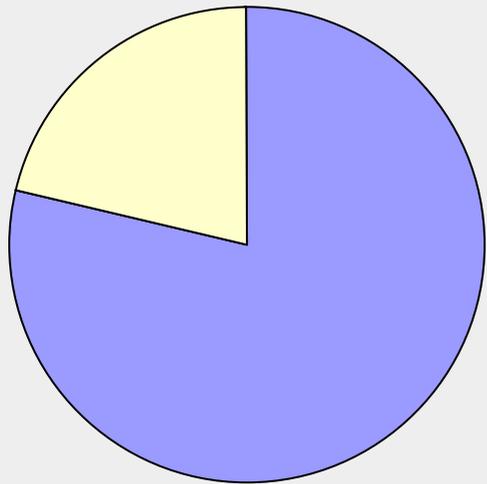
What's the definition of urban development? What about the activity centers such as Bellemont and Kachina Village? Would this policy imply that non-residential uses could not go into these centers?

I recommend deleting the last sentence. The policy is to require urban development within the City Boundaries, not "encourage."

89N between the City limits and TW seems to contradict this. I think we need to have a larger conversation on Gateway corridors. But overall I agree with the concept.

CAC Recommendation:

Policy LU1.7—Promote Infill Development If properly designed, infill development can



- Retain
- Reject
- Modify (Explanation)

Policy LU1.7—Promote Infill Development If properly designed, infill development can serve an important role in achieving quality, mixed-use neighborhoods. The Regional Plan promotes infill development in the city's Urban Growth Boundary, in preference to development of outlying or more remote lands adjacent to the city. Development of infill areas in the city shall occur in a manner that is in character and context with existing, surrounding development. In some instances, sensitively designed, high quality infill development can help stabilize and revitalize existing older neighborhoods.

Answer Options	Response Percent	Response Count
Retain	78.6%	11
Reject	0.0%	0
Modify (Explanation)	21.4%	3

'Modify' Comments:

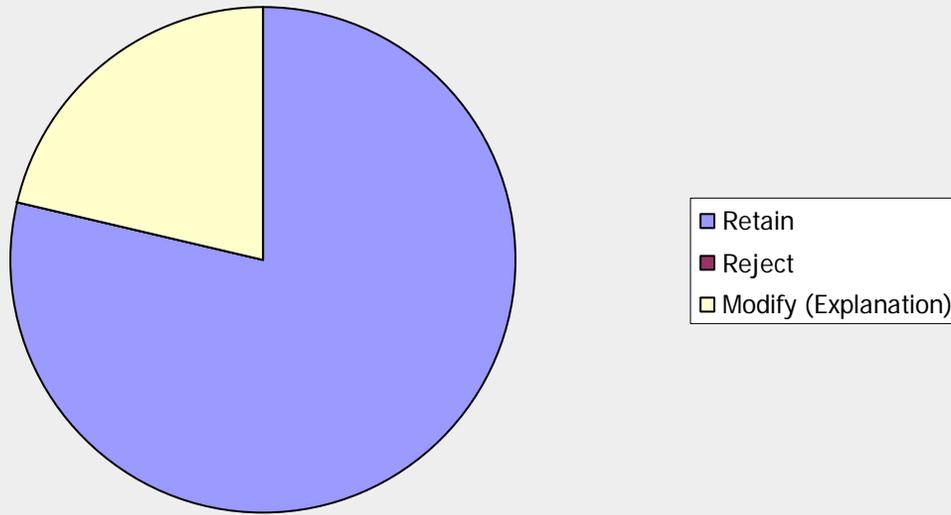
"Within" the city's UGB? Didn't LU1.6 already indicate growth within UGB? Isn't infill different than UGB issues?

In some instances, high rise infill may abut older neighborhoods. The language on "character and context" should should not be interpreted as forbidding such development.

How does this impact, encourage gentrification? Do we have any thoughts on mitigating the impact of gentrification for some of our older neighborhoods?

CAC Recommendation:

Policy LU1.8—



Policy LU1.8—Promote Targeted Redevelopment
 The Regional Plan identifies areas in the city that may be appropriate for redevelopment due to substandard physical conditions. The intent is to promote and facilitate redevelopment of targeted areas, including consideration of specific area plans, active participation by the City in redevelopment projects, and identification of potential financing sources for projects. Objectives include targeting redevelopment to specific, identified areas; orientation towards resident ownership of housing; stabilization and preservation of existing neighborhoods; and quality design that fosters a sense of neighborhood and community.

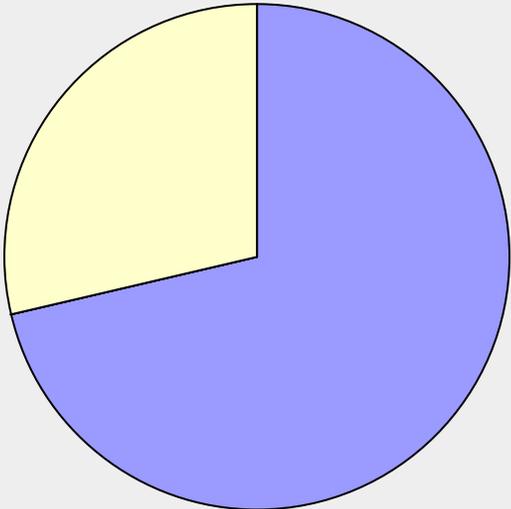
Answer Options	Response Percent	Response Count
Retain	78.6%	11
Reject	0.0%	0
Modify (Explanation)	21.4%	3

'Modify' Comments:

The city should not compete with private development. The city should take special care that its efforts are financially prudent so that the tax payers are not called upon to bail out failed projects.
 Recommend adding language about working with existing people in redevelopment area.
 Objectives should include quality, environmentally sensitive design. The redevelopment should focus on minimizing carbon footprint of the community by locating services, retail, and workplace closer to where people live.

CAC Recommendation:

Policy LU1.9—



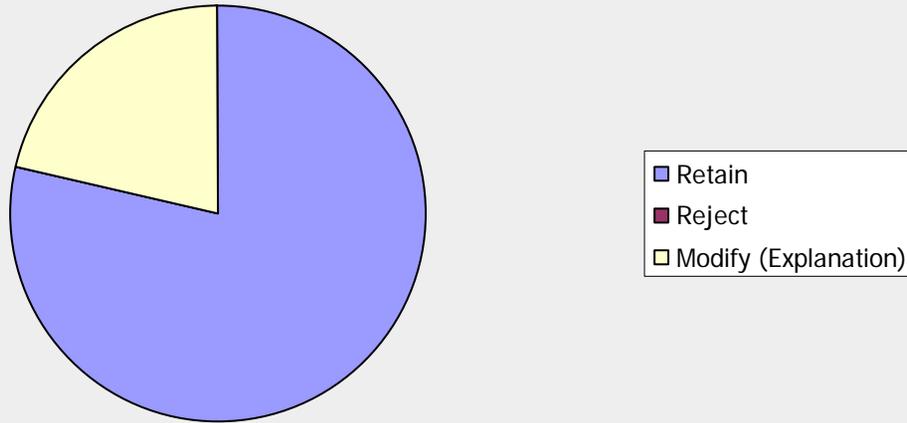
- Retain
- Reject
- Modify (Explanation)

'Modify' Comments:

How does this coordinate with zoning update?
These elements need to be balanced with affordability.
Quality design must include higher environmental standards. Quality has to be defined.
Retention of native vegetation including ponderosa pine.

CAC Recommendation:

GOAL T1 A safe, convenient, user-friendly transportation system will be developed throughout the region, addressing both short- and long-term needs, and emphasizing alternative transportation modes while reducing dependency on the automobile.



GOAL T1 A safe, convenient, user-friendly transportation system will be developed throughout the region, addressing both short- and long-term needs, and emphasizing alternative transportation modes while reducing dependency on the automobile.

Answer Options	Response Percent	Response Count
Retain	78.6%	11
Reject	0.0%	0
Modify (Explanation)	21.4%	3

'Modify' Comments:

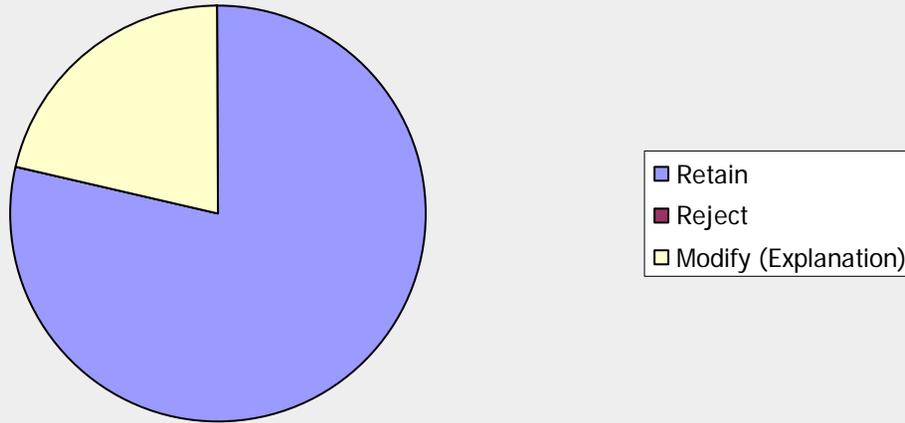
I agree with the goal, but don't like the use of the word "will". Alternative- The goal is to develop a safe...

While I agree that the transportation system is an important priority for the greater Flagstaff area, I am concerned about the phrase "reducing dependency on the automobile." It seems like all the talk these days is about walkability and transit oriented design; while I agree that this is an important focus, I don't want to lose the reality that we are an auto dependent community and that most households do not have the capacity to reduce dependence on the automobile, especially when we take into account folks who live in Kachina Village, Doney Park and Bellemont. Commuting is a reality in our community and to structure policy that ignores that seems destined to fail.

The system is already developed but it's not convenient to make it viable for most people: specific directions of the policy are needed; targeted service frequency for all areas should be 10 minutes throughout the day.

CAC Recommendation:

GOAL T1 A safe, convenient, user-friendly transportation system will be developed throughout the region, addressing both short- and long-term needs, and emphasizing alternative transportation modes while reducing dependency on the automobile.



GOAL T1 A safe, convenient, user-friendly transportation system will be developed throughout the region, addressing both short- and long-term needs, and emphasizing alternative transportation modes while reducing dependency on the automobile.

Answer Options	Response Percent	Response Count
Retain	78.6%	11
Reject	0.0%	0
Modify (Explanation)	21.4%	3

'Modify' Comments:

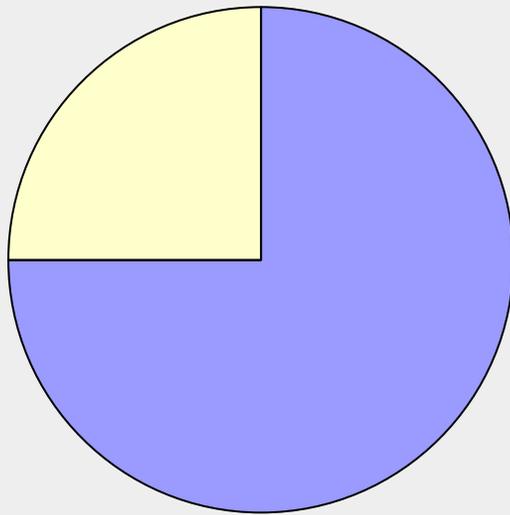
I agree with the goal, but don't like the use of the word "will". Alternative- The goal is to develop a safe...

While I agree that the transportation system is an important priority for the greater Flagstaff area, I am concerned about the phrase "reducing dependency on the automobile." It seems like all the talk these days is about walkability and transit oriented design; while I agree that this is an important focus, I don't want to lose the reality that we are an auto dependent community and that most households do not have the capacity to reduce dependence on the automobile, especially when we take into account folks who live in Kachina Village, Doney Park and Bellemont. Commuting is a reality in our community and to structure policy that ignores that seems destined to fail.

The system is already developed but it's not convenient to make it viable for most people: specific directions of the policy are needed; targeted service frequency for all areas should be 10 minutes throughout the day.

CAC Recommendation:

GOAL C1



- Retain
- Reject
- Modify (Explanation)

GOAL C1 Shopping and service areas will be convenient to residents as well as visitors to the region in a manner that meets their needs, while remaining compatible with surrounding land uses.

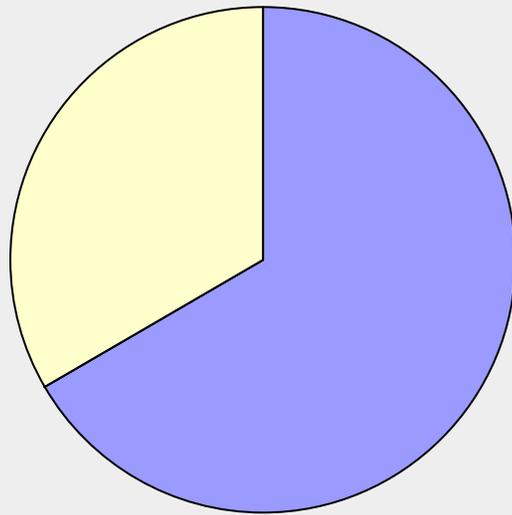
Answer Options	Response Percent	Response Count
Retain	75.0%	9
Reject	0.0%	0
Modify (Explanation)	25.0%	3

'Modify' Comments:

Needs discussion, definition of "visitors." Does this mean people who have summer property here or drive-through?
New and additional traffic impacts will be considered in evaluating all new commercial enterprise.
that meets their needs while not duplicating service areas within 1.5 miles of an exiting service area.

CAC Recommendation:

Policy C1.1—



- Retain
- Reject
- Modify (Explanation)

Policy C1.1—Designate Commercial Areas According to their Role and Function in the Region Commercial areas are designated as community/regional, neighborhood commercial, or regional activity centers, district activity centers, and rural activity centers, depending on scale, location and intensity of use. Community and regional shopping centers should be located in planned commercial centers in the city, in or near existing or planned major activity centers in the region. The development of commercial areas in linear, “strip” configurations along roadways shall be discouraged.

