

WORK SESSION AGENDA

**CITY COUNCIL WORK SESSION
TUESDAY
JANUARY 26, 2016**

**COUNCIL CHAMBERS
211 WEST ASPEN AVENUE
6:00 P.M.**

1. Call to Order

NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

Pursuant to A.R.S. §38-431.02, notice is hereby given to the members of the City Council and to the general public that, at this work session, the City Council may vote to go into executive session, which will not be open to the public, for legal advice and discussion with the City's attorneys for legal advice on any item listed on the following agenda, pursuant to A.R.S. §38-431.03(A)(3).

2. Pledge of Allegiance

3. Roll Call

NOTE: One or more Councilmembers may be in attendance telephonically or by other technological means.

MAYOR NABOURS
VICE MAYOR BAROTZ
COUNCILMEMBER BREWSTER
COUNCILMEMBER EVANS

COUNCILMEMBER ORAVITS
COUNCILMEMBER OVERTON
COUNCILMEMBER PUTZOVA

4. Preliminary Review of Draft Agenda for the February 2, 2016, City Council Meeting.*

** Public comment on draft agenda items may be taken under "Review of Draft Agenda Items" later in the meeting, at the discretion of the Mayor. Citizens wishing to speak on agenda items not specifically called out by the City Council for discussion under the second Review section may submit a speaker card for their items of interest to the recording clerk.*

5. Public Participation

Public Participation enables the public to address the council about items that are not on the prepared agenda. Public Participation appears on the agenda twice, at the beginning and at the end of the work session. You may speak at one or the other, but not both. Anyone wishing to comment at the meeting is asked to fill out a speaker card and submit it to the recording clerk. When the item comes up on the agenda, your name will be called. You may address the Council up to three times throughout the meeting, including comments made during Public Participation. Please limit your remarks to three minutes per item to allow everyone to have an opportunity to speak. At the discretion of the Chair, ten or more persons present at the meeting and wishing to speak may appoint a representative who may have no more than fifteen minutes to speak.

6. Presentation on Children's Garden in Foxglenn Park.
7. Introduction of Terros and Crisis Response Network: The Mobile Crisis System That Helps Get Flagstaff's Mentally Ill the Help They Need When They Need It.
8. Presentation of Specific Plan Work Program for Comprehensive Planning.
9. Discussion on the City of Flagstaff Sidewalk Maintenance and Repairs Program
10. Review of Draft Agenda Items for the February 2, 2016, City Council Meeting.*
** Public comment on draft agenda items will be taken at this time, at the discretion of the Mayor.*

A. **CALL OUT: Consideration and Adoption of Resolution No.2016-03:** A Resolution of the City of Flagstaff Urging the United States Congress to Pass Carbon Fee and Dividend Legislation. **(REFER TO ITEM 15-A OF THE FEBRUARY 2, 2016, DRAFT AGENDA FOR FURTHER INFORMATION)**
11. Public Participation
12. Informational Items To/From Mayor, Council, and City Manager; future agenda item requests.
13. Adjournment

CERTIFICATE OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Flagstaff City Hall on _____, at _____ a.m./p.m. in accordance with the statement filed by the City Council with the City Clerk.

Dated this _____ day of _____, 2016.

Elizabeth A. Burke, MMC, City Clerk

Memorandum

6.

CITY OF FLAGSTAFF

To: The Honorable Mayor and Council
From: Michael O'Connor, Public Works Section Director
Date: 12/31/2015
Meeting Date: 01/26/2016



TITLE:

Presentation on Children's Garden in Foxglenn Park.

DESIRED OUTCOME:

Informational.

EXECUTIVE SUMMARY:

This is a co-presentation update on the status of the Children' garden that is going to be constructed in Foxglenn Park associated with the JLB project.

INFORMATION:

COUNCIL GOAL:

Provide sustainable and equitable public facilities, services, and infrastructure systems in an efficient and effective manner to serve all population areas and demographics.

REGIONAL PLAN:

Recreation: Goal REC.1. Maintain and grow the regions healthy system of convenient and accessible parks, recreation facilities and trails.

Attachments: PowerPoint

Children's Garden



Existing Site and Conditions



FOXGLENN PARK, FLAGSTAFF, AZ

Existing Site and Conditions



FUTURE GATHERING SPACE – LOOKING NORTH TOWARDS MT. ELDEN & SAN FRANCISCO PEAKS

Existing Site and Conditions



FUTURE GATHERING SPACE - LOOKING SOUTH WITH SOCCER FIELD BEYOND

Existing Site and Conditions



EXISTING EXAMPLES OF IMAGINATIVE PLAY ACTIVITIES ON SITE

Guiding Principles for Children's Garden

GOALS/OBJECTIVES:

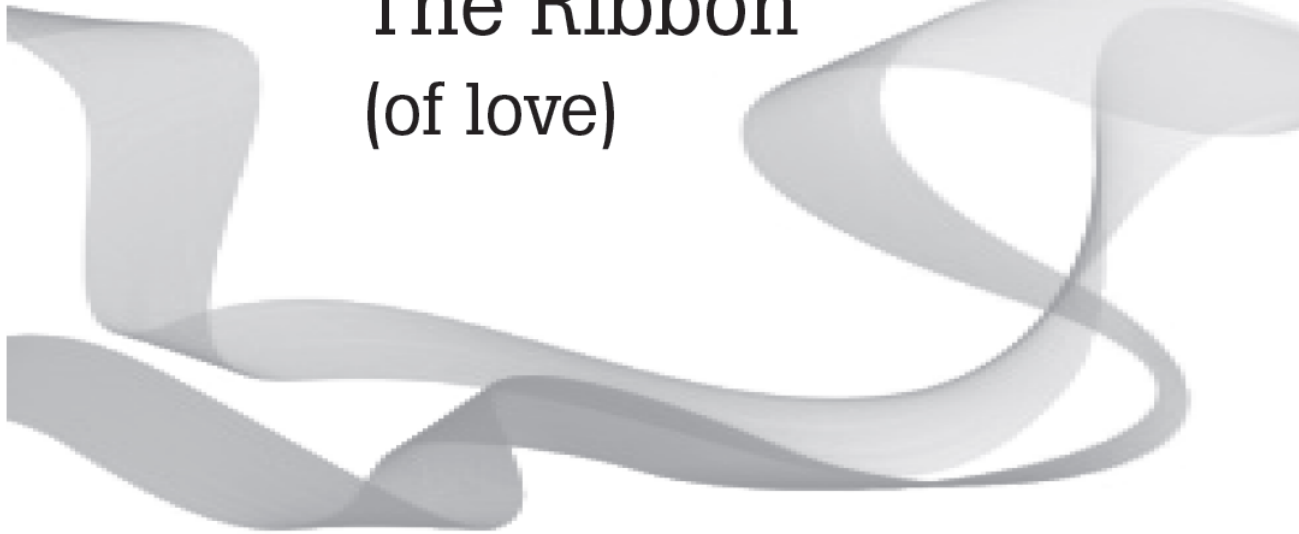
- Inspiring
- Place of reflection & remembrance
- In concert with native landscape
- Place of play & imagination
- Whimsical
- Spiritual connection (non-religious based)
- Can change and be added to over time
- Stands the 50 year test
- Resistant to elements, vandalism, etc.
- Can be replaced if damaged without significant cost
- Meet City requirements & be easily maintained

DESIRED FEATURES/ELEMENTS

- Gateway Element
- Gathering space (20-25 people)
- Planters
- Seating
- Childrens names
- Places for Sponsors
- Play elements (active & fantasy)
- Pathways
- Stars
- Visible from other areas of park
- Colorful

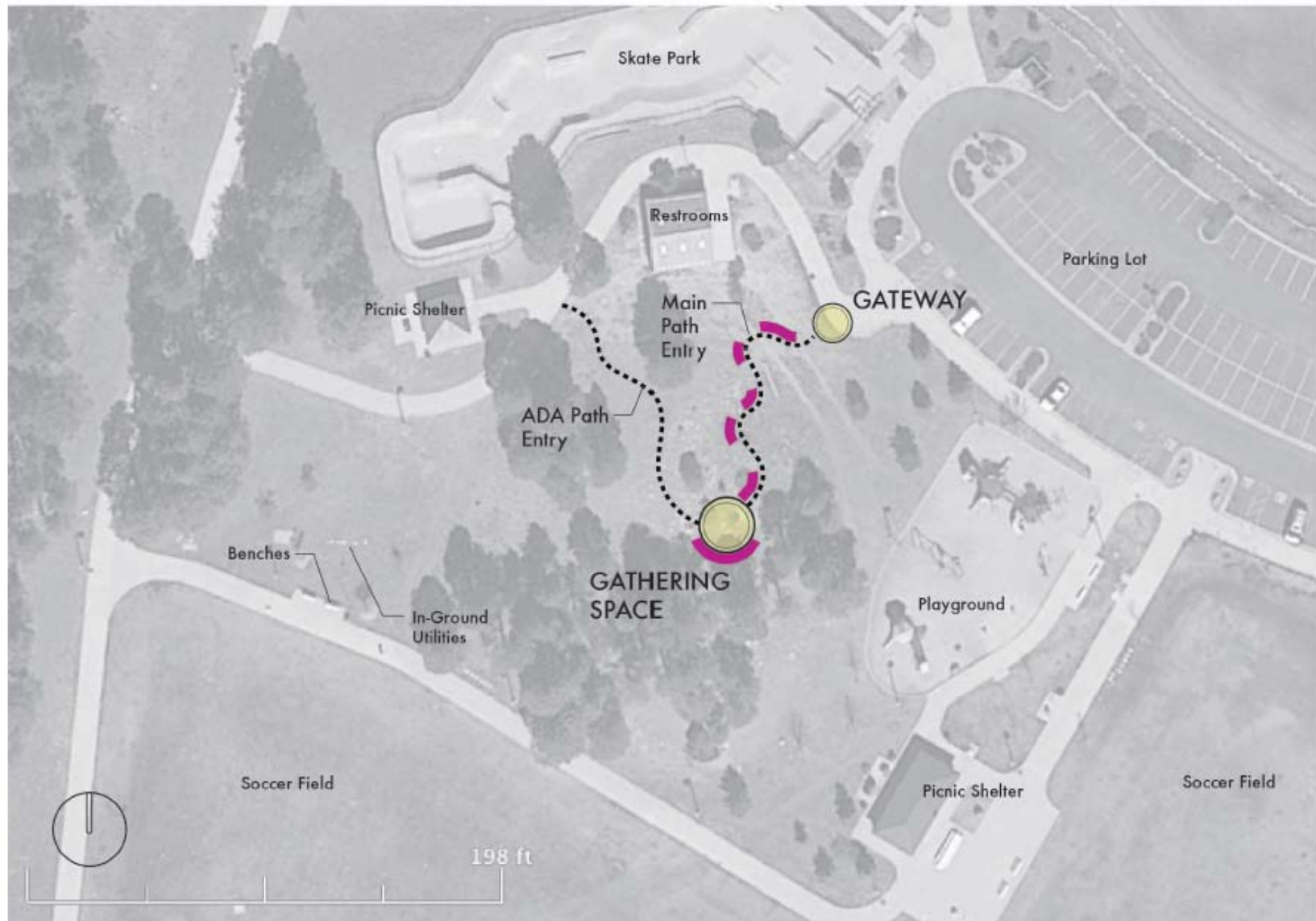
Ribbon-like Forms Served as Design Inspiration for the Garden

The Ribbon
(of love)