Answer Options	Response Percent	Response Count
Retain	66.7%	8
Reject	0.0%	0
Modify (Explanation)	33.3%	4

‘Modify’ Comments:

Delete last sentence

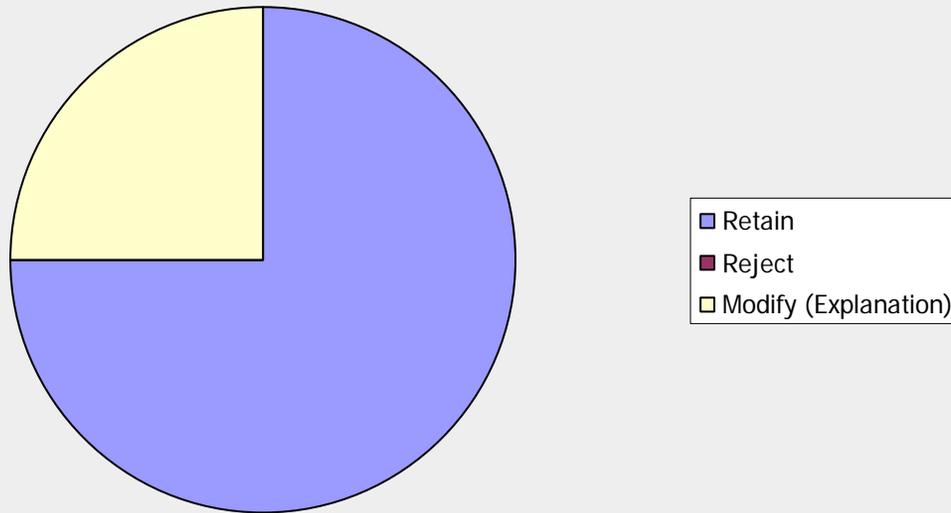
While I agree with the discouragement of "strip malls," I don't know if we still use the same language (or will use the same language) for neighborhood commercial, regional or district activity centers, etc. How does this fit in with transects and is that the way we are going to go?

Commercial areas are designated as community/regional, neighborhood commercial, or regional activity centers, district activity centers, and rural activity centers, depending on scale, location, intensity of use, AND AVAILABILITY OF MULTIPLE TRANSPORTATION MODES. Community and regional shopping centers should be located in planned commercial centers in the city, in or near existing or planned major activity centers in the region, AND ADJACENT TO OR INCORPORATING MULTIPLE TRANSPORTATION MODES. The development, or further development, of commercial areas in linear, "strip" configurations along roadways shall be STRONGLY discouraged.

this needs to be looked at

CAC Recommendation:

Policy C1.2—



Policy C1.2—Apply Design and Locational Standards for Large Retail Commercial Developments Including “Big-Box” Retail Large retail establishments (“big-box” retail) shall be permitted only in regional and community-scale shopping centers, in areas of the city where adequate access and services can be provided, and shall be required to meet a basic level of architectural variety, compatibility of scale with surrounding areas, pedestrian and bicycle access, and mitigation of negative impacts such as large parking areas.

Answer Options	Response Percent	Response Count
Retain	75.0%	9
Reject	0.0%	0
Modify (Explanation)	25.0%	3

‘Modify’ Comments:

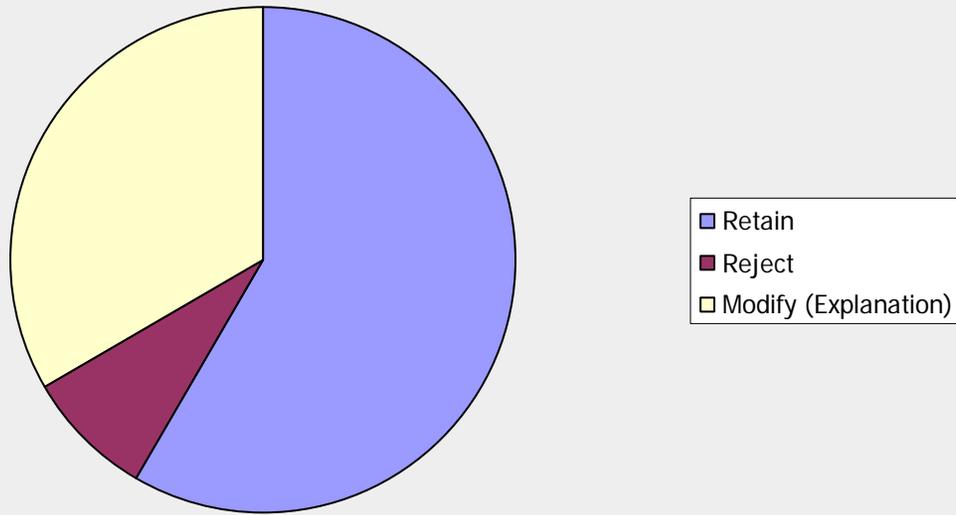
Big Boxes should be "pre configured" for reuse after their initial use is no longer viable.

Is this horse already out of the barn?

AND SHALL INCLUDE ACCOMODATION OF MULTIPLE TRANSPORTATION MODES.

CAC Recommendation:

Policy C1.3—



Policy C1.3—Include a Mix of Uses in New Commercial Development and Redevelopment New development shall include a mix of uses in the city and county, avoiding large, single-use buildings and dominating parking areas.

Answer Options	Response Percent	Response Count
Retain	58.3%	7
Reject	8.3%	1
Modify (Explanation)	33.3%	4

'Modify' Comments:

Period after "Redevelopment".

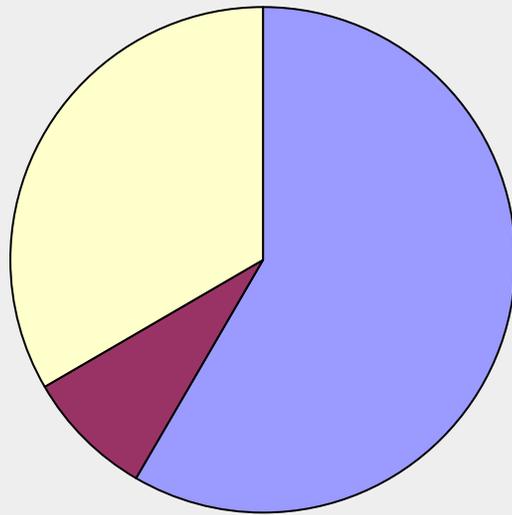
What does "mix of uses" mean in this instance?

I'm not sure what this means. The idea is right, but the language is not.

as long as it is compatible with needs

CAC Recommendation:

Policy C1.4—



■ Retain
■ Reject
■ Modify (Explanation)

Policy C1.4—Promote A High Quality Urban Environment in all Commercial Development Areas The physical environment of commercial development areas shall promote air quality and a high quality urban environment that provides for walking, bicycling, and transit opportunities.

Answer Options	Response Percent	Response Count
Retain	58.3%	7
Reject	8.3%	1
Modify (Explanation)	33.3%	4

'Modify' Comments:

in LU section we just used the word "quality", here using "high quality". Should there be consistency?

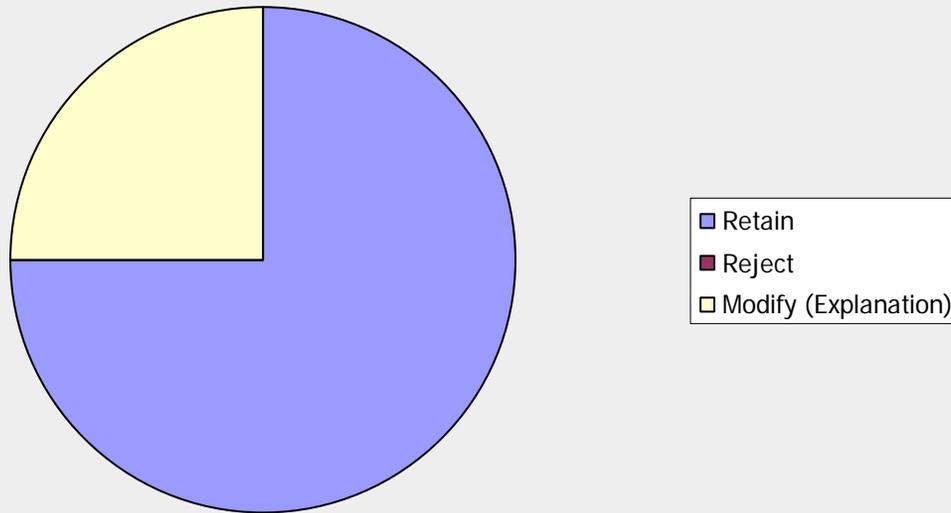
Note trade off with affordability of development. Walking opportunities etc should not be required when site configuration only allows with undue cost.

Need to pay some attention to crosswalks.

Air quality? What are we getting at here? Strike AIR QUALITY unless its need here can be demonstrated.

CAC Recommendation:

Policy C1.5—



Policy C1.5—Design and Establish Neighborhood Commercial Centers
Neighborhood commercial centers in the city are designed as pedestrian oriented gathering places with a mix of retail, office, and service uses, providing the goods and services necessary to meet the needs of the neighborhood while reflecting the identity and character of the surrounding residential neighborhoods.

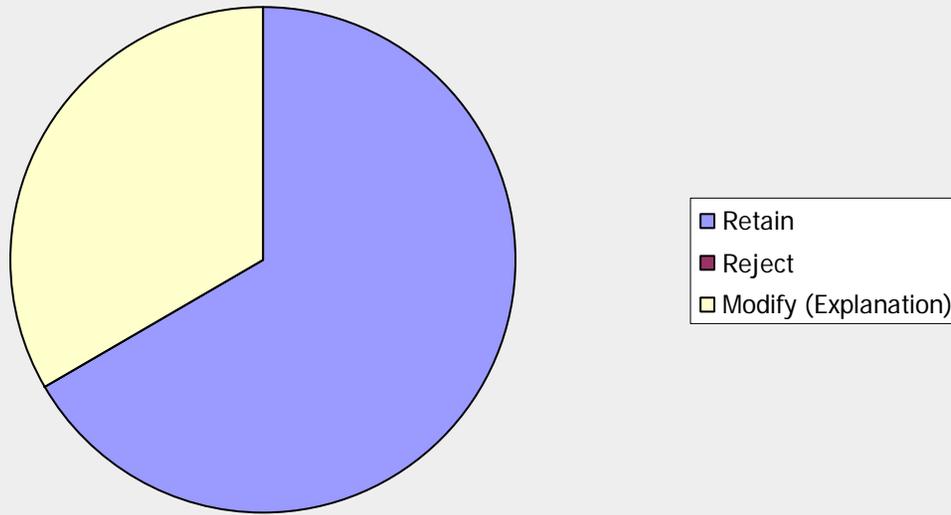
Answer Options	Response Percent	Response Count
Retain	75.0%	9
Reject	0.0%	0
Modify (Explanation)	25.0%	3

'Modify' Comments:

Neighborhood commercial needs to be located on arterials. Said commercial should also serve the needs of visitors and the larger region. I know this is a big element in Traditional Neighborhood Design, but isn't there a level or a number of residential units necessary to support neighborhood commercial centers? Do we always get there and what happens if we don't have sufficient residential to support neighborhood centers? Is this always a goal/policy?
Activity centers are not to be located within 1.5 miles of an existing activity center.

CAC Recommendation:

GOAL C2



GOAL C2 Downtown Flagstaff will continue to serve as the focal point of the community, as established by development intensity, land use, building height, and high quality urban design.

Answer Options	Response Percent	Response Count
Retain	66.7%	8
Reject	0.0%	0
Modify (Explanation)	33.3%	4

'Modify' Comments:

is downtown "the" focal point or perhaps "a primary focal point"?

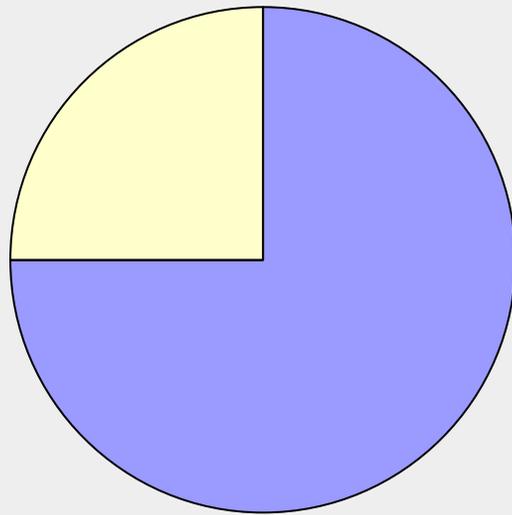
Development of the downtown will be fostered by a parking structure of at least 600 spaces. Parking overflow in adjoining mixed use and residential areas should be permitted.

Define "focal point," discuss traffic issues.

Fourth street could also be considered in this light

CAC Recommendation:

Policy C2.1—



■ Retain
■ Reject
■ Modify (Explanation)

Policy C2.1—Reinforce the Role of Downtown The role of Downtown shall be reinforced by making Downtown more accessible; supporting a variety of uses as a focal point for the entire region; improving the appearance of the area; and promoting the preservation of the original architecture of historic buildings.

Answer Options	Response Percent	Response Count
Retain	75.0%	9
Reject	0.0%	0
Modify (Explanation)	25.0%	3

'Modify' Comments:

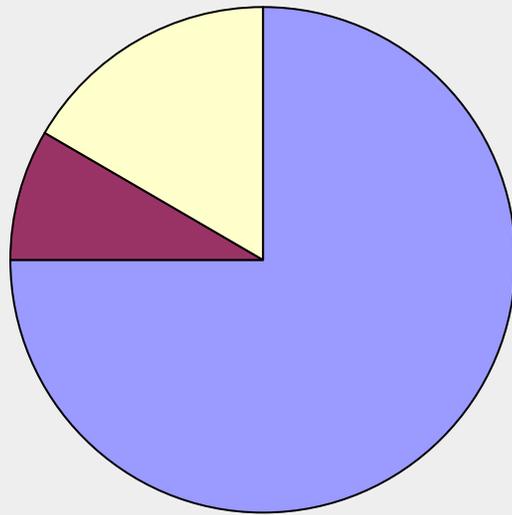
ditto #7

Clarify "more accessible." Does this mean curb cuts, parking, thoroughfares funneling people downtown, or ?

I think we also need to address parking downtown, either in this policy or in a separate one.

CAC Recommendation:

GOAL C3



- Retain
- Reject
- Modify (Explanation)

GOAL C3 Commercial uses in the county will be located in activity centers in specifically designated areas intended to serve as focal points for the community in which they are located, and they will provide opportunities to meet area resident needs locally, while avoiding a strip commercial pattern of development along the region's major roadways.

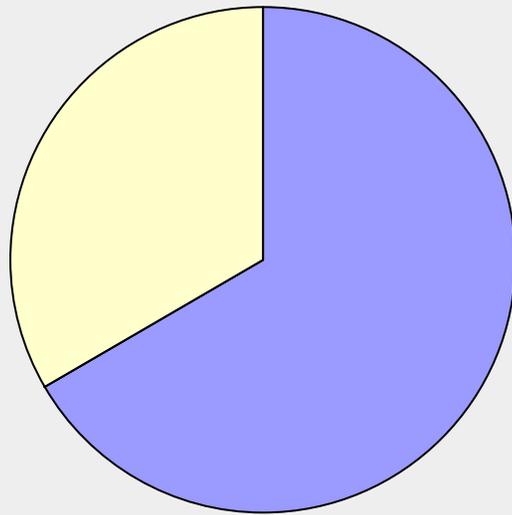
Answer Options	Response Percent	Response Count
Retain	75.0%	9
Reject	8.3%	1
Modify (Explanation)	16.7%	2

'Modify' Comments:

Commercial will be viable only if it also serves travelers.
Okay. Now lets see enforcement of this goal.

CAC Recommendation:

Policy C3.1—



- Retain
- Reject
- Modify (Explanation)

Policy C3.1—Define Appropriate Uses for Activity Centers Activity centers shall be characterized by a defined range of uses appropriate to each individual location and community, which may include small-scale retail, offices, schools, transit stops, parks, or other civic uses and other business and personal services designed to meet the needs of area.

Answer Options	Response Percent	Response Count
Retain	66.7%	8
Reject	0.0%	0
Modify (Explanation)	33.3%	4

‘Modify’ Comments:

Regional and tourist needs should also be considered in location of Activity Centers

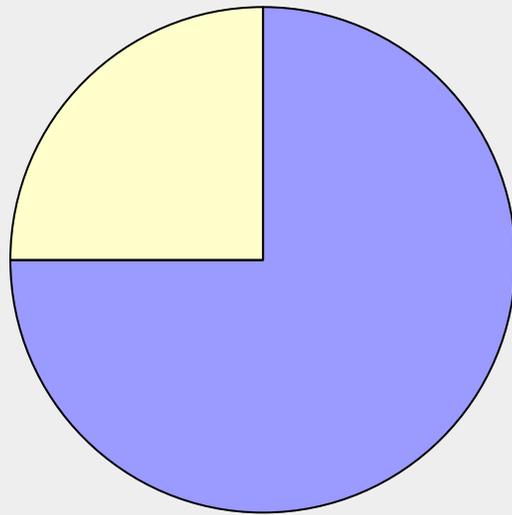
Are land development codes this specific? Do we specify a range of uses specific to each individual location and community?

I understand this Goal, but I object if the use of this goal allows Staff to dictate who goes inside the retail box [e.g., KMart, but not Walmart; In-n-Out Burger, but not McDonalds].

and be seperated by at least 1.5 miles from an existing activity center

CAC Recommendation:

Policy C3.2—



- Retain
- Reject
- Modify (Explanation)

Policy C3.2—Regulate Resort Commercial Use Siting Large resort commercial uses may only be sited in appropriate locations that can be adequately served by water, sewer, and other public facilities and services, and shall be discouraged from locating in remote areas, where adequate public facilities and services cannot be provided, or in areas that have a potential negative impact on existing enveloped areas.

Answer Options	Response Percent	Response Count
Retain	75.0%	9
Reject	0.0%	0
Modify (Explanation)	25.0%	3

'Modify' Comments:

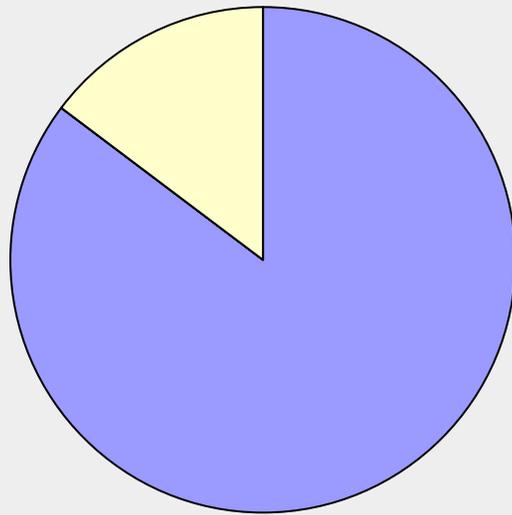
Does zoning even allow them to build if they don't have access to public facilities?

Some trade offs or mitigation should be considered in permitting regional resorts. For example, use of locally generated wind or solar power where adequate publically generated power is not available.

I reject this policy. Large resort uses are ideal for those areas and locations that have limited infrastructure but abundant open space and low intensity amenities. If the infrastructure facilities can be provided by a willing developer then the policy should allow that outcome.

CAC Recommendation:

Goal IE 1.1



■ Retain
■ Reject
■ Modify (Explanation)

The community will enjoy a healthy, thriving economy with opportunities for quality and diversified employment of various economic levels for its residents with livable wages, and environmentally responsible industries that make a positive contribution to the community and the economy.

Answer Options	Response Percent	Response Count
Retain	85.2%	23
Reject	0.0%	0
Modify (Explanation)	14.8%	4

'Modify' Comments:

The community will enjoy a healthy, thriving, and environmentally sustainable economy with opportunities for quality and diversified employment of various economic levels for its residents with livable wages, and environmentally responsible industries that make a positive contribution to the community and the economy.

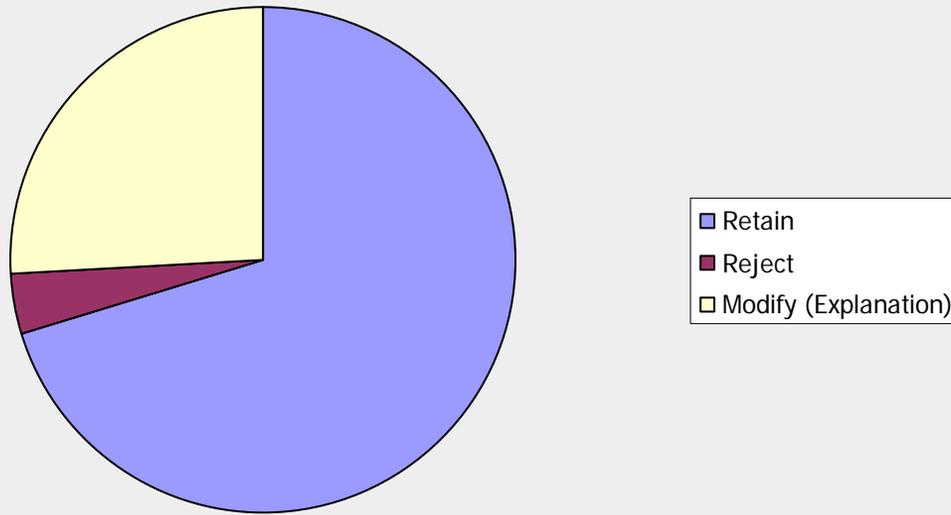
Give priority to encouragement of sustainable industries that produce necessary goods and services for LOCAL consumption, rather than export to distant localities. Relocalization is necessary in this era of peak oil and climate change.

"will work in creating a healthy..." it seems like a lot of issues necessary to the success of this statement have nothing to do with the regional plan

That is compatible with our limited resources such as water, clean air, views

CAC Recommendation:

Policy IE1.1—



Policy IE1.1—Expand Basic Employment Within the Flagstaff Area
 The Regional Plan supports the expansion of basic employment within the Flagstaff area that meets various income levels by providing locations for new companies and allowing companies on existing sites, where appropriate, to expand or diversify their operations

Answer Options	Response Percent	Response Count
Retain	70.4%	19
Reject	3.7%	1
Modify (Explanation)	25.9%	7

‘Modify’ Comments:

New companies must have their values defined in sync with social and environmental justice and provide livable wages. Define livable wage.

See above explanation.

Sounds like "new sites" only for new companies. How about reuse of existing sites?

Instead of "expansion": The RP supports an adequate level of basic employment...

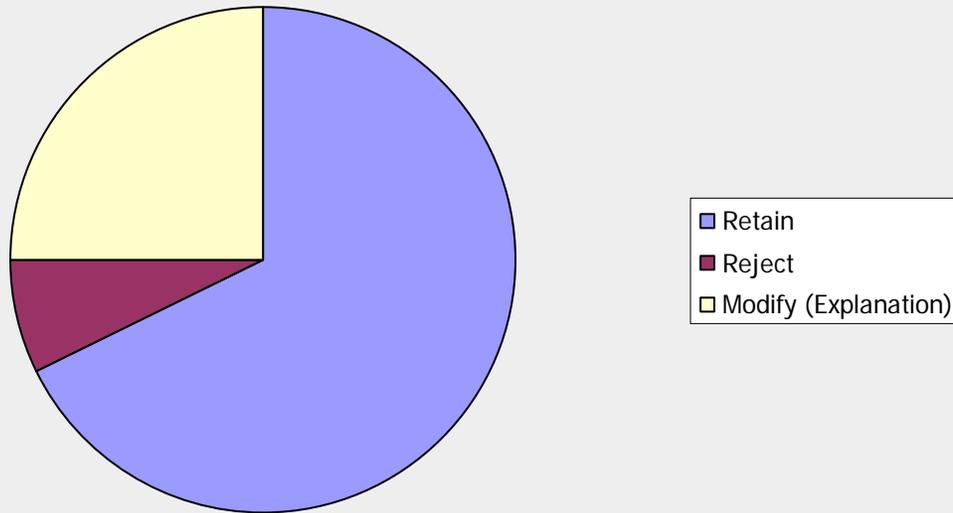
It would be nice to have a report on how successful projects have been. The autoplex (even taking into account the current downturn) seems poorly sited.

Sustainable companies?

I don't like the syntax - simplify

CAC Recommendation:

Policy IE1.2—



Policy IE1.2—Protect Existing Industrial Land and Existing Employment Areas With the majority of new jobs being created by existing business and industry, existing industrial and employment areas shall be protected against the encroachment of other land uses which may be detrimental to their continued success, the potential for future industrial development, or future necessary industrial relocations.

Answer Options	Response Percent	Response Count
Retain	67.9%	19
Reject	7.1%	2
Modify (Explanation)	25.0%	7

'Modify' Comments:

What is an "existing employment area"? People can be employed in their own homes.....

I do not believe it is wise to continue to promote the growth of our tourist industry as it doesn't support livable wages. We must look to other industries that can provide such wages.

Does this include the astronomical "industry?"

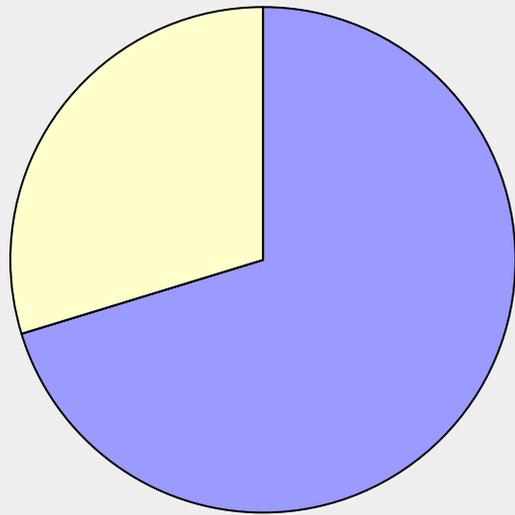
Again simplify the syntax

I'm okay, but be careful here. Sometimes retirement of aged industrial development is a desired goal of urban redevelopment. It is true that our stock of industrial land is small and could shrink, but lets be flexible here. "Shall be protected" is perhaps too strong a term.

we have not done that, how can we make this stronger

CAC Recommendation:

Policy IE1.3—



- Retain
- Reject
- Modify (Explanation)

Policy IE1.3—Support Environmentally Appropriate Industry The City and County shall promote the preservation and enhancement of its significant features of the natural environment, high quality educational and scientific resources, and low levels of environmental pollution by focusing on attracting those companies that make a good fit with the community.

Answer Options	Response Percent	Response Count
Retain	70.4%	19
Reject	0.0%	0
Modify (Explanation)	29.6%	8

‘Modify’ Comments:

Add a water element. Promote low water use industry unless capable of utilizing reclaimed or harvested (rainwater/snowmelt) water.

..by focusing on attracting socially and environmentally just companies.

After "low levels of environmental pollution" add "or natural resource depletion."

Retain as is, but add something like "and rejecting companies that are not a good fit with or do not demonstrably have the best interests of the community foremost."

Include preservation of water supply

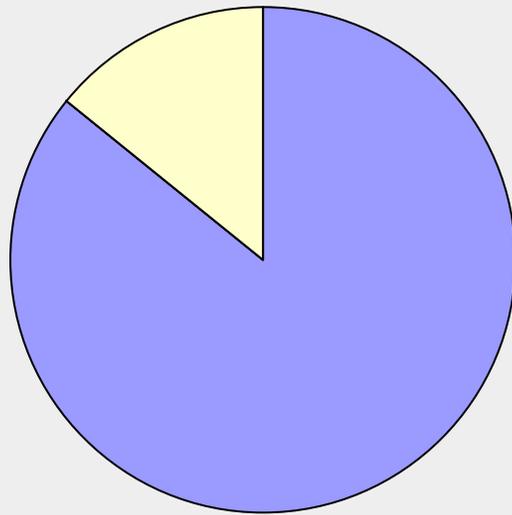
Shouldn't just be low levels of pollution, but lower use of fossil fuels and/or emphasis on sustainability, particularly in regards to water.

wordy and awkward

those companies that apply light industrial manufacturing and processing.

CAC Recommendation:

Policy IE1.4—Designate Appropriate L



- Retain
- Reject
- Modify (Explanation)

Policy IE1.4—Designate Appropriate Location for Employment Uses
 Employment uses requiring the movement of goods and materials shall locate in areas convenient to rail, air, or highway facilities within or near employment districts to minimize the necessity for intra-city movement of goods.