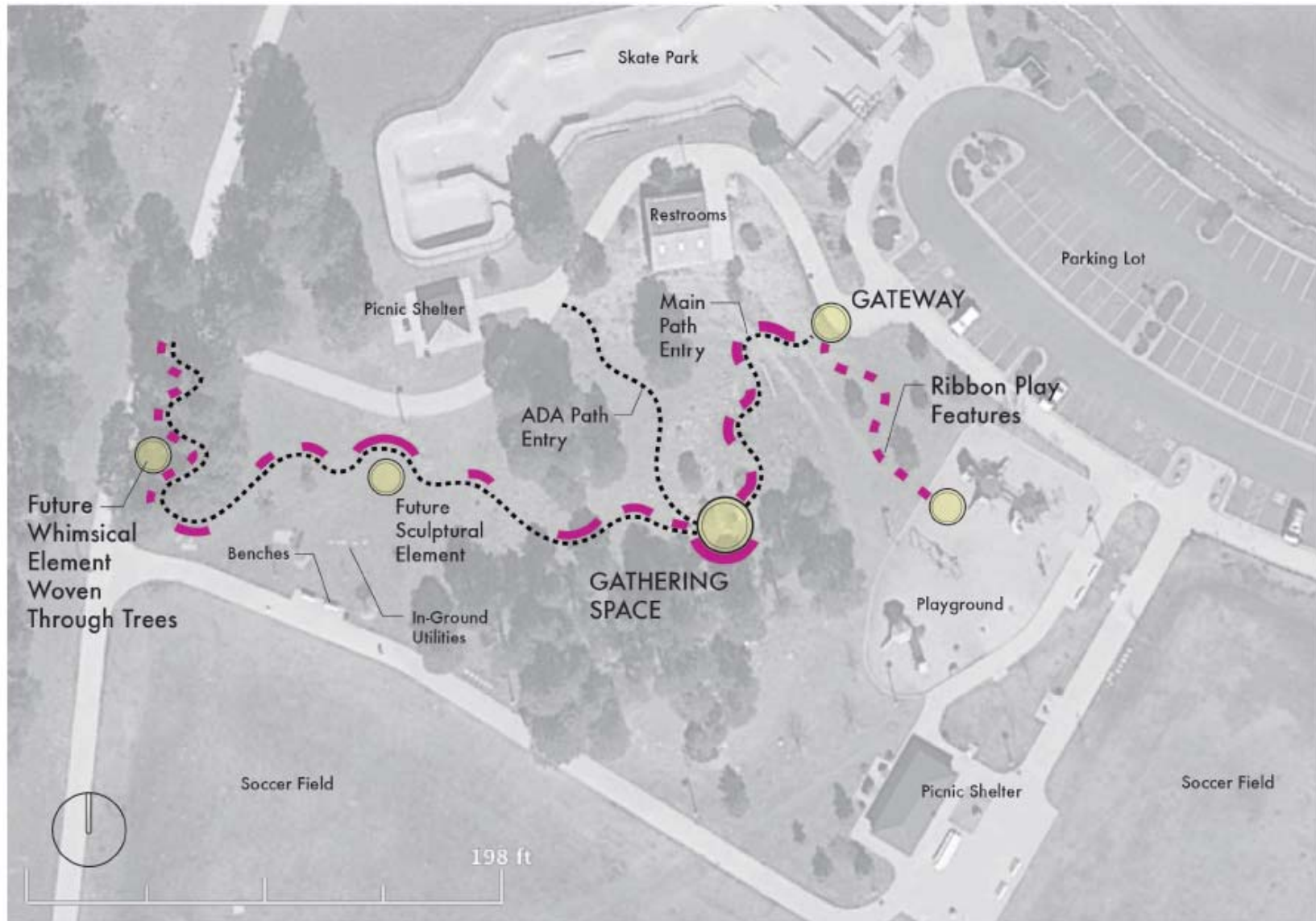


The Children's Garden is envisioned to be an extension of the existing landscape. Similar to a ribbon in form, the design for garden will undulate, embrace and weave within the native Kaibab Limestone, topography and groves of Ponderosa Pine trees that characterize the site.

Children's Garden Aerial View – Phase I



Children's Garden Aerial View – Phase II



stemmler design
landscape | urban design

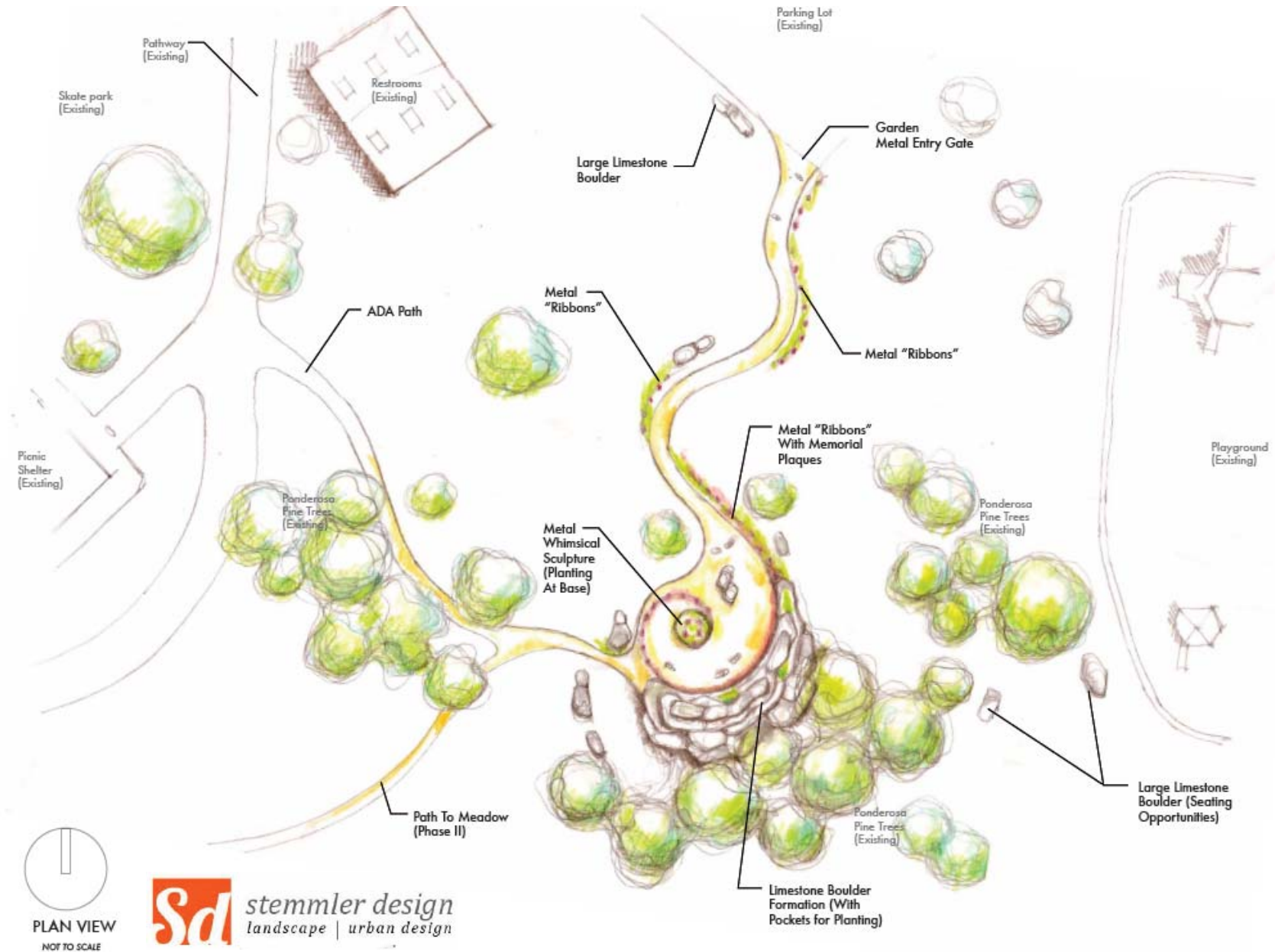
..... Proposed Pathways

■ ■ ■ The "Ribbon"
(Steel Sculptural Elements
- Rust Finish)



Proposed Feature Along The
"Ribbon"