Answer Options	Response Percent	Response Count
Retain	85.7%	24
Reject	0.0%	0
Modify (Explanation)	14.3%	4

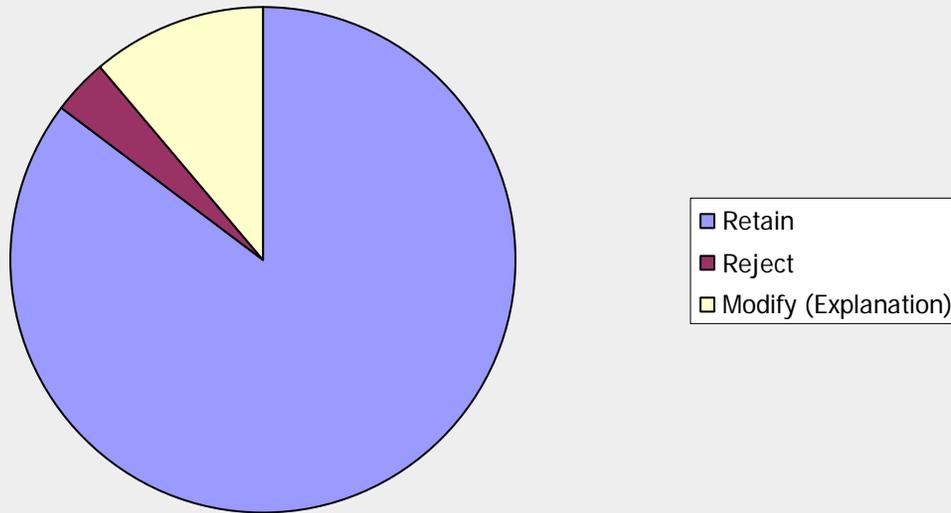
'Modify' Comments:

It's hard to understand the reference to "intra city Movement of goods. Clearly warehouse should be near the transportation corridors, but with two freeways and multiple warehouse areas, convenience for inter city transit seems more important.

Are there sufficient places that meet these criteria?
 same comment - wordy and awkward

CAC Recommendation:

Policy IE1.5—



Policy IE1.5—Designate Appropriate Employment Centers Major employers shall locate within designated mixed-use employment centers as areas for basic employment uses including light manufacturing, offices, corporate headquarters, and other uses of similar character that will also include a variety of complementary uses, such as business services, lodging for business travelers, convenience retail, child care, restaurants, and multi-family housing.

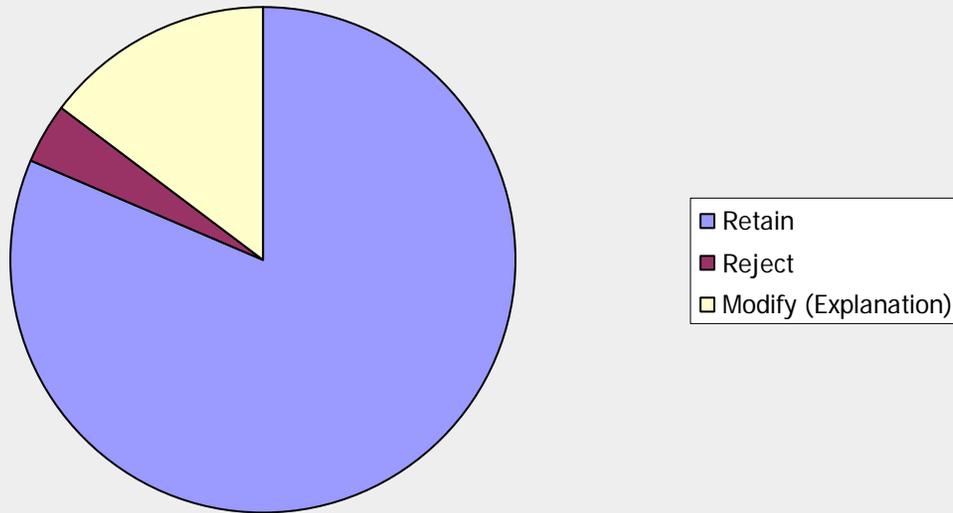
Answer Options	Response Percent	Response Count
Retain	85.2%	23
Reject	3.7%	1
Modify (Explanation)	11.1%	3

'Modify' Comments:

Is this contrary to TND and the mixed use idea? Single family home areas can have these amenities also. Larger employers want facilities that meet their specific uses. While this policy states an ideal, accommodations to the needs of a desirable new employer(per IE1.3) should be made.
it gets worse - who wrote this section?

CAC Recommendation:

Policy IE1.6—



Policy IE1.6—Provide for Home Occupations Continue to promote home occupations and cottage industries to provide expanded employment opportunities and reduction in traffic congestion.

Answer Options	Response Percent	Response Count
Retain	81.5%	22
Reject	3.7%	1
Modify (Explanation)	14.8%	4

'Modify' Comments:

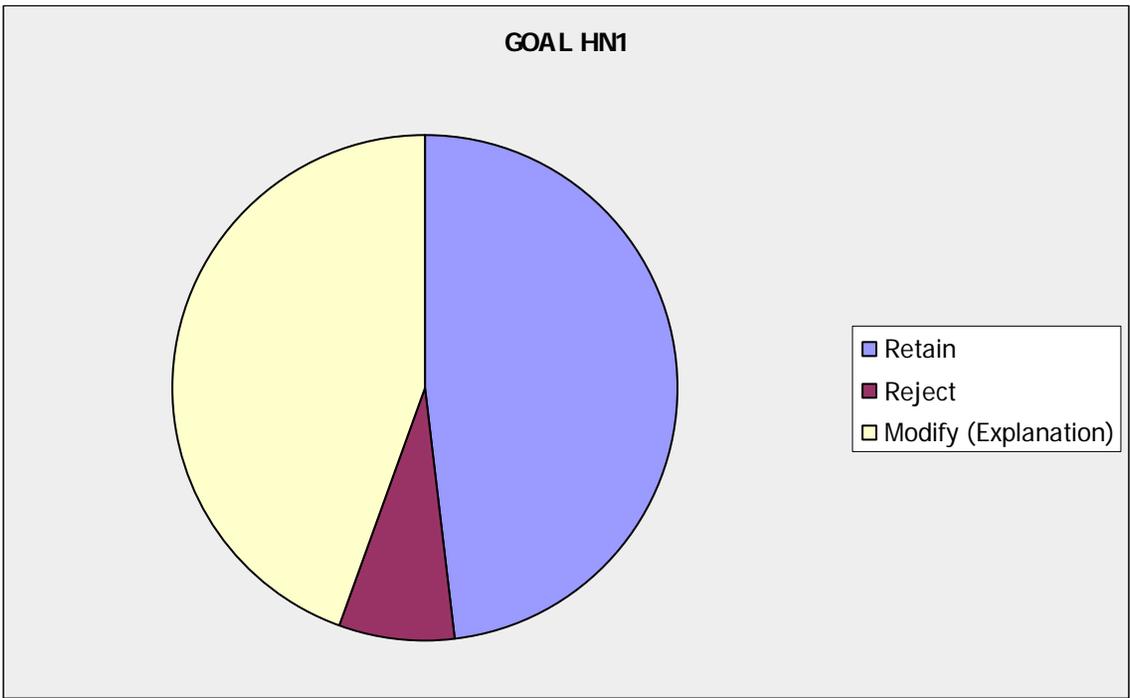
Provide for home occupation by investing in the technology and associated communication infrastructure.

Also, residential use of commercial and industrial mixed use "lofts" and residential structures in commercial zones should be encouraged.

Allow Home Occupations that deduce traffic congestion and that do not conflict with the character of the neighborhood.

Continue to promote home occupations and cottage industries THAT ARE INDEPENDENT OF COMMERCIAL SHIPPING OF MANUFACTURED GOODS in order to provide expanded employment opportunities and reduction in traffic congestion.

CAC Recommendation:



GOAL HN1 The supply of affordable home ownership, rental, and special needs housing units affordable to low- and moderate-income households will be increased.

Answer Options	Response Percent	Response Count
Retain	48.1%	13
Reject	7.4%	2
Modify (Explanation)	44.4%	12

‘Modify’ Comments:

Suggest: "...without negatively impacting moderate to high income housing..." Sounds snobbish but the intent is to not bring down nice neighborhoods by placing "rat-holes" next to them.

should have a level of approval to assure need is legitimate

Define affordable - resizing our pool of housing can make areas more affordable - 1500 sf homes instead of 3000 sf homes.

Through various programs and policies including those addressing energy efficiency and public transportation.

But not at the expense of community character and existing environmental quality.

Easy to say, hard to accomplish.

move the word increase to the beginning of the sentence

...will be promoted.

Available housing should be appropriate for economic demographics of full-time residents. Huge second homes gobble up land and push up prices.

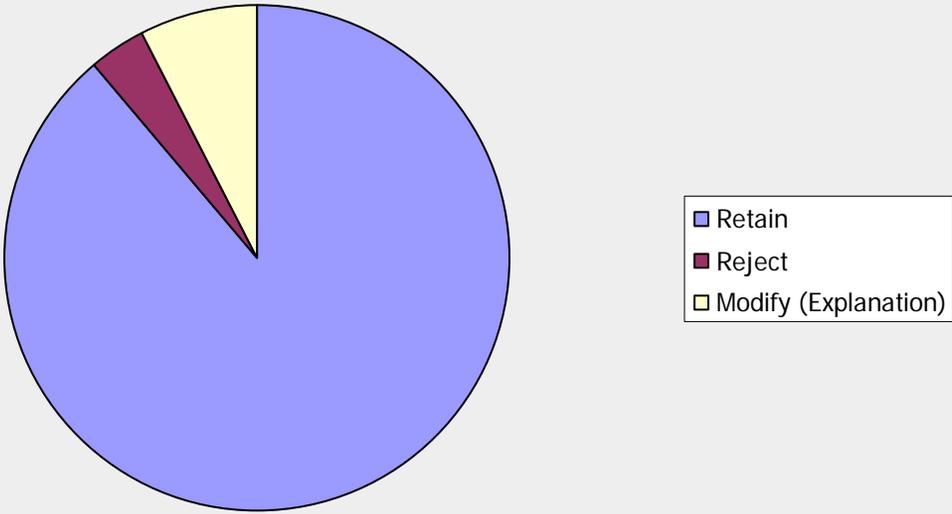
Supports and give priority to the availability of affordable...

I like the goal the way it is written, however, I would like to see a policy that designates the exact amount of affordable housing per development project.

We have to say how.

CAC Recommendation:

Policy HN1.1—



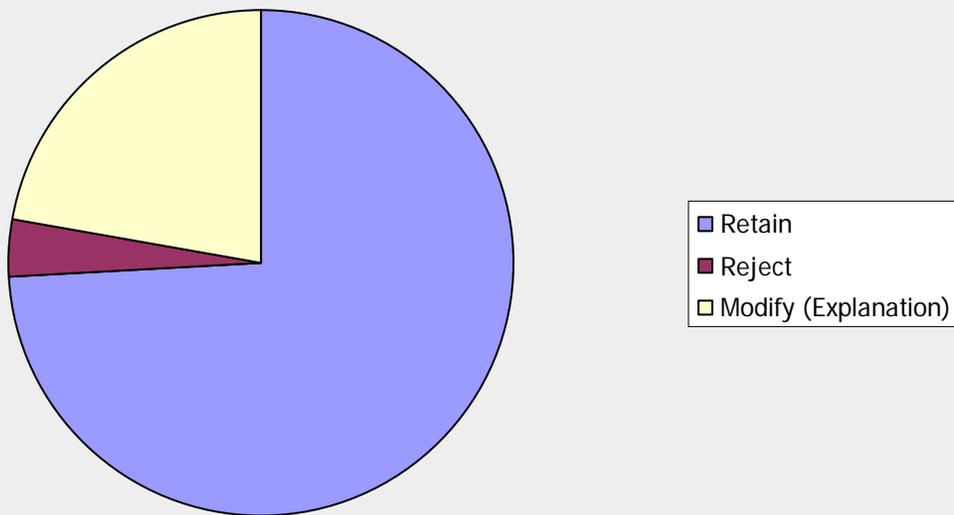
Policy HN1.1—Evaluate and Adjust Housing Policies and Strategies The City and County shall maintain a current assessment of housing and economic conditions and adjust their housing planning, policy, and strategy approaches as necessary to ensure community services and resources are delivered appropriately and efficiently to meet community needs and vision.

Answer Options	Response Percent	Response Count
Retain	88.9%	24
Reject	3.7%	1
Modify (Explanation)	7.4%	2

‘Modify’ Comments:
 should reflect limits of social needs
 How often should City and County staff adjust their housing policy and strategy approaches? Is there any benefit to coordinating between these two government entities?

CAC Recommendation:

Policy HN1.2—



Policy HN1.2—Support the Creation of Public/Private Partnerships for Housing The City and County shall cultivate partnerships with other public and private for-profit and private non-profit entities for the implementation of programs designed to create, preserve and sustain affordable housing. These partnerships may include employer based programs. Federal, state, and local resources should be used in a manner that leverages private investment and recapture of subsidies for revolving loan funds.

Answer Options	Response Percent	Response Count
Retain	74.1%	20
Reject	3.7%	1
Modify (Explanation)	22.2%	6

‘Modify’ Comments:

The move recently has been for the City to take on more of a leadership role internally - redevelopment, housing, etc. Change to reflect current trend or leave out entirely as this changes with the visions of current leadership.

Retain, but scratch the "for profit" provision. For-profit enterprises rarely -- if ever -- have the best interests of their tenants foremost.

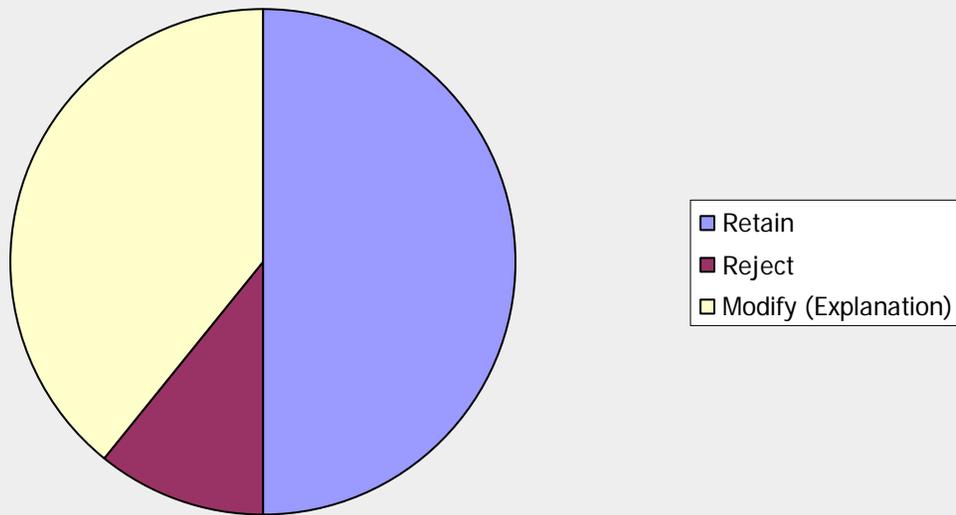
Realistically, affordability in Flagstaff will only be marginally improved. Care should be taken to encourage private development of affordable units and to maximize the leverage of public funds.

May also want to look at permanent affordability - not just recapture of funds.

Wordy - not parallel with the scope of other Policies in this section

City lands can only be used if in the process the total land owned by the city remains the same or increases for public use.

CAC Recommendation:



GOAL HN2: New neighborhoods will be built and support will be given to existing neighborhoods and that integrate a variety of housing types and densities with amenities, services, and retail to ensure opportunities for a variety of household income levels.

Answer Options	Response Percent	Response Count
Retain	50.0%	14
Reject	10.7%	3
Modify (Explanation)	39.3%	11

'Modify' Comments:

Suggest something akin to: "...as anticipated through growth analysis..." The intent is to not build apartments or duplexes that will not be filled or will sit vacant for long periods.

Sentence has an extra "and" in it.

Define support.

Clarify wording. ("... and that integrate..."??)

Need to add kid friendly

change the word given to provided or offered

Support will be given to existing and new neighborhoods that...

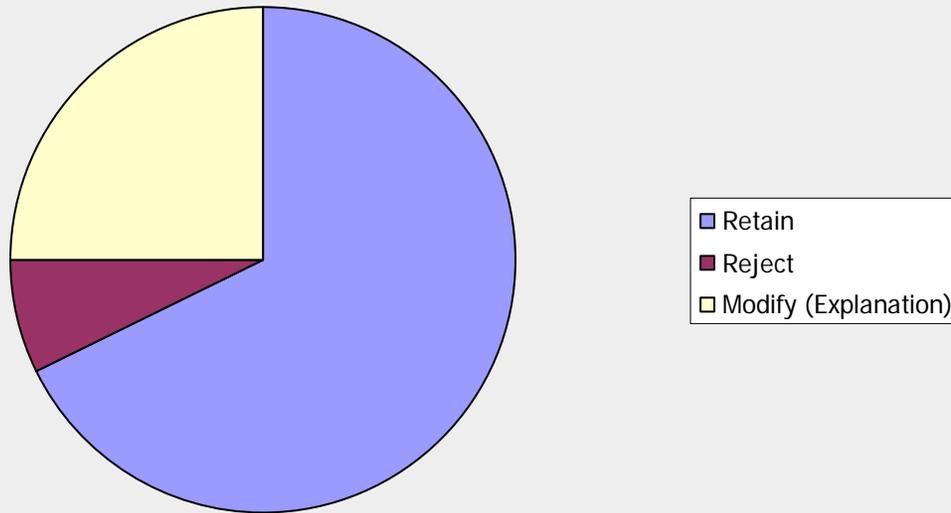
Recent downturn calls into question the wisdom of large housing tracts. A positive aspect of historic neighborhoods is the individuality of the homes. Discuss.

This doesn't make sense....delete the second "and" and it makes it better.

Is this the start of mandatory affordable housing quotas for new development. I recommend softer language: NEW NEIGHBORHOODS SHALL BE ENCOURAGED TO INTEGRATE A VARIETY OF HOUSING TYPES AND DENSITIES WITH AMENITIES, SERVICES, AND RETAIL TO ENSURE OPPORTUNITIES FOR A VARIETY OF HOUSEHOLD INCOMES. THE CITY AND COUNTY SHALL ASSIST EXISTING NEIGHBORHOODS TO ALSO MEET THIS GOAL.

CAC Recommendation:

Policy HN2.1 -



Policy HN2.1 - Promote the Development of Mixed-Use Neighborhoods In appropriate areas both new and existing neighborhoods should have a mix of land uses and different housing types. The arrangement of land uses within the neighborhoods shall allow residents to walk and bicycle to parks, schools, work, shopping, places of worship, transit stops, and other nearby neighborhoods. Neighborhoods should include a pedestrian-oriented neighborhood center- school, park, plaza, commercial area or other neighborhood facility- that gives each neighborhood a unique identity and a place for recreation or public gatherings. Additionally, existing older neighborhoods, such as Southside, Sunnyside, and parts of downtown, may be suitable for limited and sensitively designed mixed-use development. Redevelopments of existing neighborhoods shall be sensitive to existing development to preserve the neighborhood character.

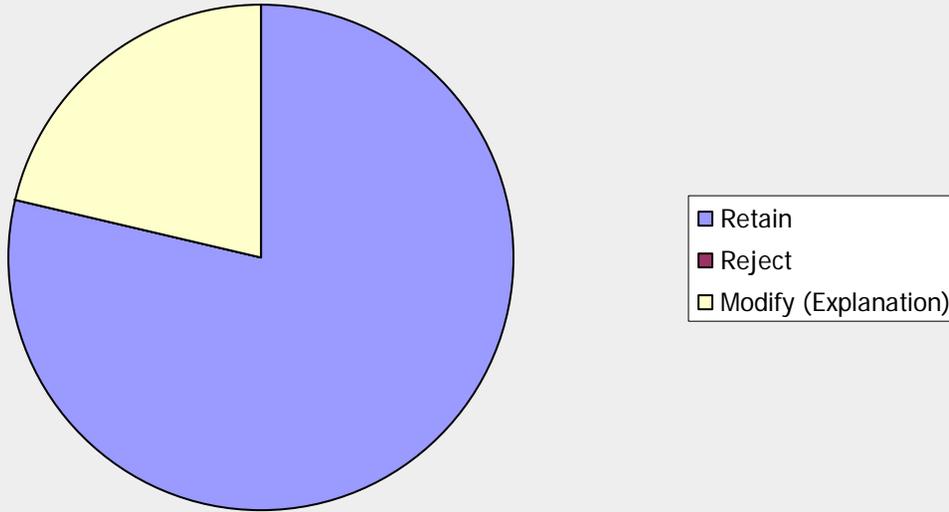
Answer Options	Response Percent	Response Count
Retain	67.9%	19
Reject	7.1%	2
Modify (Explanation)	25.0%	7

'Modify' Comments:

Mix-Use Neighborhoods should include neighborhood gardens to promote local food production and to bring the community together.
 Consider the natural world in mixed-use neighborhoods and retain as much of nature as possible, e.g. birds, water, native vegetation, resident wildlife
 All new neighborhoods should be required to have a neighborhood park
 Commercial development in new neighborhoods should not be mandated where it is not viable. (example- the Presidio)
 Sounds the same as traditional neighborhood design. Is this repetitive?
 Wordy. Condense.

CAC Recommendation:

Policy HN2.2 -



Policy HN2.2 - Establish Interconnected Neighborhood Street and Sidewalk Patterns
 Neighborhood streets and sidewalks and/or walkways in both new and existing areas should form an interconnected network, including automobile, bicycle, and pedestrian routes within a neighborhood and between neighborhoods, in order to connect neighborhoods together and with other parts of the region. neighborhoods should have frequently connected networks of walkways and bike paths, including connections to the Flagstaff urban Trail System (FUTS), where practicable and feasible. in particular, direct walkway and bikeway routes to schools, parks, and other community facilities should be provided. Equestrian facilities should be accommodated where appropriate.

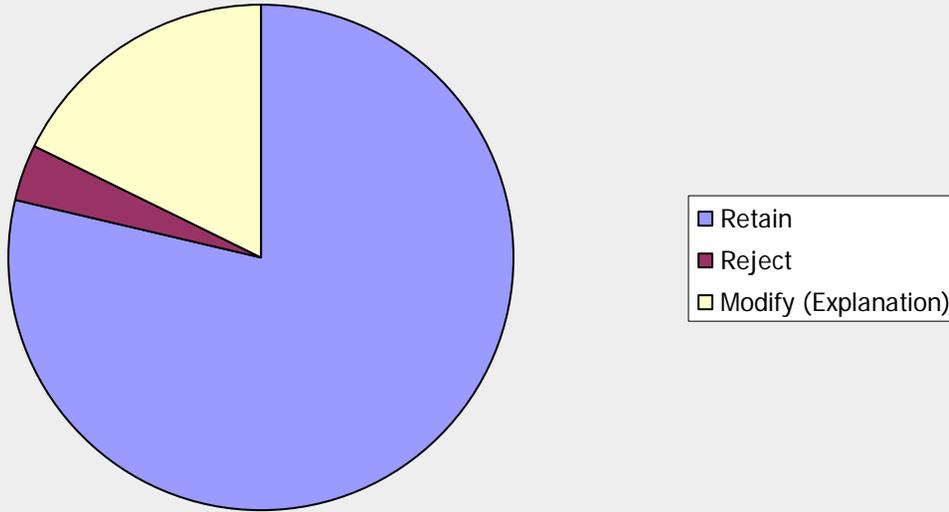
Answer Options	Response Percent	Response Count
Retain	78.6%	22
Reject	0.0%	0
Modify (Explanation)	21.4%	6

'Modify' Comments:

no equestrian facilities (not a sustainable practice)
 Set priorities: 1. pedestrian, 2. bicyclist, 3. public transit commuter, 4. driver; clearly state that all roads (other than interstates) will have continuous sidewalks
 Wildlife linkages should be accommodated wherever possible.
 Discuss the dreadful lack of crosswalks, especially on major streets.
 Wordy. Condense.

CAC Recommendation:

Policy HN2.3-



Policy HN2.3- Encourage Accessory Dwelling Unites The Regional Plan recognizes accessory housing units as a viable form of additional, and possibly more affordable, housing and shall develop special procedures, criteria, and standards governing their existence that are designed to facilitate their development while protecting existing neighborhood character.

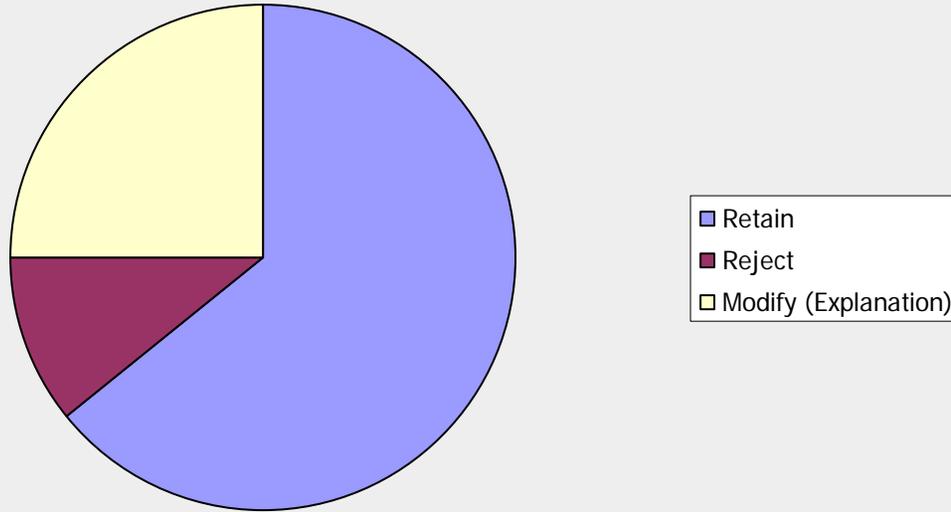
Answer Options	Response Percent	Response Count
Retain	78.6%	22
Reject	3.6%	1
Modify (Explanation)	17.9%	5

'Modify' Comments:

Define accessory dwelling. Unites???? Spelling?
 I don't know what "accessory housing units" means.
 I believe some standards are already developed - however, adus should be accommodated in all neighborhoods.
 Does this conflict with Prop 107 issues?

CAC Recommendation:

Policy HN2.4-



Policy HN2.4- Restrict Development of Gated Communities To keep all parts of the community accessible by all citizens, discourage gated communities unless connectivity and public access are provided and development is in conformance with other appropriate policies contained in the Regional Plan.

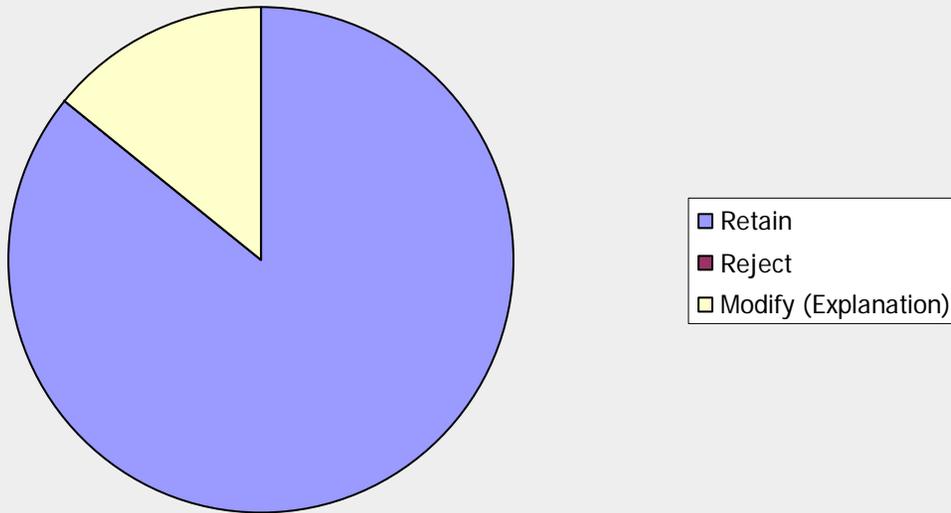
Answer Options	Response Percent	Response Count
Retain	64.3%	18
Reject	10.7%	3
Modify (Explanation)	25.0%	7

'Modify' Comments:

This policy has been violated multiple times. Explain how the City enforces it.
There should be no gated communities allowed
Ban gated "communities". They add no value whatsoever to the Flagstaff community (which, in stark contrast, is a *real* community) and are antithetical to the established Flagstaff character. Gated enclaves have no place, and are not at all welcome, in or around Flagstaff.
Discourage gated communities under any circumstances.
Instead of restricting them find a workable solution.
More teeth

CAC Recommendation:

Policy HN2.5 -



Policy HN2.5 - Preserve and Enhance Existing Neighborhoods Withing Districts The character of stable residential neighborhoods shall be preserved through neighborhood organizations, and supportive regulatory techniques. The City shall attempt to retain existing affordable housing stock through conservation efforts of older residential neighborhoods, while allowing infill development and accessory dwellings in a sensitively designed manner.