Children's Garden Aerial View – Phase I



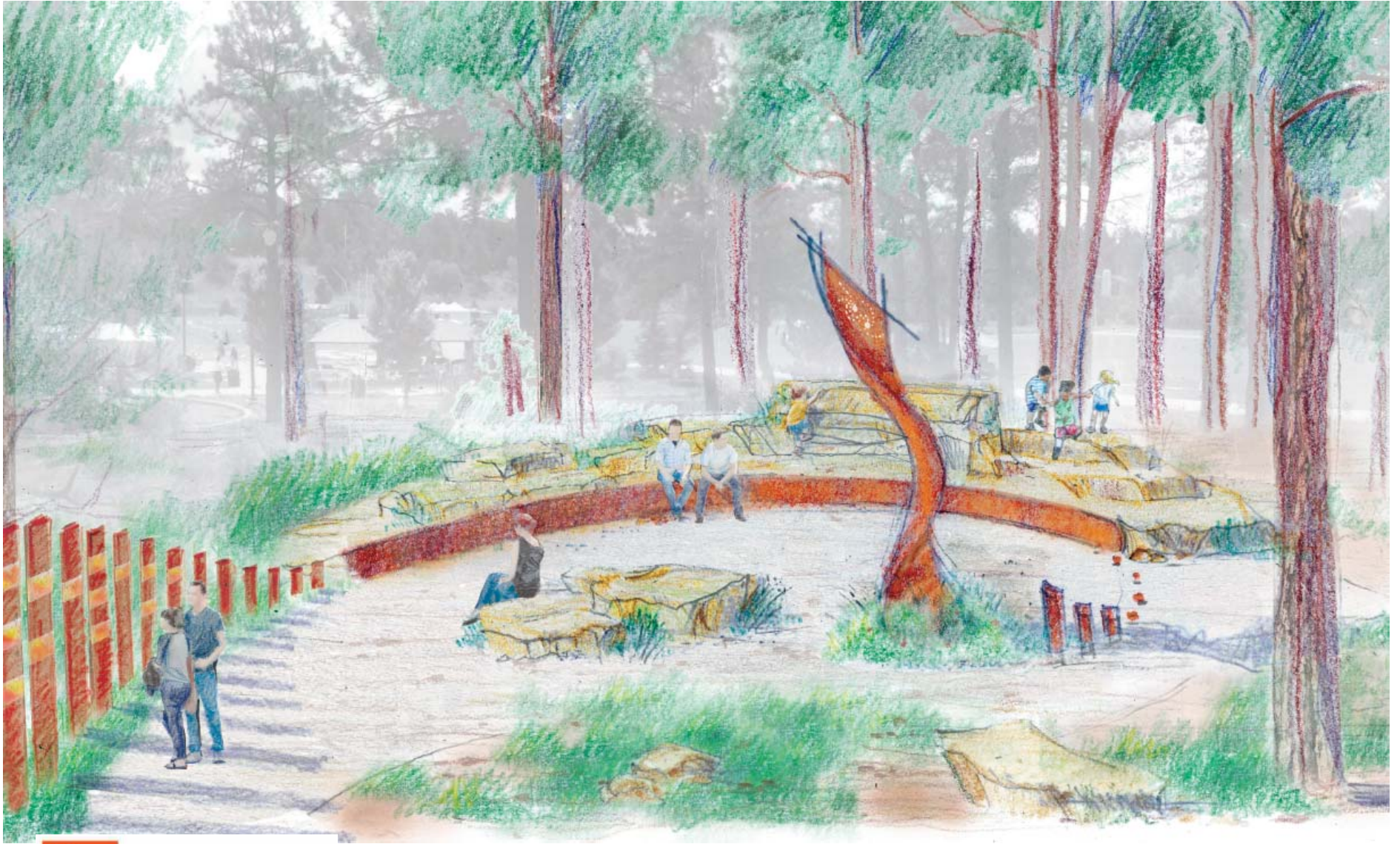
Children's Garden Aerial View – Phase I



Perspective of Garden Entry Path



Perspective of Gathering Space



One Sculpture at the Heart

THE PINNACLE

THE CELEBRATION

THE RELEASE

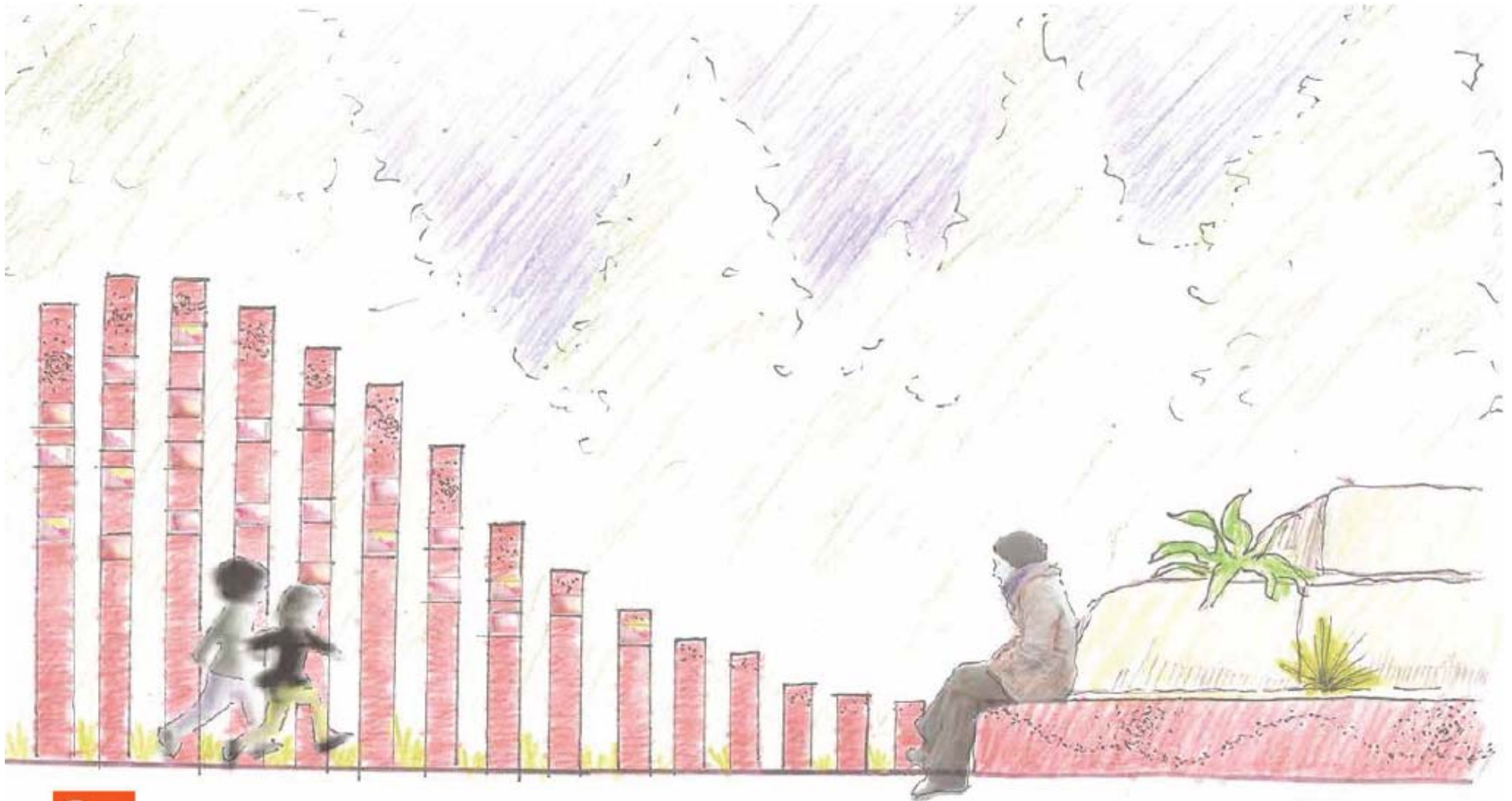
One Sculpture at the Heart



One Sculpture at the Heart



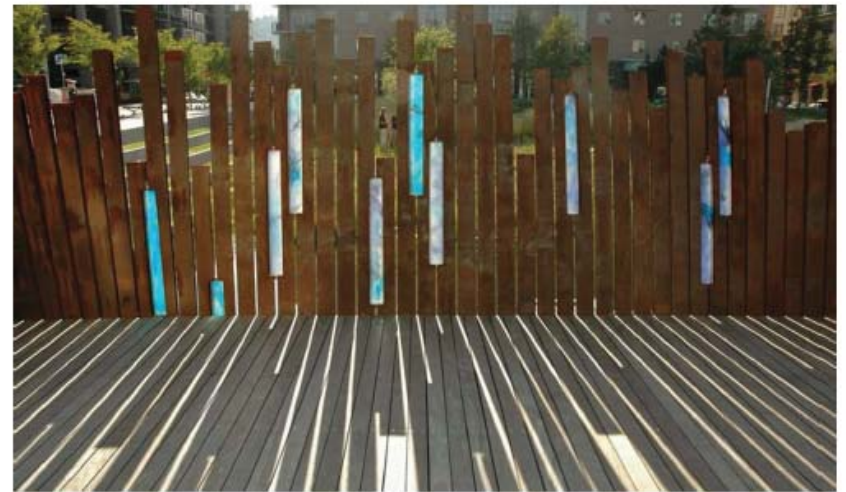
Perspective of Memorial Plaques at Gathering Space



Perspective of Stone Formation at Gathering Space



Precedent Images that Served as Design Inspiration for Children's Garden Ribbon

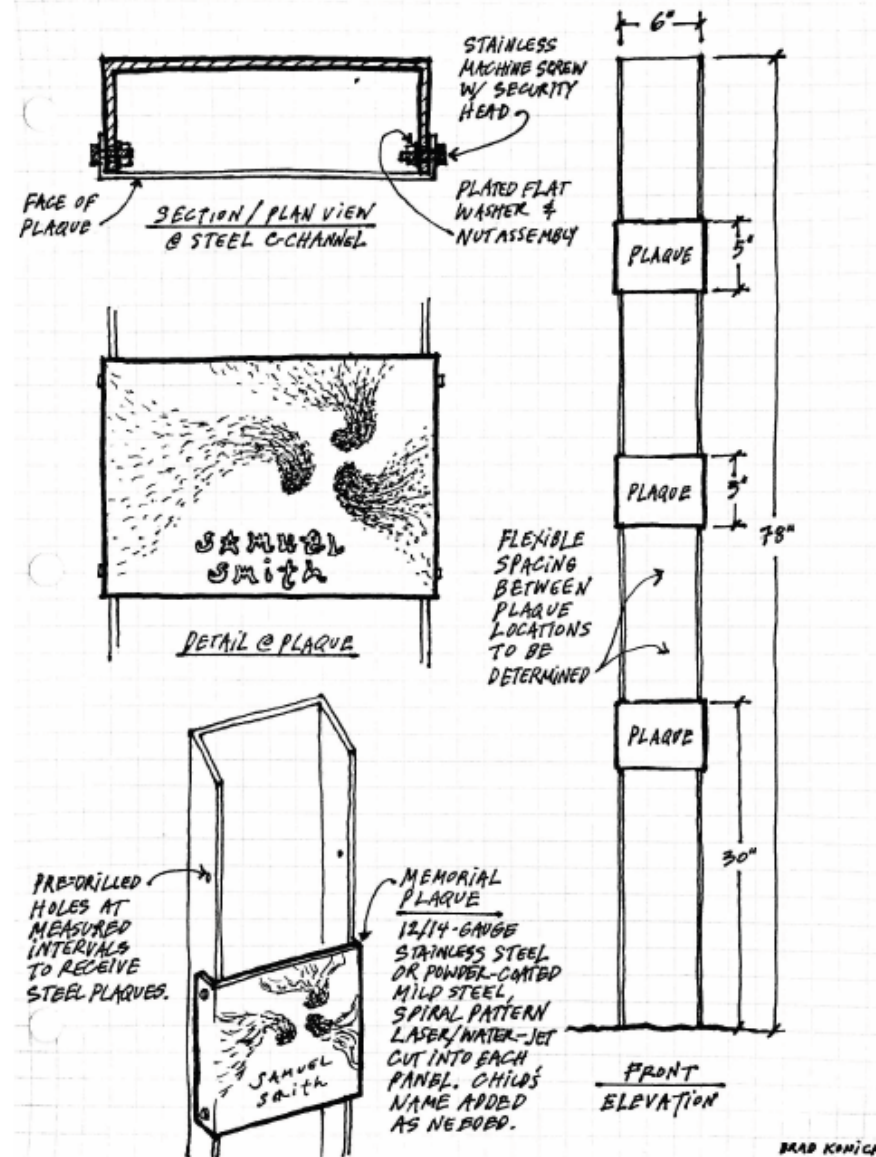


Precedent Images that Served as Design Inspiration for Children's Garden Ribbon



Concept Design for Memorial Plaques

MEMORIAL PLAQUES & STEEL RIBBON - OPTION ONE



Children's Garden



Memorandum

7.

CITY OF FLAGSTAFF

To: The Honorable Mayor and Council
From: Paul Lasiewicki, Police Lieutenant
Date: 01/19/2016
Meeting Date: 01/26/2016



TITLE:

Introduction of Terros and Crisis Response Network: The Mobile Crisis System That Helps Get Flagstaff's Mentally Ill the Help They Need When They Need It.

DESIRED OUTCOME:

The desired outcome of the Flagstaff Police Department's new partnership with Flagstaff's Mobile Crisis Unit is to improve our service as a community to Flagstaff's mentally ill.

EXECUTIVE SUMMARY:

Health Choice Integrated Care has been working to expand and enrich the crisis services available to the community in the greater Flagstaff area. In order to do this, they have contracted with the Crisis Response Network Inc. for region-wide, 24-hour crisis phone services, and with Terros for 24-hour mobile crisis response, available to any community members in crisis in the greater Flagstaff area. Both agencies have been working closely with other providers and stakeholders in order to best integrate into the community and most appropriately meet community needs.

INFORMATION:

A PowerPoint presentation that explains the services will be provided by: Shawn Nau (Health Choice Integrated Care), Dr. Dara Rampersad (Terros), Sarah Schol (Crisis Response Network, Inc.), and Dr. Jack Callaghan (The Guidance Center).

COUNCIL GOALS:

10) Support and assist the most vulnerable

Attachments: HCICTerrosCRN



Crisis System Update

December 8, 2015



ABOUT US

HCIC is a partnership between Health Choice Arizona and the NARBHA Institute.

Collectively, we have been the Regional Behavioral Health Administrator for the State of Arizona since 1984, and have been in the business of supporting behavioral health services throughout Northern Arizona for almost **50 years**.

In addition to its long tenure as Northern Arizona's RBHA, HCIC brings a team of professionals and developed provider network capable of delivering care in a culturally-appropriate manner throughout Arizona's most challenging and sparsely-populated rural regions.