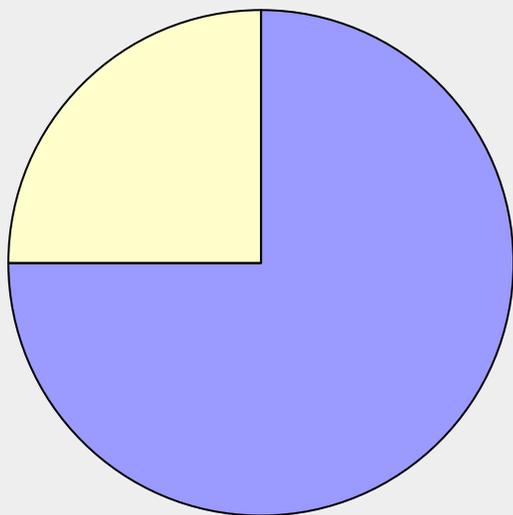
Answer Options	Response Percent	Response Count
Retain	85.7%	24
Reject	0.0%	0
Modify (Explanation)	14.3%	4

'Modify' Comments:

needs limit factor as far a city involvement is concerned
 Title typo - "Withing". Recognize historic districts here - not just "older", but also historic.
 substitute "encouraging" for "allowing"

CAC Recommendation:

GOAL HN3:



- Retain
- Reject
- Modify (Explanation)

GOAL HN3: Development patterns designed to maintain the open character of rural areas, protect open lands, and to protect and maintain sensitive environmental areas will be promoted.

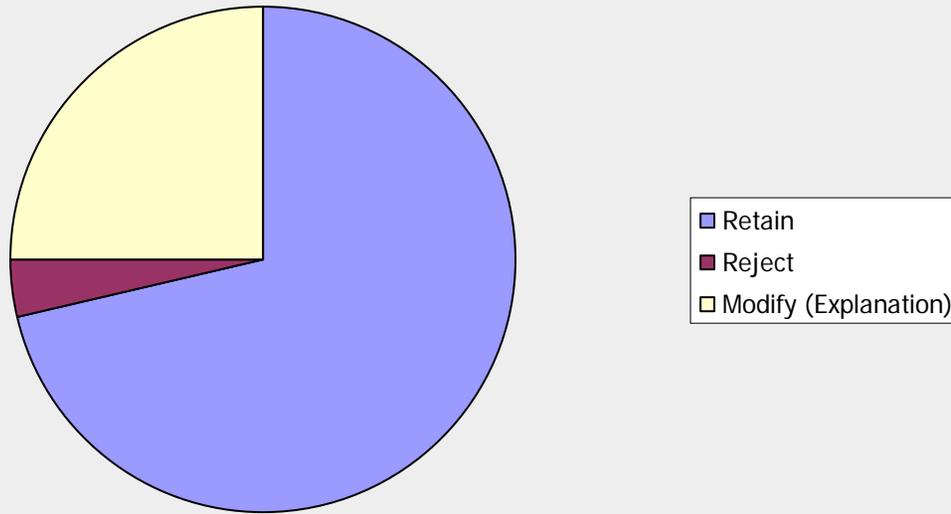
Answer Options	Response Percent	Response Count
Retain	75.0%	21
Reject	0.0%	0
Modify (Explanation)	25.0%	7

'Modify' Comments:

We should be growing more of our own food. I'd like to see agricultural considerations included in the rural development pattern.
Retain, but add: Development patterns that do not explicitly uphold these principles are not allowed.
The natural world will be considered in development patterns, e.g. water, native vegetation, resident wildlife and wildlife linkages
Private property owners whose property is no longer developable due to environmental protections should be compensated.
Promote moved to beginning of sentence.
Include meadows in conservation areas, not just woodlands.

CAC Recommendation:

Policy HN3.1-



Policy HN3.1- Encourage Cluster Development The City and County shall continue to allow cluster developments in appropriate locations, as an optional development pattern.

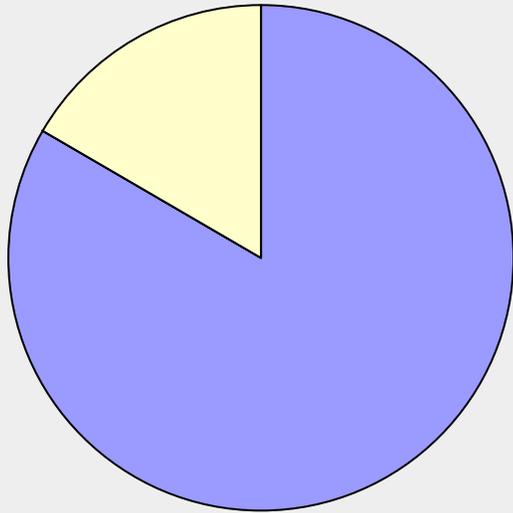
Answer Options	Response Percent	Response Count
Retain	71.4%	20
Reject	3.6%	1
Modify (Explanation)	25.0%	7

'Modify' Comments:

- needs better explanation
- Must take into consideration the naval institute
- substitute "encourage" for "allow"
- define cluster development?
- What is a cluster development
- DENSITY BONUSES SHALL BE CONSIDERED AS AN INCENTIVE TO PROMOTE CLUSTER DEVELOPMENT.

CAC Recommendation:

GOAL T1



- Retain
- Reject
- Modify (Explanation)

GOAL T1 A safe, convenient, user-friendly transportation system will be developed throughout the region, addressing both short- and long-term needs, and emphasizing alternative transportation modes while reducing dependency on the automobile.

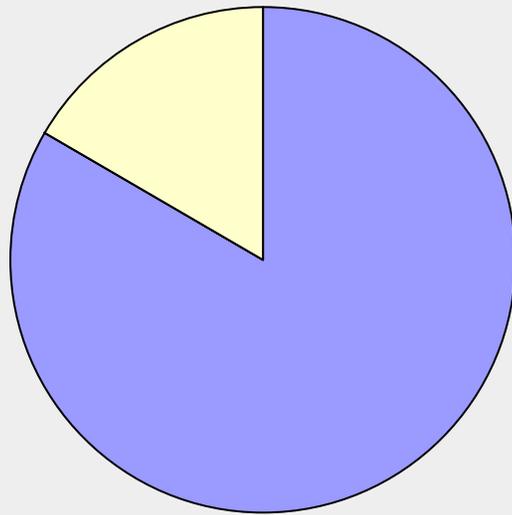
Answer Options	Response Percent	Response Count
Retain	83.3%	10
Reject	0.0%	0
Modify (Explanation)	16.7%	2

'Modify' Comments:

Pay attention to pedestrian safety when designing arterials. Nearby shopping is useless if pedestrians can't cross the street. I don't know if it is realistic in the more rural parts of the community to reduce dependency on the car. I think the goal is good, but don't necessarily agree with the last part of the sentence.

CAC Recommendation:

Policy T1.1—



- Retain
- Reject
- Modify (Explanation)

Policy T1.1—Develop a Balanced Transportation System The local transportation system shall strike a balance so that each mode of travel (single-occupant vehicle, multi-occupant auto, pedestrian, bicycle and public transit) is effectively utilized to meet local mobility choices and needs.

Answer Options	Response Percent	Response Count
Retain	83.3%	10
Reject	0.0%	0
Modify (Explanation)	16.7%	2

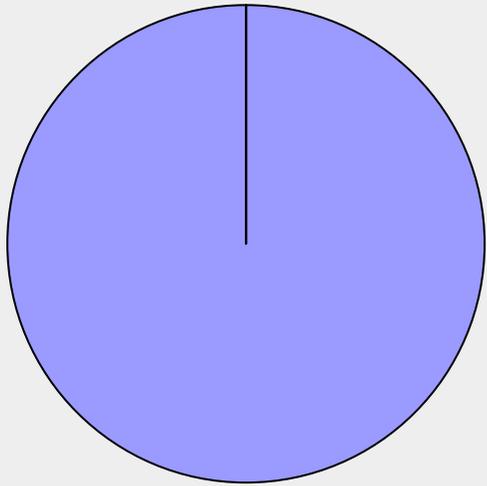
'Modify' Comments:

make consistent single occupant and multi occupant auto/vehicle wording

Recent roads have been overbuilt. This encourages huge vehicles, which make driving more dangerous and difficult for everyone else. Why not reduce pavement instead of increase it?

CAC Recommendation:

Policy T1.2—



- Retain
- Reject
- Modify (Explanation)

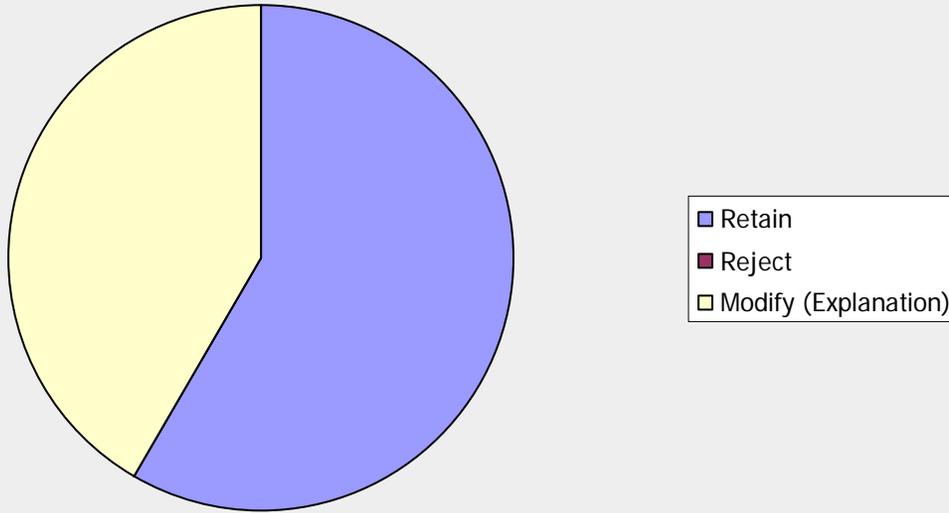
Policy T1.2—Create an Efficient Transportation System The City and County shall work to ensure connectivity and continuity in local roads and streets between adjacent neighborhoods, and between neighborhoods and nearby commercial areas and schools in order to minimize auto dependency, minimize unnecessary driving, especially for short trips, and achieve a better distribution of traffic across the roadway network, avoiding unnecessary congestion on collector and arterial routes.

Answer Options	Response Percent	Response Count
Retain	100.0%	12
Reject	0.0%	0
Modify (Explanation)	0.0%	0

'Modify' Comments:

CAC Recommendation:

Policy T1.3—



Answer Options	Response Percent	Response Count
Retain	58.3%	7
Reject	0.0%	0
Modify (Explanation)	41.7%	5

POLICY BELOW.

Policy T1.3—Establish Roadway Improvements Categories The Regional Plan shall establish the relative priorities of categories of roadway improvements for local (City and County) investment, and set local priorities for State of Arizona investments in arterial roadways through the continuing actions of the Flagstaff Metropolitan Planning Organization. The priorities shall conform to the following direction:

1. The highest priority shall be projects that solve or improve demonstrated or anticipated safety problems, provided however, motor vehicle safety shall not be improved at the expense of reduced safety of movement by pedestrians, bicyclists, public transit or other legitimate means of travel.
2. The next highest priority shall be placed on “transportation systems management” investments that improve the flow of traffic through existing roadway facilities. These include improved signalization, access management, intersection reconstruction, intersection separations, and similar types of projects.
3. The City and County shall identify and work to resolve missing links and key connections in the urban street grid, especially for north-south movements near the city core.
4. The City and County shall take a lead role in identifying the need for, and assuring the provision of, key radial connectors and circumferential routes, including those which will ultimately be privately funded in connection with new development. While such projects shall not be a high priority for local public funding, the City and County may provide “up-front” funding for such projects to be repaid later by developers.

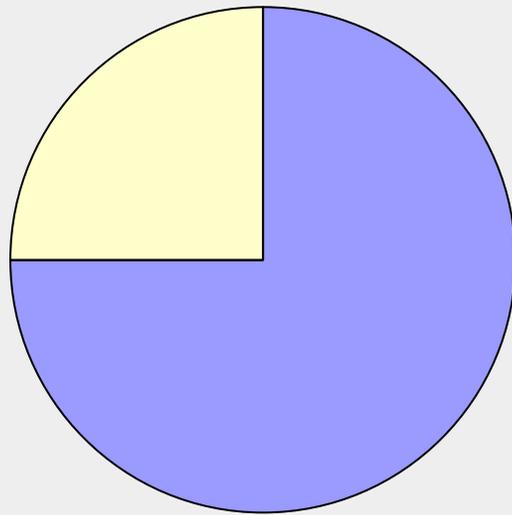
Strategy T1.3(a)—Develop and Adopt a Transportation Improvement Program The City and the County, working with the Flagstaff Metropolitan Planning Organization, shall establish a Transportation Improvement Program (TIP). The TIP shall be adopted and developed as a part of the transportation plan. The TIP identifies the transportation projects and programs (all modes) required to support the plan and preferred land use pattern. Project limits, project and program descriptions, and estimated costs shall be listed and mapped. City, County, FMPO Annually

5. Other criteria being equal, some additional priority may be placed on certain roadway links and connections which would enable better response times for emergency services or which would provide needed redundancy in routes for emergency access or circulation.

‘Modify’ Comments:

CAC Recommendation:

Policy T1.4—Reduce Negative



- Retain
- Reject
- Modify (Explanation)

Policy T1.4—Reduce Negative Traffic Impacts in Residential Neighborhoods Traffic calming shall be incorporated in neighborhoods to mitigate negative impacts, and streets serving residential areas shall be designed in a manner that does not encourage through-traffic in neighborhoods.

Answer Options	Response Percent	Response Count
Retain	75.0%	9
Reject	0.0%	0
Modify (Explanation)	25.0%	3

'Modify' Comments:

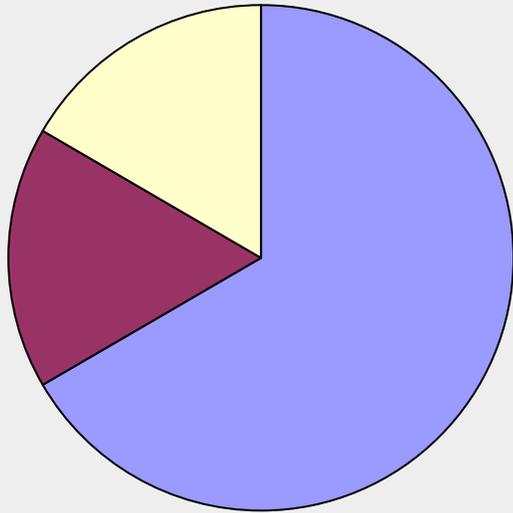
Traffic calming should not be used to create virtual walled communities.

Isn't this a contradiction to the TND that promotes the interconnected streets and gives drives more than one potential route?

What is "traffic calming"?

CAC Recommendation:

Policy T1.5—



- Retain
- Reject
- Modify (Explanation)

Policy T1.5—Coordinate Regional Transportation Funding The City and County shall coordinate on development of a regional system of transportation funding that ensures that the costs of serving new development are not borne disproportionately by existing residents and property owners. This system shall also determine an equitable allocation of the costs of providing or improving major transportation facilities (including arterial and collector roads, regional trails and public transit systems) and shall allocate those costs accordingly through local taxing and fee systems.

Answer Options	Response Percent	Response Count
Retain	66.7%	8
Reject	16.7%	2
Modify (Explanation)	16.7%	2

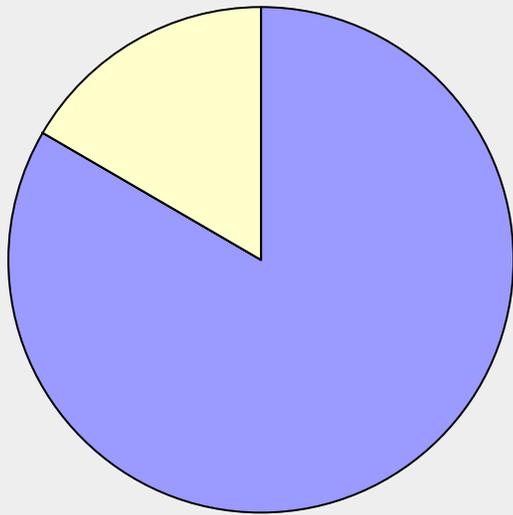
'Modify' Comments:

Does this support impact fees? If so, I am opposed to this strategy as it impacts the affordability of housing in our community.

This concept requires modification. New development often creates transportation solutions to existing problems that existing residents welcome and will use but do not - under this policy - have to pay for. A "Regional System of Transportation" is a regional goal addressing a regional problem, and the solution should not be borne only by new development.

CAC Recommendation:

Policy T1.6—



- Retain
- Reject
- Modify (Explanation)

Policy T1.6—Establish a Roadway Planning Categorization and Access Management System The City and County shall establish a roadway planning categorization and access management system for the purposes of managing access and determining design standards. This functional classification shall serve as the basis for an access management system. The classifications shall include at least the following categories: Freeway Major Arterial Minor Arterial Major Collector Minor Collector Connector Local Commercial Local Residential Local Narrow Residential Alley

Answer Options	Response Percent	Response Count
Retain	83.3%	10
Reject	0.0%	0
Modify (Explanation)	16.7%	2

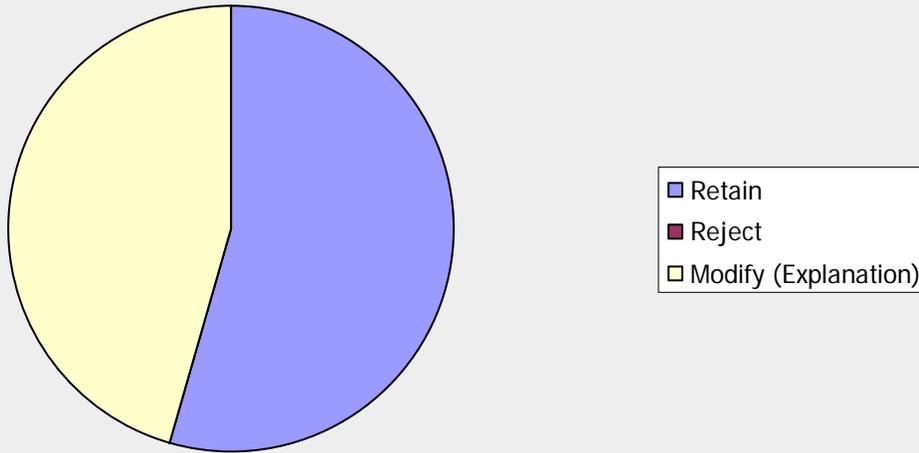
'Modify' Comments:

We need some sort of responsible board governing this.

I do not believe federal freeway system should be depended upon as a local transportation element for safety reasons due to elevation, location, and climate.

CAC Recommendation:

Policy T1.7—Recognize the Importance of Rail Freight and Passenger Service
The City and the County shall recognize the importance of rail freight and passenger service to the economy of the region.



Policy T1.7—Recognize the Importance of Rail Freight and Passenger Service
The City and the County shall recognize the importance of rail freight and passenger service to the economy of the region.

Answer Options	Response Percent	Response Count
Retain	54.5%	6
Reject	0.0%	0
Modify (Explanation)	45.5%	5

'Modify' Comments:

The city will continue to mitigate the impact of the rail road on the community by moving forward with noise reduction. the potential importance. (today, would we be better off with the railroad or without the railroad?)

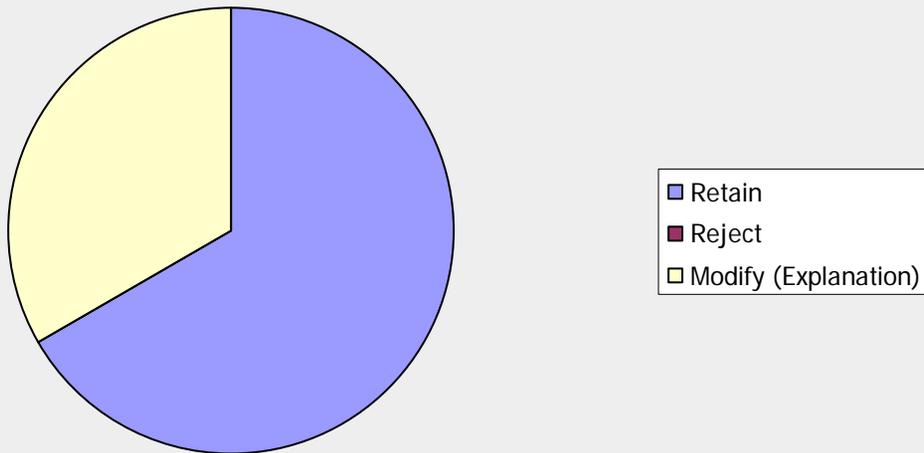
Clarify with numbers if possible. Also consider the detrimental effect of the train coming through town hooting in the middle of the night and jamming traffic all day.

How is recognizing the importance of this a policy? What does that mean?

What does it effectively mean "to recognize" the importance of rail freight and passenger service? How does this play out in decisions?

CAC Recommendation:

Policy T1.8—Identify Truck Circulation Needs Append the Regional Plan to identify truck circulation routes and appropriate roadway design features for the accommodation of trucks.



Policy T1.8—Identify Truck Circulation Needs Append the Regional Plan to identify truck circulation routes and appropriate roadway design features for the accommodation of trucks.

Answer Options	Response Percent	Response Count
Retain	66.7%	8
Reject	0.0%	0
Modify (Explanation)	33.3%	4

'Modify' Comments:

Put some teeth in this one! Consider specific hours for large trucks as is done in many cities. Consider restricting routes for big recreational vehicles. Keep them out of downtown.

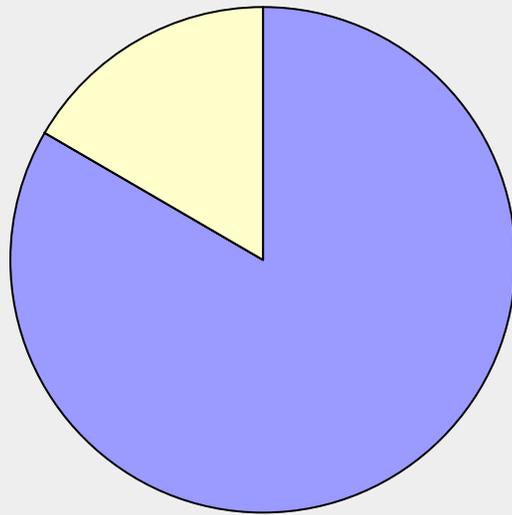
Did this happen? Do we still need to do it?

If this needs to be completed in the regional plan, then it will need to be reworded once the routes have been identified?

This is not parallel with other policies

CAC Recommendation:

Policy T1.9—



- Retain
- Reject
- Modify (Explanation)

Policy T1.9—Provide Intermodal Connectivity The Regional Plan shall provide for an efficient interchange between modes for all types of trips. This shall address the interconnections between pedestrian, bicycle, transit, auto, rail, and air travel in order to maximize choices for mode of travel.

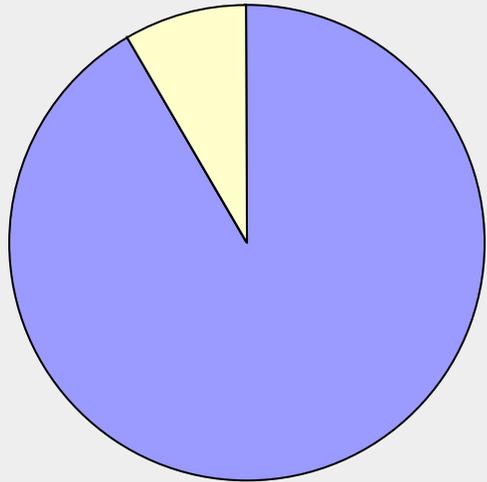
Answer Options	Answer Options	Answer Options
Retain	Retain	Retain
Reject	Reject	Reject
Modify (Explanation)	Modify (Explanation)	Modify (Explanation)

'Modify' Comments:

How, exactly, do we address the interconnections between the different modes of transportation?
 Need to state where this is provided for in the Regional Plan.

CAC Recommendation:

GOAL T2 An enhanced public transit system will be promoted as an integral part of the region's overall transportation system.



- Retain
- Reject
- Modify (Explanation)

GOAL T2 An enhanced public transit system will be promoted as an integral part of the region's overall transportation system.

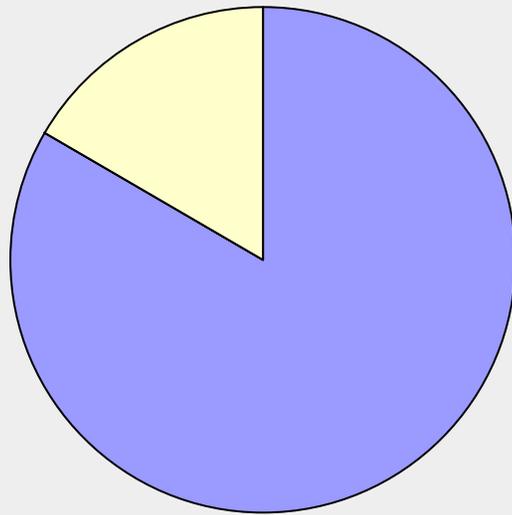
Answer Options	Response Percent	Response Count
Retain	91.7%	11
Reject	0.0%	0
Modify (Explanation)	8.3%	1

'Modify' Comments:

Expansion of transit service to Kachina Village, Mountaineer and Doney Park shall be made a priority.

CAC Recommendation:

Policy T2.1—



- Retain
- Reject
- Modify (Explanation)

Policy T2.1—Coordinate a Public Transit System The City and County shall work together to establish a Public Transit System that includes the following elements: 1. A consistent and reliable transportation system for the transit dependent elements of the population including elderly citizens, children, low-income families, disabled persons, and others unable or unwilling to drive. 2. A network of local routes connecting to all major employment and activity centers. 3. Activity center circulators, including a core area circulator with a high level of service linking downtown with the NAU campus and the medical/hospital complex, as well as other future circulators serving or connecting activity centers.

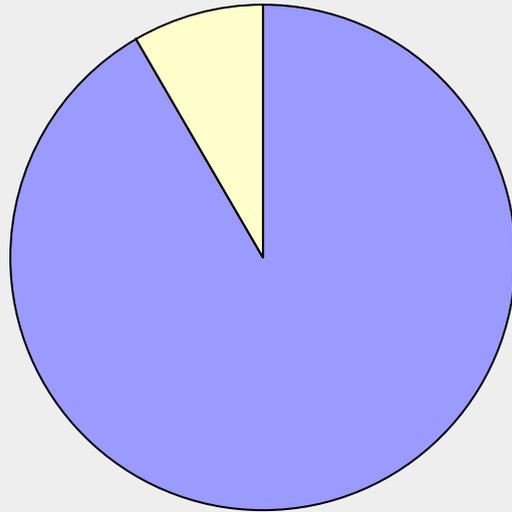
Answer Options	Response Percent	Response Count
Retain	83.3%	10
Reject	0.0%	0
Modify (Explanation)	16.7%	2

'Modify' Comments:

While our Public Transit System has made leaps and bounds, it still doesn't meet the needs of residents in rural areas - Bellemont, Kachina, etc. How do we achieve #2 while at the same time preventing neighborhood cut-thru traffic?

CAC Recommendation:

Policy T2.2—



- Retain
- Reject
- Modify (Explanation)

Policy T2.2—Develop a Cost- Effective and Efficient Public Transit System The City and County shall implement a public transit system in a manner that is cost-effective and efficient, and shall be designed to induce strong ridership response.

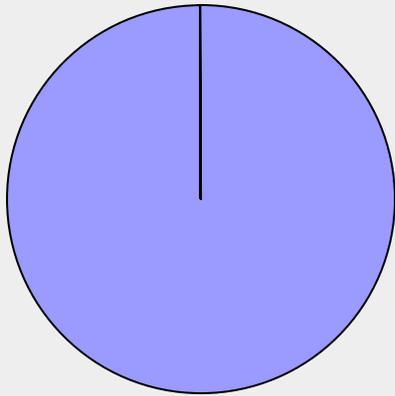
Answer Options	Response Percent	Response Count
Retain	91.7%	11
Reject	0.0%	0
Modify (Explanation)	8.3%	1

'Modify' Comments:

I think this is implemented - perhaps look at expanding it?

CAC Recommendation:

Policy T2.3—Integrate Transit System Design Public Transit shall be part of a multi-modal system that maximizes travel choices and ensures that the modes work well together and are mutually supportive



- Retain
- Reject
- Modify (Explanation)

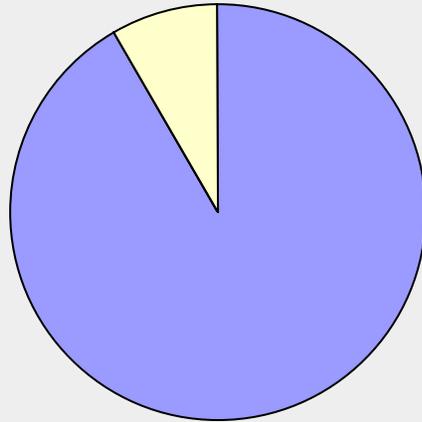
Policy T2.3—Integrate Transit System Design Public Transit shall be part of a multi-modal system that maximizes travel choices and ensures that the modes work well together and are mutually supportive

Answer Options	Response Percent	Response Count
Retain	100.0%	12
Reject	0.0%	0
Modify (Explanation)	0.0%	0

'Modify' Comments:

CAC Recommendation:

GOAL T3 The region's development pattern will support a diverse range of transportation choices, including transit, walking and bicycling, as well as driving standards so as to maintain a scale appropriate to the community it serves.