HCIC is based in Flagstaff, and has 135 full time employees.



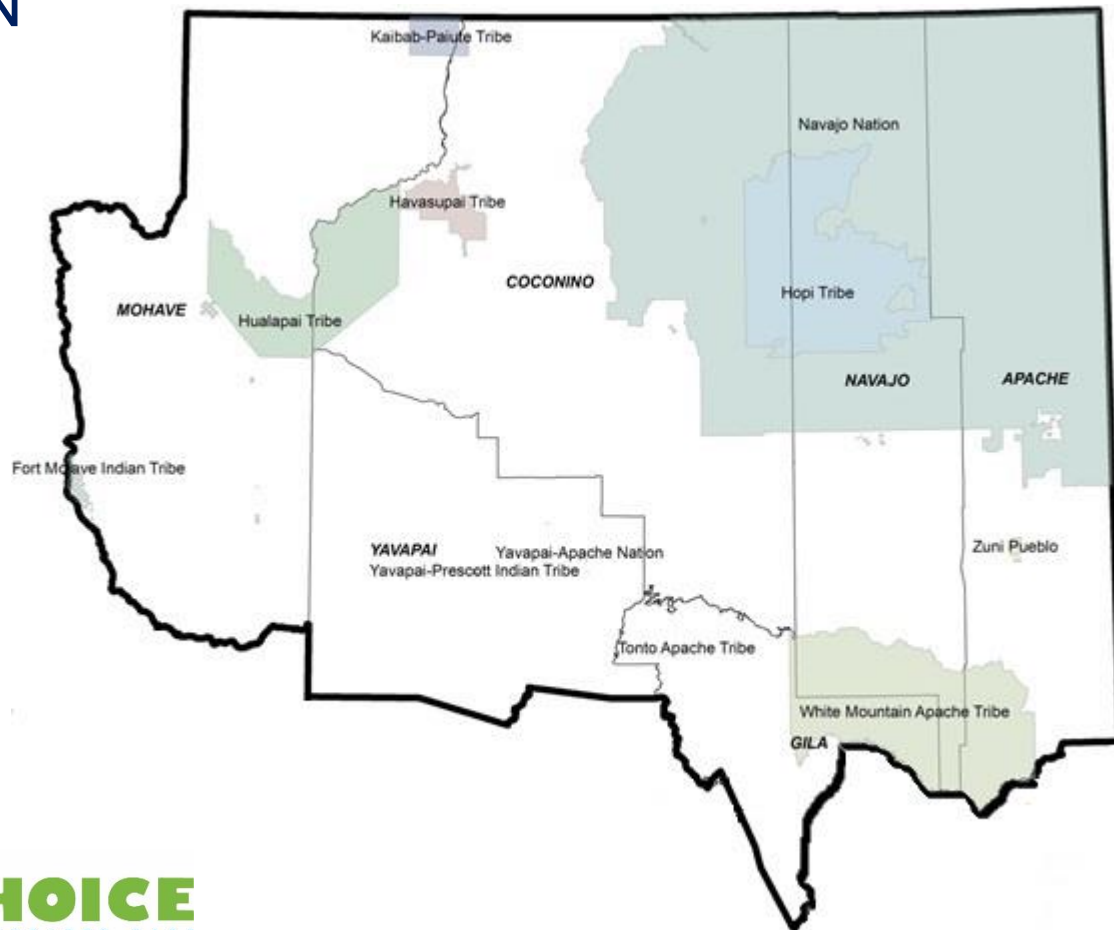
WHAT IS A RBHA?

Starting in 1984, the state of Arizona divided the state into geographic regions, and selected a single organization in each region to manage the delivery of behavioral health services for **Medicaid-eligible (AHCCCS) or State SMI** members in that region.

The state called each of these contractors “Regional Behavioral Health Authorities” or “RBHAs”.

RBHAs are “single-purpose” entities that are only allowed to provide managed care services under contract with the state. They **cannot** provide direct patient care, and cannot conduct business outside of the scope of their contract with the state.

OUR REGION



CONTINUUM OF CARE

- Crisis Services
- Prevention Services
- “Recover Wellness” Integrated Physical & Behavioral Healthcare (AHCCCS SMI)
- Supported Employment & Residential Services (AHCCCS SMI)
- Inpatient Behavioral Health Services
- Outpatient Behavioral Health Treatment Services
- Substance Abuse Treatment Services
- Peer & Family Support Services
- Pharmacy



REVISED FLAGSTAFF REGIONAL CRISIS SYSTEM



Starting in August 2015, HCIC implemented a new behavioral health crisis approach in the Flagstaff metropolitan area. The new process involved implementation of a new hotline provider (CRN), and new mobile crisis provider (Terros), and a new 23 Hour Observation & Stabilization (behavioral “emergency room”) program (TGC).

FLAGSTAFF SERVICE REGION





Crisis Hotline



Crisis Line of Health Choice Integrated Care



Sarah Schol, Senior Director of Northern Arizona Operations
SarahS2@crisisnetwork.org

Who we are. What we do.

The Crisis Response Network, Inc (CRN) is the crisis line provider for Health Choice
Integrated Care

We take crisis calls from all across the six Northern Arizona counties

We complete risk and safety assessments, connect callers to local resources, and strive to ensure that those in crisis get appropriate assistance, and attempt to divert from the emergency room and jail system anytime possible

Calls are answered 24/7/365 by Crisis Specialists, who have education and experience in behavioral health, and who are supported by a licensed supervisor, who is always available on site

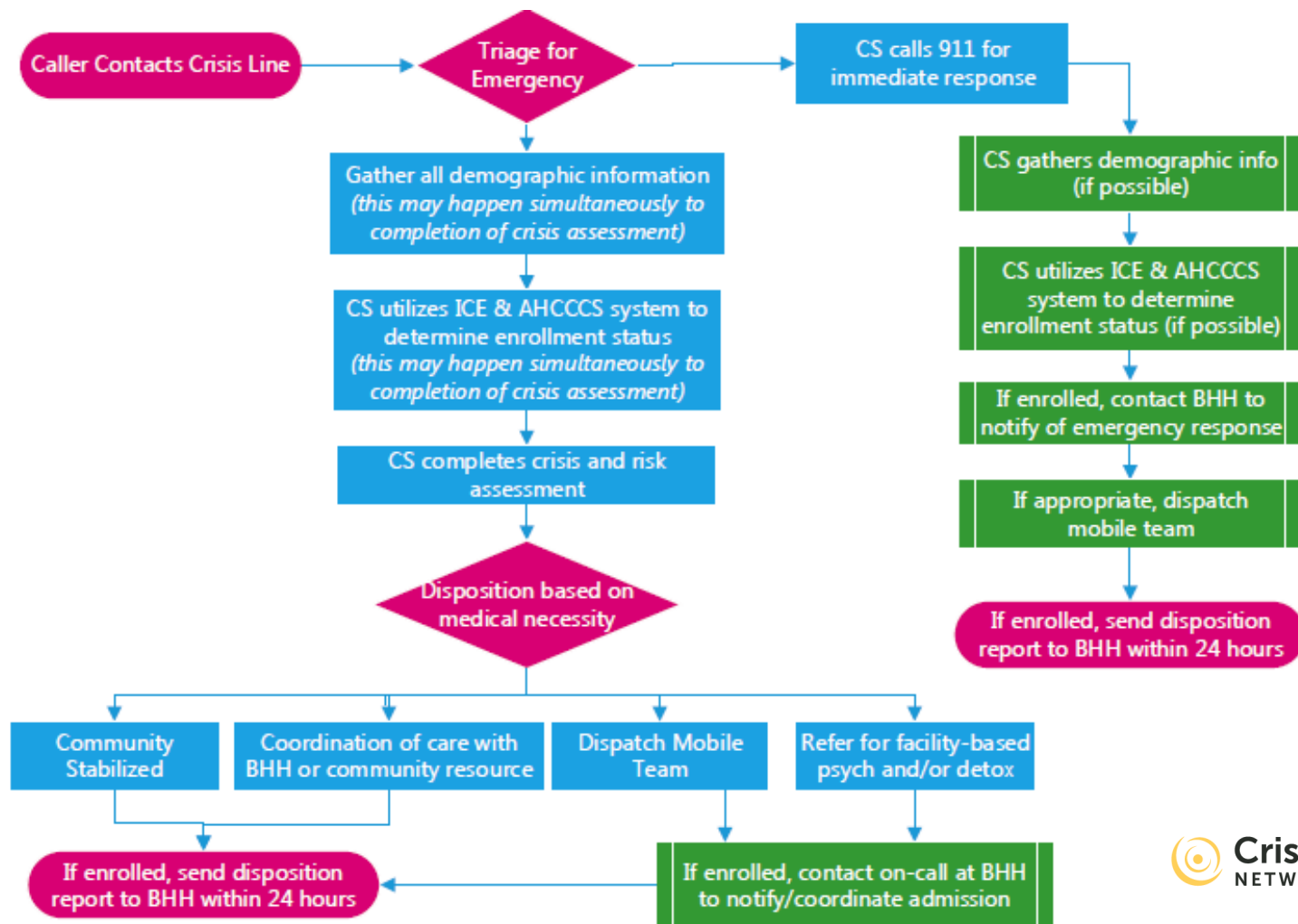


Core Belief

Most crises are preventable through early engagement and early intervention



- A crisis represents opportunity:
 - ✓ An opportunity to identify which environmental and/or interpersonal stressors or conditions elevated the circumstances to a crisis or emergency level.



Though CRN is relatively new to the Northern Arizona area, we are committed to working closely with other providers and community stakeholders across each county.

By building collaborative working relationships, community members experiencing a crisis will be better supported, and behavioral health service provision in Northern Arizona will continue to improve.

We have taken on average 2,352 calls per month across Northern Arizona

Of those calls, we have stabilized on average 91% of callers in the community, meaning they are not referred to the emergency room, or other higher level of care

Approximately 70% of our calls come in nights and weekends, when most other services are unavailable

We have had to call police/fire for safety for less than 1% of calls

Crisis Line of Northern Arizona

24/7/365

877-756-4090



- Anyone of any age can call the crisis line at any time
- There is no cost to call, or limit to how often you can call
- The crisis line is completely confidential
- You can call about someone else whom you believe may be in a crisis
- A crisis is defined as whatever is overwhelming to someone
- We have Spanish-speaking crisis specialists and access to interpreters who can translate a call in any language

Identifying when to call the Crisis Line

Key Terms and Situations that Indicate a Crisis

- Suicidal and/or Homicidal
- Domestic Violence
- Substance Abuse
 - Active detox symptoms or withdrawals
- Homelessness (risk of exposure, increased risk of medical and psychiatric concerns)
- Experiencing hallucinations/psychosis
- Medication Issues (Caller has run out, or is experiencing side effects)
- Weapon
- Physical medical symptoms



When Necessary, the Crisis Specialist will coordinate with

- Police, Fire, and/or Mobile Teams

What to expect when you call



Questions and triage process include

- Information (Name, DOB, Phone Number, Address)
- Assess safety of Caller
 - Danger to Self and/or Danger to Others
 - Determine the identified crisis/reason for the call
- Focused conversation to resolve your crisis

You will frequently hear at the Crisis Line...

- “How can I help?”
- “I’m so glad you called...”
- “Your safety is important to me”

Questions?

Sarah Schol, Senior Director of Northern Arizona Operations

SarahS2@crisisnetwork.org



Mobile Crisis





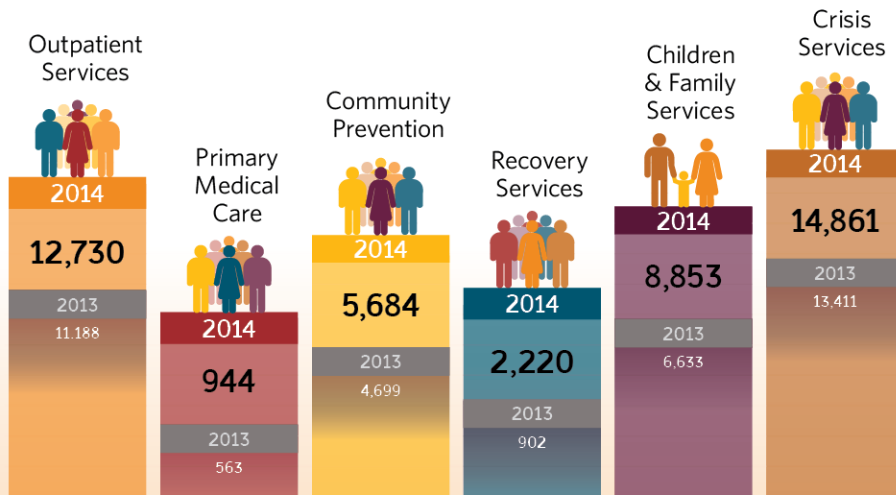
We are a healthcare organization of caring people, guided by our core values of integrity, compassion and empowerment. For more than four decades, the heart of everything we do is *Inspiring Change for Life*.

Started in 1969
24 Locations in Arizona
950 Employees



2014 In Review

Oct. 1, 2013 - Sept. 30, 2014



43,300

Number of Lives Touched

Terros was funded in whole or in part through contracts with Magellan Health Services of Arizona, Mercy Maricopa Integrated Care, Arizona Department of Economic Security, Arizona Department of Health Services, Substance Abuse & Mental Health Services Administration, Crisis Response Network, Arizona Department of Veterans' Services, and the Governor's Office for Children, Youth, and Families.

Services Offered

Our commitment to transformation gives us the opportunity to affect the lives of thousands.



**ADDICTION & MENTAL
HEALTH TREATMENT**



PRIMARY MEDICAL CARE



COMMUNITY LIVING



Services Offered (cont.)



FAMILY SERVICES



CRISIS SERVICES



COMMUNITY PREVENTION

"My life is much more manageable,
I have hope, and my daughter is
getting the help she needs."

~Miranda



Services Offered (cont.)

Maverick House • Maverick House Sober Living
Phoenix Interfaith Counseling • Safe Haven
Advancing Heroes • Military Navigator

“ Because of Advancing Heroes, I am no longer a slave to myself, constantly fearful and avoiding people. I am happier, less stressed, sleeping better and much freer to be my real self. ”

~Dominic



Flagstaff Mobile Crisis Services

(Services began September 21, 2015)

September 21 -
October 31, 2015

 **90**
TOTAL CALLS

 **28** min.
RESPONSE TIME
(average)



50 community crisis calls

- 21 calls requested by FPD
- 4 calls requested by CCSO



31 calls were community stabilized
0 calls were Title 36
12 calls were hospitalized at The Guidance Center (TGC) or Flagstaff Medical Center (FMC)



40 FMC calls

- ➔ 14 calls were community stabilized
- ➔ 23 calls were sent to HLOC
- ➔ 1 call was petitioned

Flagstaff Mobile Crisis Services

(cont.)

November 1 -
November 30, 2015

 **84**
TOTAL CALLS

 **21** min.
RESPONSE TIME
(average)



56 community crisis calls

- 19 calls were requested by FPD
- 1 call was requested by CCSO

- ➔ 34 calls were community stabilized
- ➔ 3 calls were Title 36
- ➔ 9 calls were hospitalized at TGC or FMC



28 FMC calls

- ➔ 7 calls were community stabilized
- ➔ 16 calls were sent to HLOC
- ➔ 4 calls were petitioned

Flagstaff Mobile Crisis Services

(cont.)

December 1 -
December 31, 2015

 **71**
TOTAL CALLS

 **22** min.
RESPONSE TIME
(average)



36 community crisis calls

- 12 calls were requested by FPD

- ➔ 17 calls were community stabilized
- ➔ 2 calls were Title 36
- ➔ 6 calls were hospitalized at TGC or FMC



35 FMC calls

- ➔ 15 calls were community stabilized
- ➔ 16 calls were sent to HLOC
- ➔ 1 call was petitioned

What our clients are saying...

I really appreciate you coming to see me, this is really nice that you guys can come anytime of the day. I sometimes feel suicidal and depressed and it is nice that you guys can just come and talk to me about this.

Male, 34

I was scared of what you were going to say when I called you, but now that you came, I am glad you talked to me.

Female, 28

What our clients are saying...

You guys are very nice from Terros, thank you for listening to me and helping me get help at TGC. I did not know you guys coordinated stuff like this, I just need mental health services and that is what I am seeking because I know I need it.

- Male, 47

I am grateful for you (crisis team) helping me get connected to TGC, I have been trying to get services but it is difficult for me to communicate with mental health facilities due to my disorder.

-Female, 50

Community Connections

Flagstaff Medical Center

Flagstaff Police Department

Southwest Behavioral

Coconino County Juvenile Detention Center

Coconino County Sheriff's Office

Coconino County Probation

Hope Center

NFHC Shelter

Northern Arizona University

The Guidance Center (TGC)

Child Family & Support Services

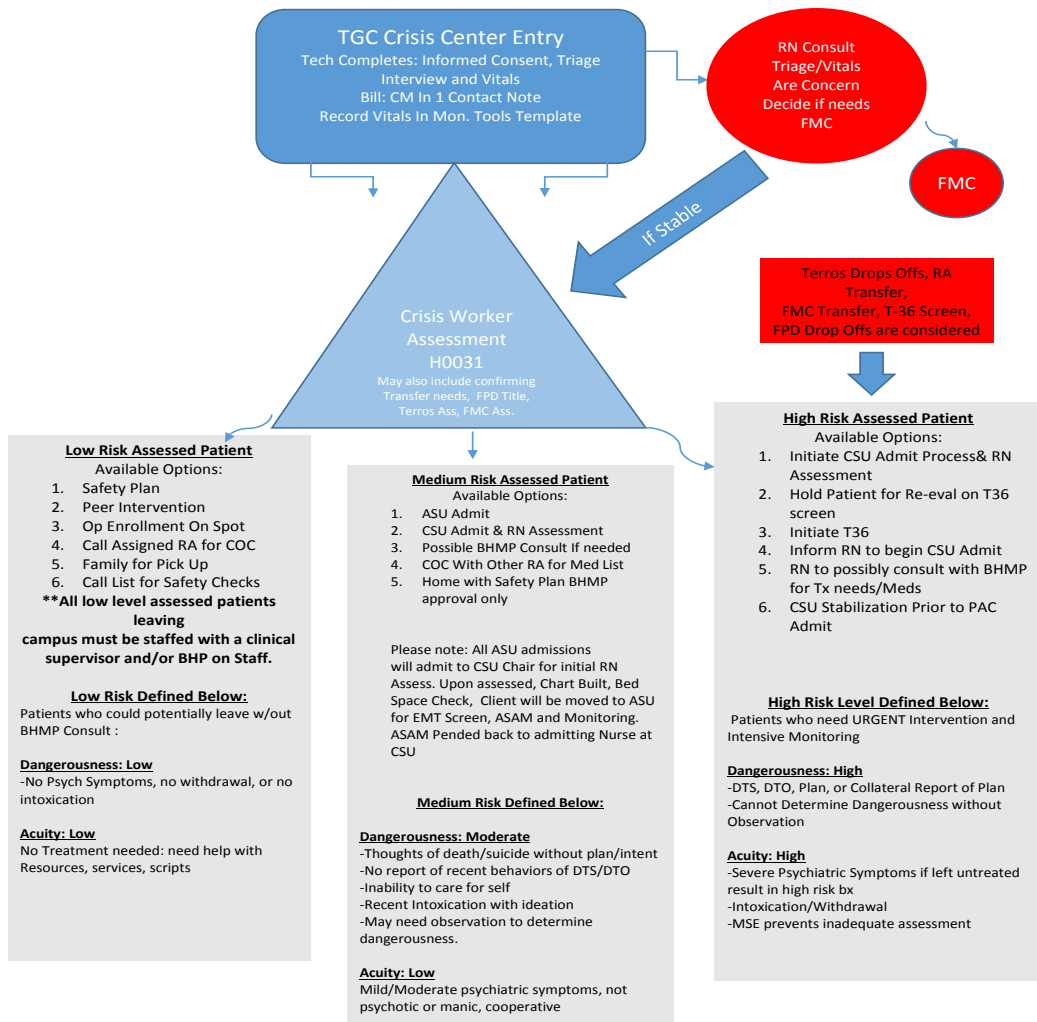
Thank You!



Observation & Stabilization

—THE—
Guidance
—CENTER—

Crisis Entry and Stabilization Unit





Thank You.

Memorandum

8.

CITY OF FLAGSTAFF

To: The Honorable Mayor and Council
From: Sara Dechter, AICP, Comprehensive Planning Manager
Date: 12/23/2015
Meeting Date: 01/26/2016



TITLE:

Presentation of Specific Plan Work Program for Comprehensive Planning.

DESIRED OUTCOME:

Staff is seeking direction from the City Council on what specific plans to work on in the next 3-4 years, how to fund the work, and what level of coordination is needed with other agencies.

EXECUTIVE SUMMARY:

The purpose of the City's Comprehensive Planning Program is to implement the vision of the Flagstaff Regional Plan 2030 (Regional Plan). The program accomplishes this vision through regular updates to the Regional Plan, specific plans, intergovernmental coordination, coordination in long range planning for all City departments, and assistance with development review. Because of the public's response to staff's online polling, staff narrowed the list of plans to be considered from five to three: Milton-Road -Corridor Plan, Southside Neighborhood Plan Update and the High-Occupancy-Housing Plan.

INFORMATION:

COUNCIL GOALS:

- 7) Address key issues and processes related to the implementation of the Regional Plan.
- 8) Improve effectiveness of notification, communication, and engagement with residents, neighborhoods and businesses and about City services, programs, policies, projects and developments.

REGIONAL PLAN:

Policy LU.4.1. Develop neighborhood plans, specific plans, area plans, and master plans for all neighborhoods, activity centers, corridors, and gateways as necessary.

Policy LU.10.4. Develop specific plans for neighborhoods and activity centers to foster desired scale and form.

Policy LU.19.1. Develop a specific plan for each "Great Street" corridor.

Public Feedback

From December 15, 2015 to January 14, 2016, staff advertised an on-line poll asking citizens to weigh in on how they would like to see the needs for specific planning priorities. The following list is the average for on- and off-forum respondents:

1. Milton Road Corridor Plan
2. High Occupancy Housing Plan
3. Southside Neighborhood Plan Update
4. West Route 66 Plan Update
5. McMillan Mesa Plan for City-owned property

108 respondents provided their priorities through the forum, which is equivalent to 5 hours and 45 minutes of public testimony, if each person was given 3 minutes to speak at a public hearing. 14% put Southside Neighborhood Plan as their first priority, 36% put Milton Road Corridor Plan as their first priority, and 44% put High Occupancy Housing Plan as their first priority. These responses made up 94% of the 1st priority choices made by respondents both on and off-forum. 52% of the respondents put all three of these plans in their top 3 priorities. Given this level of consensus, the West 66 corridor Plan and the McMillan Mesa Plan were not carried forward in staff recommendations. Staff would propose three options on how to proceed with the remaining specific plans. See attachment for more information about public feedback.

Options

Option 1: Staff Recommendation

High Occupancy Housing Plan in FY17
Milton Road Corridor Plan in FY18 and 19
Southside Neighborhood Plan in FY20

Option 2: Focus on housing and neighborhoods first

High Occupancy Housing Plan in FY17
Southside Neighborhood Plan in FY18 M
Milton Road Corridor Plan in FY19 and 20

Option 3: Accelerate Milton Road Corridor Plan

Milton Road Corridor Plan in FY17-FY19,
High Occupancy Housing Plan in FY19;
Southside Neighborhood Plan in FY20

Evaluation of Options

OPTION 1: Two advantages of option 1 are the ability to prepare data, agreements and finances for the Milton Road Corridor Plan, and the ability to carry forward the recommendations of the High Occupancy Housing Plan more quickly.

In order to begin work on the Milton Road Corridor Plan, City staff will need to build a shared framework for public involvement, information sharing and funding with the Arizona Department of Transportation (ADOT). Staff estimates that it will take at least 12 months to negotiate and develop an agreement with ADOT and other government agencies. Starting Milton Road in the next fiscal year is not recommended, because staff would like to have a firm agreement about the roles and responsibility of the City and ADOT, before a public kick-off.

This option allows staff to quickly build on the first phase of public involvement on High Occupancy Housing Plan quickly. Staff would propose to develop the plan with an aspirational vision for how High Occupancy Housing should fit into the community at the same time as developing Zoning Code updates so they could be reviewed and adopted together.

Under Option 1, the Southside Neighborhood Plan would not be reconsidered by the City until FY20. It is hoped that the High Occupancy Housing Plan will resolve some of the concerns of the neighborhood but it will not replace a neighborhood plan. The delay may contribute to conflict over redevelopment in the neighborhood.

OPTION 2: This option would provide more time to negotiate with ADOT, and other partners. If we were to delay the start of the Milton Road project, the City could also save money in FY17 and FY18 to be spent during FY19 and FY20 on the Milton Road Corridor Plan. Completing High Occupancy Housing and the Southside Neighborhood Plans sequentially has merit because the issues in the scope of these two plans are interrelated.

OPTION 3: This option would reflect completion of specific plans in order of the priorities identified by

public feedback. It would push to accelerate the Milton Road Corridor Plan by beginning public involvement as soon as possible and working on the agreement with ADOT simultaneously. It is not clear exactly how much faster we could complete the plan under this strategy, and there could be pauses or miscommunications as a result of not fleshing out the work up front. Option 3 would also delay work on the plan for High Occupancy Housing and the Southside Neighborhood Plan.

Fiscal Implications

Typical Specific Plan

Both the High Occupancy Housing Plan and the Southside Neighborhood Plan would have costs and timelines typical for a specific plan completed by the Comprehensive Planning program. A typical specific plan cannot be completed without additional costs because of the enhanced public involvement and the need to have a complete project team that includes multiple departments with competing priorities. For the La Plaza Vieja Neighborhood Plan, carryover money from the Flagstaff Regional Plan was used to update the historic background of the neighborhood, rent meeting rooms, advertise and print multiple iterations of the plan for public distribution and comment. The City was fortunate to have collaboration from volunteer NAU interns with outstanding visualization skills or that service would have otherwise need to be contracted out. The La Plaza Vieja Neighborhood Plan was fortunately timed to assemble a nearly complete and experienced team of staff. With future turnover and competing priorities, it may not always be the case. The \$30,000 budget proposed as a recurring cost for specific plans of average detail and complexity would cover the costs similar to La Plaza Vieja plus allow for additional modeling capacity, visualizations or facilitation, and outreach assistance depending on the needs of project. An additional \$7,000 would allow for one intern to be converted to a paid status, which would provide continuity for projects and allow students to stay and work over the summer. Currently, Comprehensive Planning is the only program in Community Development that does not compensate its interns because of lack of budgeted funds.

Milton Road Corridor Plan

The \$250,000 for the Milton Road Corridor Plan would be devoted half to public involvement and half to updating models and scenarios based on public concerns and feedback. Because of the work of the Flagstaff Metropolitan Planning Organization, there is already a base model and a suite of possible scenarios that can be introduced early in public involvement. This will help us shorten the timeline typical of a corridor study (3-4 years). There will still be a need to refine the model based on public feedback and to provide visualizations in support of the preferred alternative. It will also cover some initial design parameters for projects identified in the implementation plan. The \$125,000 for public involvement would be spent over 2-3 years. This allows for a high quality facilitator to be retained who would work 3-5 days per month, on average, through the entire public involvement process. This funding would also pay for travel, if the selected facilitator lives outside of the Flagstaff Region.

Corridor plans in other parts of the City were budgeted for consultant services, as follows:

South Fourth Street \$ 101,792 (2010)

North Fourth Street \$ 250,000 (2010)

Lone Tree Corridor \$ 272,096 (2008)

Attachments:

Possible Specific Plan Timelines and Descriptions

Comprehensive Planning Program Work Summary

Timeline of Comprehensive Planning, Zoning Code and Transportation Planning projects

SHAP External Work Group Recommendations

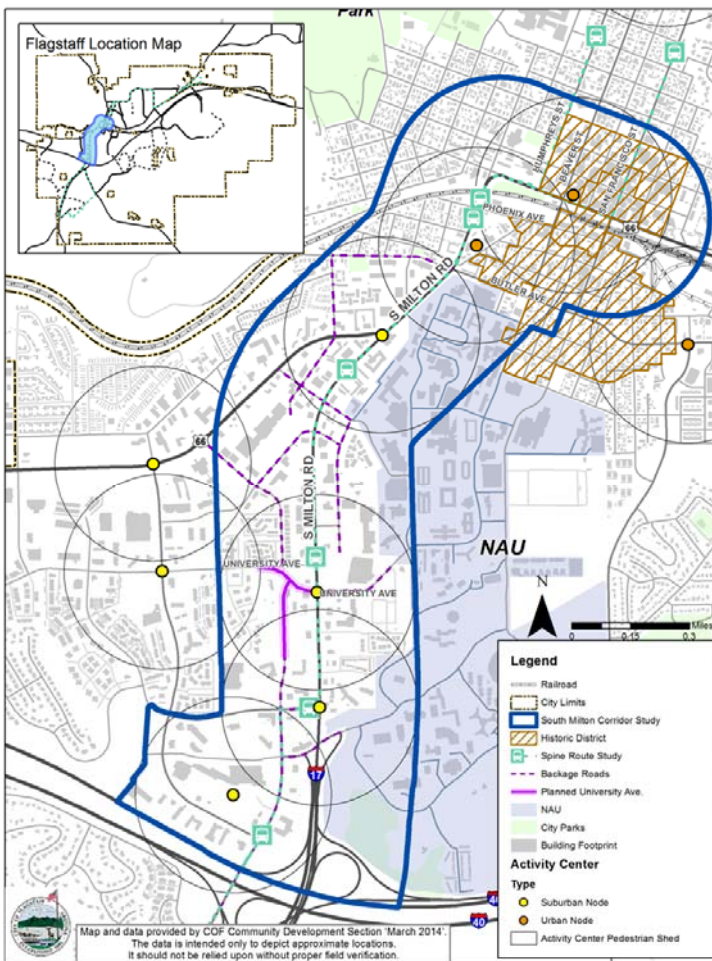
Summary of Online Public Feedback

Milton Corridor Specific Plan

What is the plan about? There are several ongoing transportation studies in the Milton Corridor that could significantly impact access and land use opportunities in the corridor. The proposed Specific plan would integrate the outcomes of the Regional Transportation Plan, Bus Rapid Transit Study and Bicycle and Pedestrian Master Plan to create a shared vision for the corridor that the City and ADOT can use to ensure consistent and coordinated decision making in policies and development review.

How does it support the Regional Plan? The Regional Plan identifies Milton Road as a “Great Street” and six activity centers are included in the area of the corridor plan. The diversity of uses and overlapping place types makes the Milton Road corridor a good candidate for the first corridor plan.

What will it take to get it done? The complexity and difficulty of this task is very high. Staff recommends that a contractor be hired to conduct the technical work, document production and public participation. Having a neutral party managing conflict resolution will be an important strategy to help all parties let go of past disagreements and work towards solutions based on current information and conditions. Even with a contractor, City staff time will impact multiple departments including Economic Vitality, Engineering, Public Works, Sustainability, and the FMPO. Paying for the contractor could be shared between the City, ADOT, NAIPTA and the County.

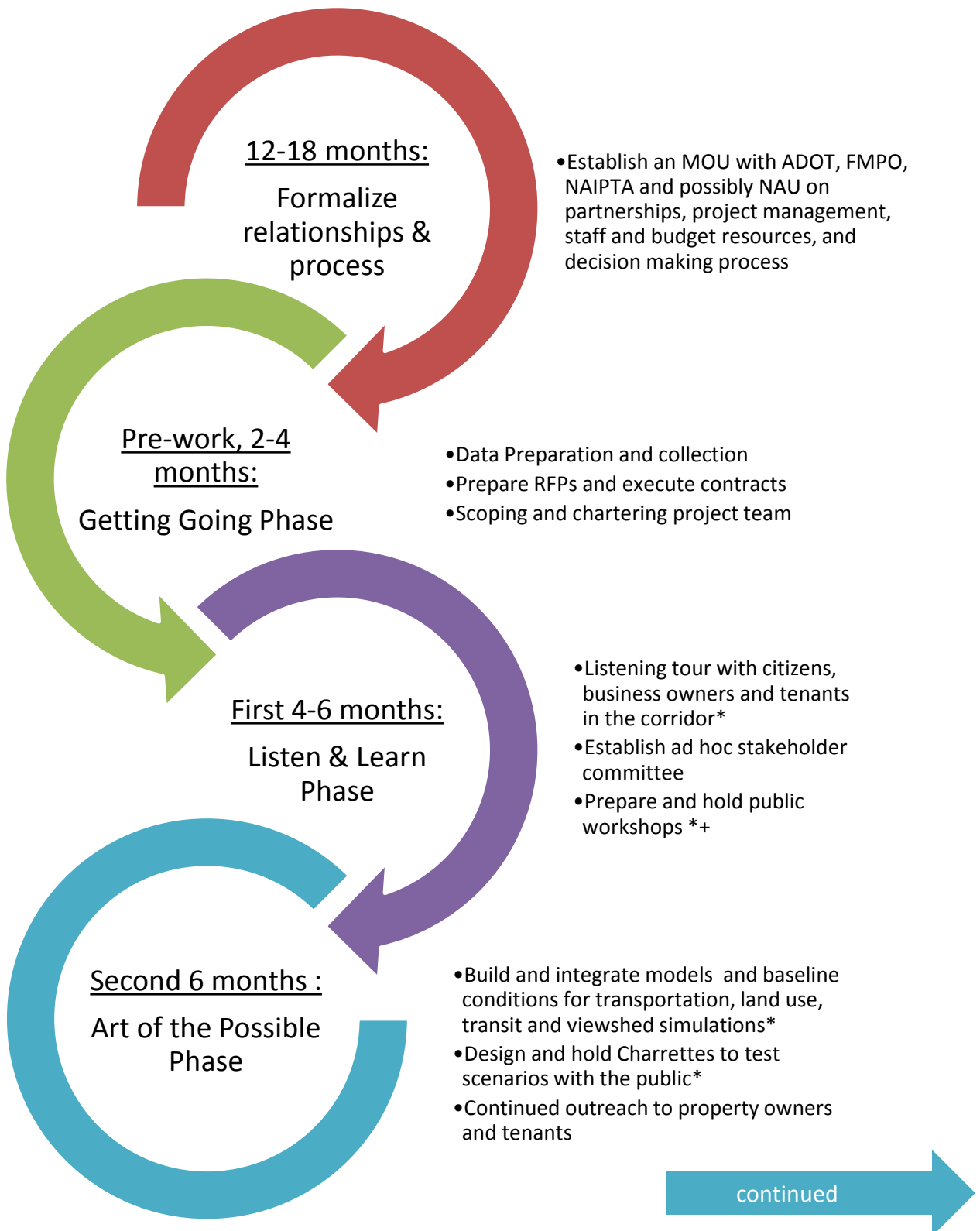


Obstacles and Constraints:

- Existing entitlements on Milton: a majority of parcels are zoned Highway Commercial (HC)
- Incremental increases in traffic within/outside the corridor impact development on Flagstaff's west side
- Need to address capacity between properties on the corridor and wider community need
- Access management

Timing: The completion of the Bus Rapid Transit and Regional Transportation Plan is expected in 2016. Enabling the Milton Corridor Plan to take advantage of these projects' momentum with stakeholders and data collection is an important consideration. Another consideration will be the needs of ADOT, which has jurisdiction over the roadway.

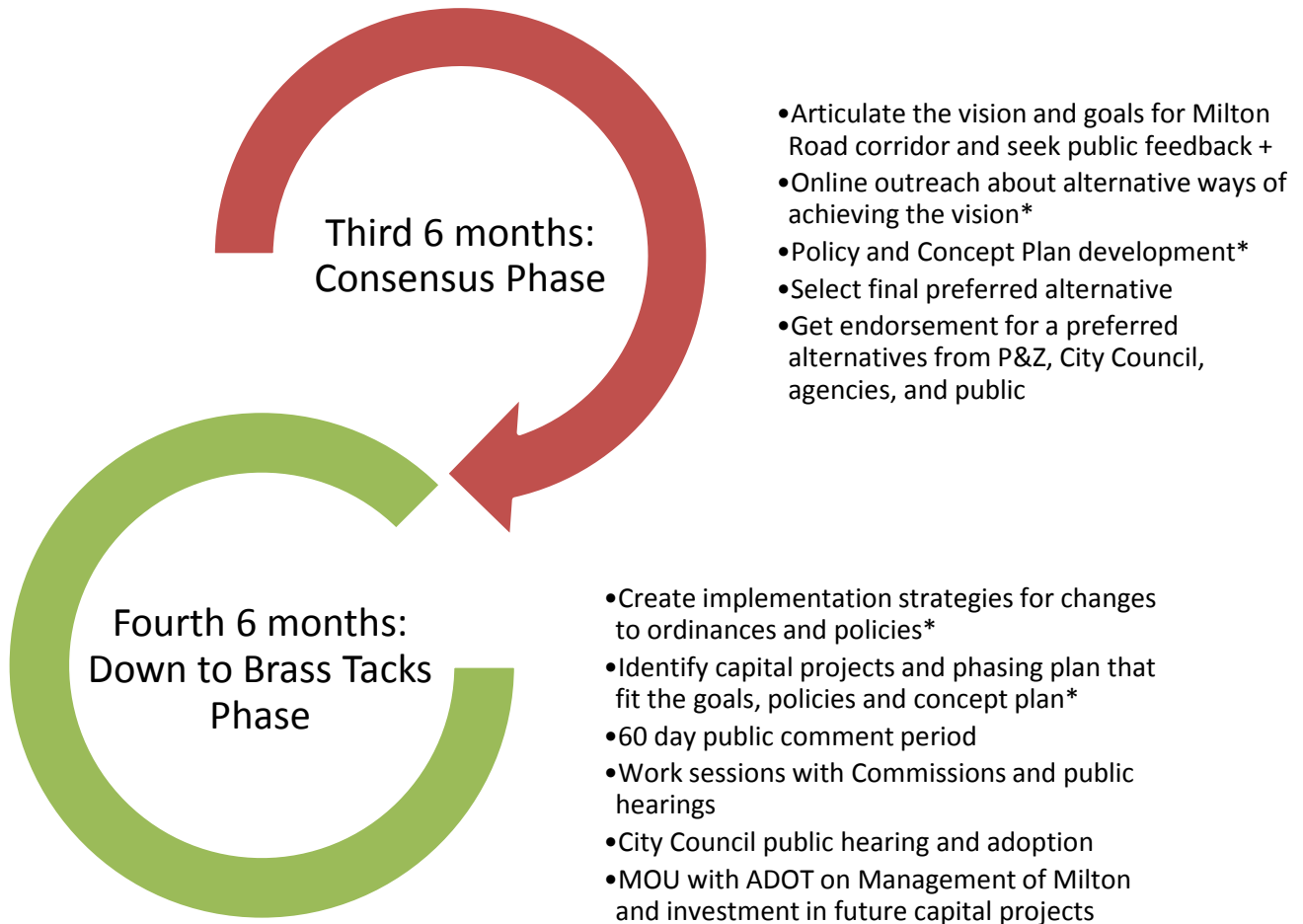
Possible Milton Timeline



*'s are for items that need consultant resources to be completed on the proposed schedule

+ are opportunities for NAU/high school/middle school engagement

Possible Milton Timeline - continued



Budget Needs

- \$125,000 for public participation consultant working over 2 years
- \$100,000 for technical assistance in GIS, visual simulations, preparing models and data needed for design charrette
- \$25,000 for advertising, printing and materials above normal program costs
- \$7,000 recurring funds for promoting 1 intern to paid status

*'s are for items that need consultant resources to be completed on the proposed schedule
+ are opportunities for NAU/high school/middle school engagement

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Southside Neighborhood Specific Plan

What is the plan about? Field Paoli completed a study of the Southside neighborhood in 2005 titled “The Southside 2005 Plan: Strategies for Development.” City Council accepted the product from the consultant but did not adopt the document by resolution and give it the status of a Specific plan. Recent redevelopment proposals in the neighborhood have brought up a desire to revisit the document, formalize its status and clarify its role in development review. The proposed update would have a similar scope to the 2005 document. Many of the public improvements from the 2005 plan have already been implemented (i.e. Beaver & San Francisco Streets).

How does it support the Regional Plan? The Southside is a neighborhood and historic district. It is also surrounded by and contains several commercial corridors. Updating the neighborhood plan would provide a good opportunity to reconcile these place types and the values of neighborhood preservation and economic development. It will also help ensure Policy NH.6.2 is implemented well in the neighborhood.

What will it take to get it done? The tasks needed to complete an update of this plan are similar to those for the La Plaza Vieja Neighborhood Plan. Staff would need to update the baseline conditions, engage the public on the content of the document and the changes needed, and work with stakeholders to resolve conflict. Document editing assistance will also be needed for this project because we don’t have an editable copy of the original. Staff recommends forming a project team from a wide range of City staff, similar to La Plaza Vieja, with limited consulting services for document editing and possibly public meeting facilitation for this project.



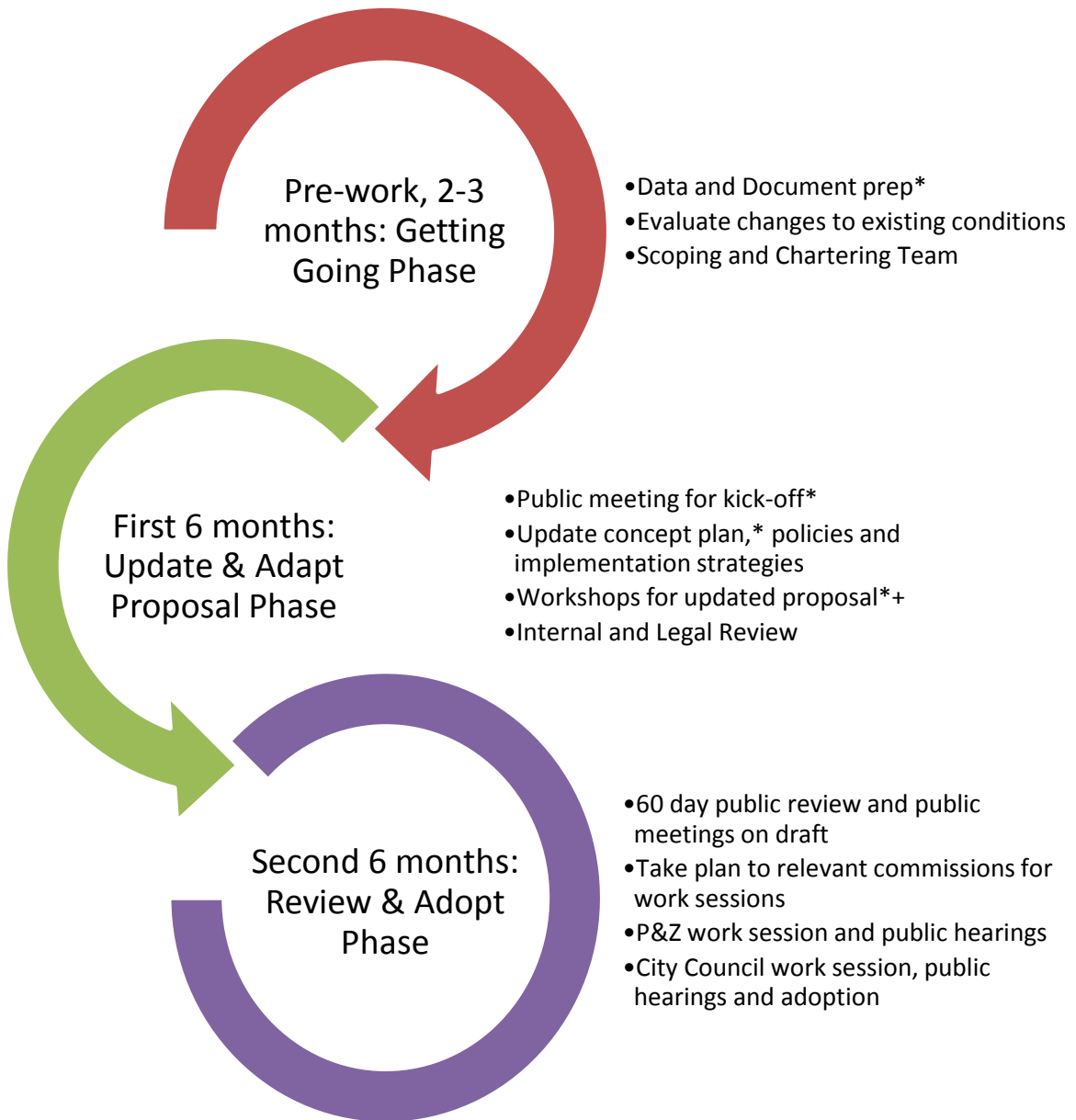
Policy NH.6.2. Use urban conservation tools to revitalize existing underutilized activity centers to their potential.

Obstacles and Constraints:

- Existing entitlements in the neighborhood may be an issue
- Complex social context will intensify public involvement
- Rio de Flag Flood Control Project status
- Coordination with NAU
- Parking policy

Timing: Because of recent development proposals, there has been public interest in updating and adopting the plan. If this is the only area plan underway, it could have a turnaround of 12-18 months. This plan would not be completed prior to completion of proposals currently in the development review process.

Possible Southside Timeline



Budget Needs

- \$30,000 recurring budget for consulting services to support specific plans
- \$7,000 recurring funds for promoting 1 intern to paid status

*'s are for items that need consultant resources to be completed on the proposed schedule
+ are opportunities for NAU/high school/middle school engagement



ELEVATION P



ELEVATION P



High Occupancy Housing Specific Plan

What is the plan about? The external working group on student housing recommended that the City develop a specific plan for high occupancy housing. This aspirational specific plan could be done alongside amendments to the Zoning Code. The scope of the project would look city-wide at location, character, compatibility, best practices and safe, sustainable multi-modal transportation connectivity for high occupancy housing projects. The plan could provide clarity to developers and investors about where community would support development. (See attached student housing external working group recommendations.)

How does it support the Regional Plan? This specific plan would implement *Policy NH.1.7. Develop appropriate programs and tools to ensure the appropriate placement, design, and operation of new student housing developments consistent with neighborhood character and scale.*

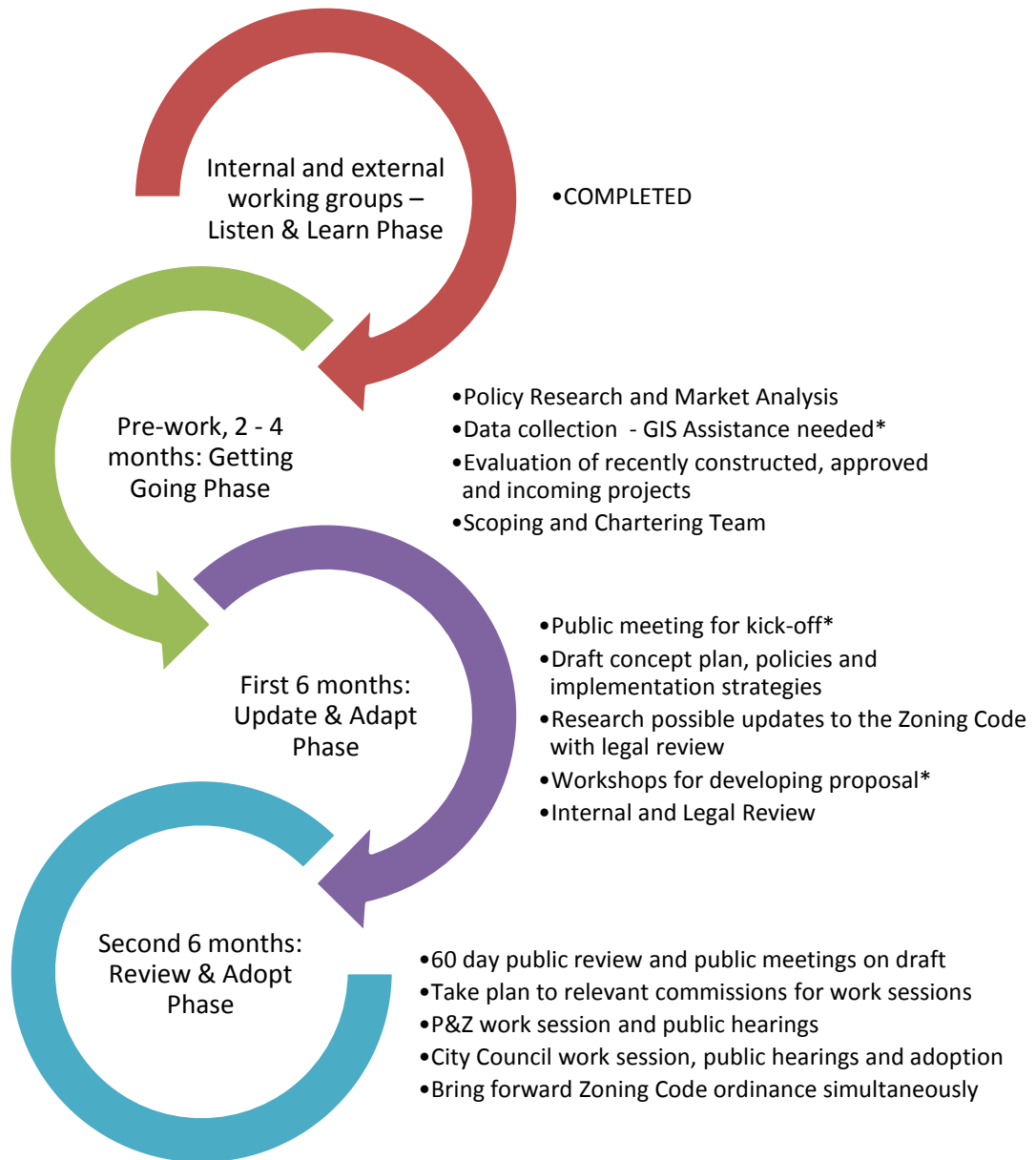
What will it take to get it done? Outside consultants with expertise in the field of high occupancy housing would be recommended as part of the project team. The research and analysis needs for this project are high, such as peer city studies, and GIS and traffic analysis would need to be incorporated into the project. Since this is a community-wide effort of high interest, the public involvement strategy would need to be extensive and inclusive. City staff could form the majority of the core team working on the project with assistance, or the consultant could provide a project manager with staff support.

Obstacles and Constraints:

- The plan would not change existing entitlements
- Consensus within the community may be difficult
- Outreach to students; involvement should occur during school year

Timing: Because of recent development proposals, the Student Housing External Working Group recommended the development of this plan. This plan would not be completed prior to completion of proposals currently in the development review process. It would be beneficial to engage the public on this issue while the impacts and concerns are recent.

Possible High Occupancy Housing Timeline



Budget Needs:

- 30,000 recurring budget for consulting services to support specific plans
- \$7,000 recurring funds for promoting 1 intern to paid status

*'s are for items that need consultant resources to be completed on the proposed schedule

+ are opportunities for NAU/high school/middle school engagement

HIGH OCCUPANCY HOUSING

McMillan Mesa Plan for City Property

What is the plan about? The City adopted a specific plan for the private land in the McMillan Mesa Village in 1992. In 2007, Council endorsed a non-regulating vision for the City-owned property on the Mesa. The Flagstaff Regional Plan and the zoning designation do not reflect the open space recommendations of the 2007 McMillan Mesa Concept Plan. There has been interest in revisiting planning efforts on the Mesa after the decision to provide a portion of the City property to the Department of Veteran's Affairs.

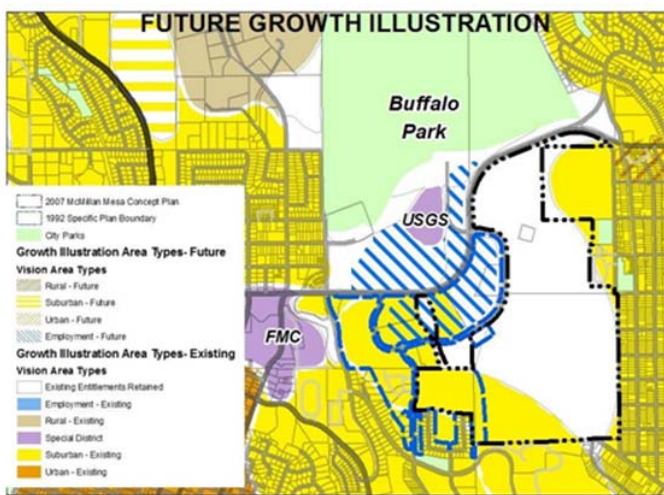
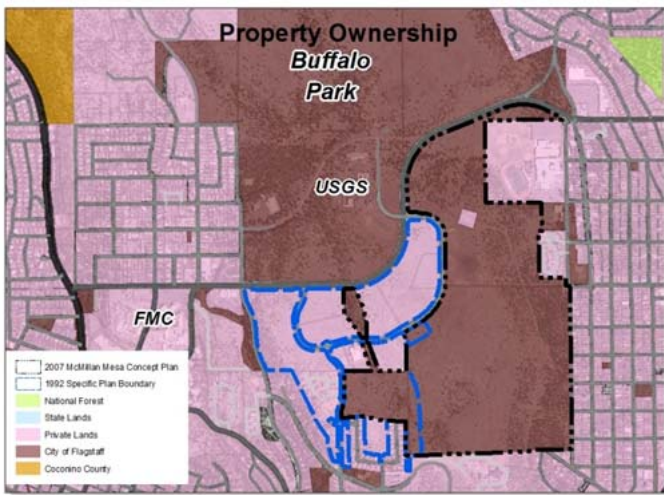
How does it support the Regional Plan? McMillan Mesa is not an area or place type that is prioritized for a specific plan according to Regional Plan goals and policies. The proposed land uses in the area have included both employment uses and open space. The Mesa does not fall within an activity center or neighborhood. Height restrictions that are tied to the deed of the property along Cedar Avenue will limit development along this corridor.

What will it take to get it done? A plan for the McMillan Mesa property owned by the City would not require a specific plan. The goals of the community could be accomplished with an open space management plan, a business plan, a rezoning or a minor plan amendment depending on what is the desired objective. A specific plan would only have a benefit above these other tools if the City would like to sell a portion of the land for private development. Staff recommends using a rezoning and minor plan amendment as the implementation tool for the vision, rather than an adopted specific plan to avoid unnecessary costs and confusion with the McMillan Mesa Village Specific Plan.

Timing: The development currently underway on McMillan Mesa is tied to the 1992 Specific Plan. Any changes to zoning or policies about the City-owned property would not impact the adjacent private land development. The community conversation would set up a long term vision for the properties and reduce uncertainty in decision making.

Obstacles and Constraints:

- Need clarity on the desires of the City Council
- Public input will be most time-intensive element, and may require outside assistance
- Do we update the 2007 Concept Plan or do a rezoning & minor plan amendment application for the area?



Possible McMillan Mesa Timeline



Budget Needs:

- \$6,000 to Open Space staff for development applications fees, mailings and advertisements
- \$20,000 to Economic Vitality and Open Spaces for development of management plans

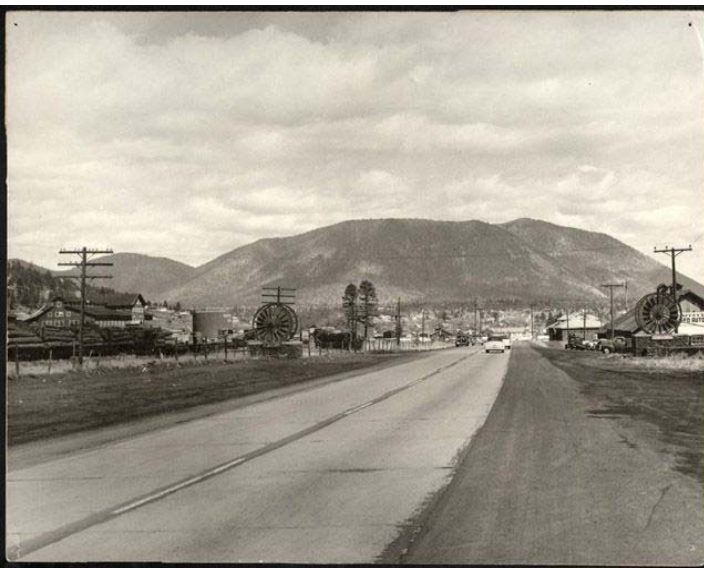
*'s are for items that need consultant resources to be completed on the proposed schedule

+ are opportunities for NAU/high school/middle school engagement

W. Route 66 Corridor Plan Update