- Retain
- Reject
- Modify (Explanation)

GOAL T3 The region's development pattern will support a diverse range of transportation choices, including transit, walking and bicycling, as well as driving standards so as to maintain a scale appropriate to the community it serves.

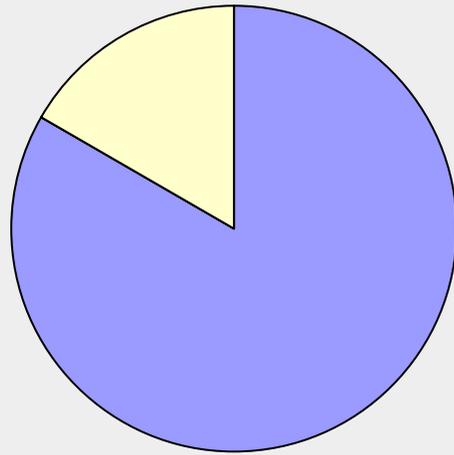
Answer Options	Response Percent	Response Count
Retain	91.7%	11
Reject	0.0%	0
Modify (Explanation)	8.3%	1

'Modify' Comments:

Less rather than more asphalt. It's too easy for people to drive monster trucks at high speeds.

CAC Recommendation:

Policy T3.1—Establish a Comprehensive Bicycling Network and Trails System This system shall connect all residential and commercial districts of the region, and provide direct access to school



- Retain
- Reject
- Modify (Explanation)

Policy T3.1—Establish a Comprehensive Bicycling Network and Trails System This system shall connect all residential and commercial districts of the region, and provide direct access to schools, the NAU campus, public parks and the external recreational trail system on public lands. Advanced cyclists will largely be served by on-street facilities: bike lanes, wide shoulders, and in limited circumstances, wide curb lanes. Where no opportunities for such facilities exist, advanced cyclists may be accommodated in off-street multiuse paths. In many cases, parallel systems will be necessary to serve the utilitarian needs of basic riders. This may mean parallel paved bike paths or multi-use paths or nearby, parallel roads with power volumes of traffic. The utilitarian trips of children cyclists—primarily trips to school—will be accommodated on signed bike routes, bike lanes on lower volume roads (i.e., minor collectors), and, where compatible with the Flagstaff Urban Trail System plan, off-street multi-use paths. Speed, volume, and connectivity factors, among others, will influence which types of facilities are necessary and when they must be improved to accommodate the various levels of cyclists.

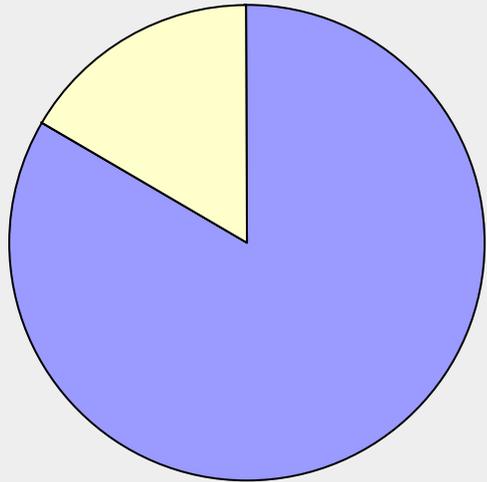
Answer Options	Response Percent	Response Count
Retain	83.3%	10
Reject	0.0%	0
Modify (Explanation)	16.7%	2

'Modify' Comments:

Simplify
Too wordy. What does this mean in real life?

CAC Recommendation:

Policy T3.2—Promote Accessible, Pedestrian-Friendly Community Design Future commercial and residential



- Retain
- Reject
- Modify (Explanation)

Policy T3.2—Promote Accessible, Pedestrian-Friendly Community Design Future commercial and residential projects in the region shall be planned and designed to ensure that sites and land uses are readily accessible to all modes—pedestrians, bicycles, public transit, and autos. Site plans shall not be approved which give auto circulation and access primacy over other modes to the extent that auto travel is favored and other means of travel are rendered difficult, unpleasant or unsafe. Future development in the region shall be planned and designed to be pedestrian-friendly, with full accommodation for safe, comfortable and convenient walking on a continuous, well-connected system of sidewalks, walkways and safe street crosswalks, all of which shall meet minimum pedestrian facility design standards, including all Americans with Disabilities Act requirements.

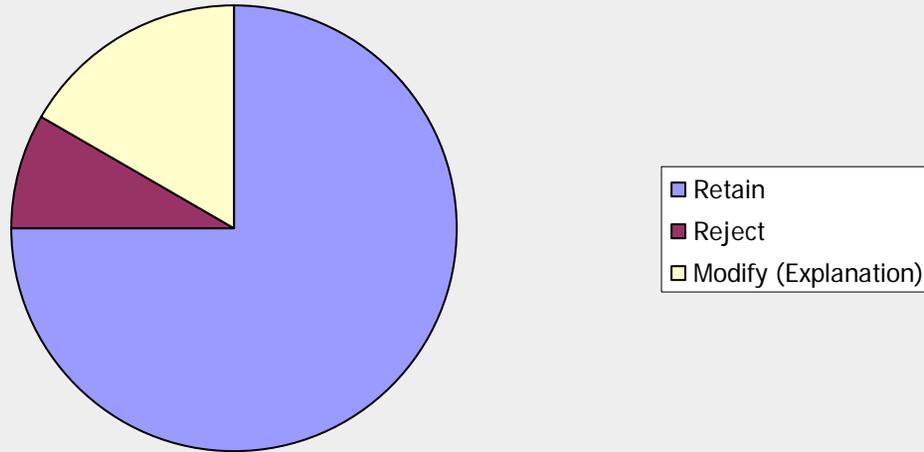
Answer Options	Response Percent	Response Count
Retain	83.3%	10
Reject	0.0%	0
Modify (Explanation)	16.7%	2

‘Modify’ Comments:

Pedestrian and H/C access needs to be balanced with affordability and functional usage. For example, the shopping center to the north of Walmart has a multi tier pedestrian access that is of little use but consumed large resources.
Too wordy.

CAC Recommendation: analysis

GOAL T4 The Region's transportation system will be developed and managed with attention both to supply-side (e.g., new roads) and to demand-side strategies.



GOAL T4 The Region's transportation system will be developed and managed with attention both to supply-side (e.g., new roads) and to demand-side strategies.

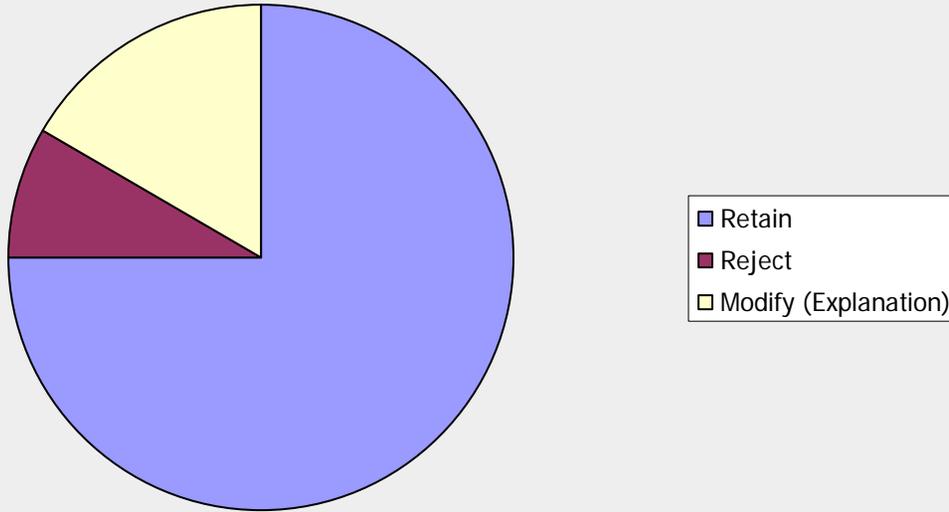
Answer Options	Response Percent	Response Count
Retain	75.0%	9
Reject	8.3%	1
Modify (Explanation)	16.7%	2

'Modify' Comments:

Define "demand."
Clarify. I teach an economics class and what is meant here is unclear.

CAC Recommendation:

Policy T4.1—



Policy T4.1—Promote Transportation Modes Other than Single Occupancy Vehicles The City and County shall develop a transportation demand program that promotes and facilitates the use of transportation modes other than single occupancy vehicles.

Answer Options	Response Percent	Response Count
Retain	75.0%	9
Reject	8.3%	1
Modify (Explanation)	16.7%	2

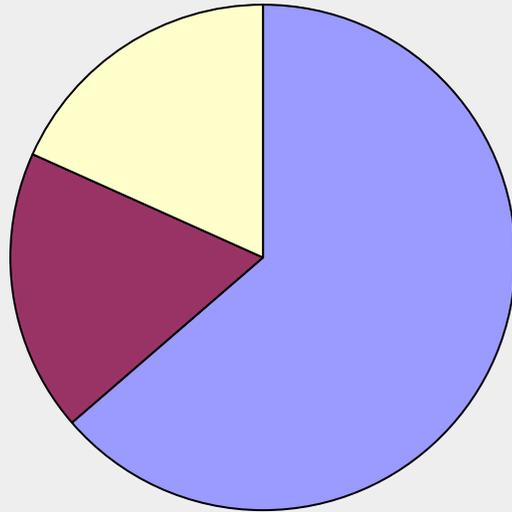
'Modify' Comments:

The emphasis should be on providing positive incentives to use alternative transportation rather than punitive policies toward auto usage.

Do we have a transportation demand program? If so, how does it promote other modes of transportation?

CAC Recommendation:

GOAL CD1



- Retain
- Reject
- Modify (Explanation)

GOAL CD1 Having accomplished almost ten years of successful implementation of the Land Development Code, the City seeks to establish a development fee schedule which will enhance the City's ability to provide adequate off-site improvements and facilities for new development and implement the Growing Smarter provision for cost of development.

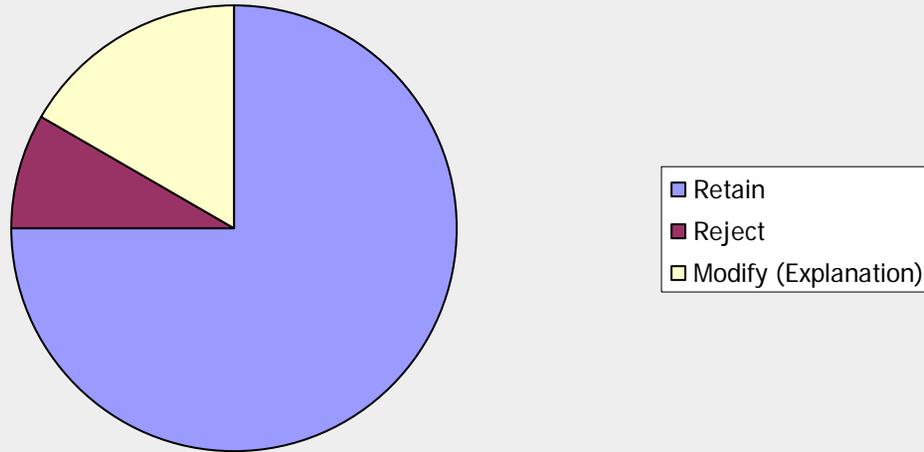
Answer Options	Response Percent	Response Count
Retain	63.6%	7
Reject	18.2%	2
Modify (Explanation)	18.2%	2

'Modify' Comments:

How does this fit with new land development code. I do believe development fee schedule is appropriate but wonder about the wording "successful implementation of LDC"
We have a development fee schedule, but is it sufficient, too costly, etc?

CAC Recommendation:

GOAL T4 The Region's transportation system will be developed and managed with attention both to supply-side (e.g., new roads) and to demand-side strategies.



GOAL T4 The Region's transportation system will be developed and managed with attention both to supply-side (e.g., new roads) and to demand-side strategies.

Answer Options	Response Percent	Response Count
Retain	75.0%	9
Reject	8.3%	1
Modify (Explanation)	16.7%	2

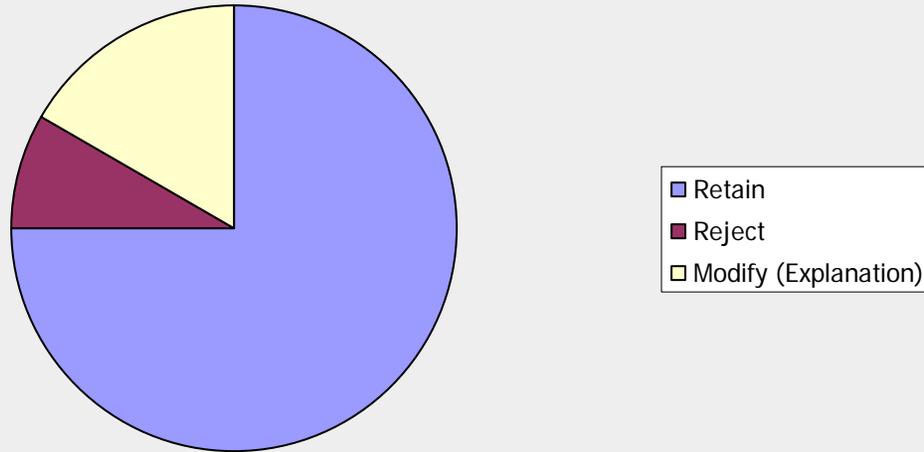
'Modify' Comments:

Define "demand."

Clarify. I teach an economics class and what is meant here is unclear.

CAC Recommendation:

GOAL T4 The Region's transportation system will be developed and managed with attention both to supply-side (e.g., new roads) and to demand-side strategies.



GOAL T4 The Region's transportation system will be developed and managed with attention both to supply-side (e.g., new roads) and to demand-side strategies.

Answer Options	Response Percent	Response Count
Retain	75.0%	9
Reject	8.3%	1
Modify (Explanation)	16.7%	2

'Modify' Comments:

Define "demand."

Clarify. I teach an economics class and what is meant here is unclear.

CAC Recommendation: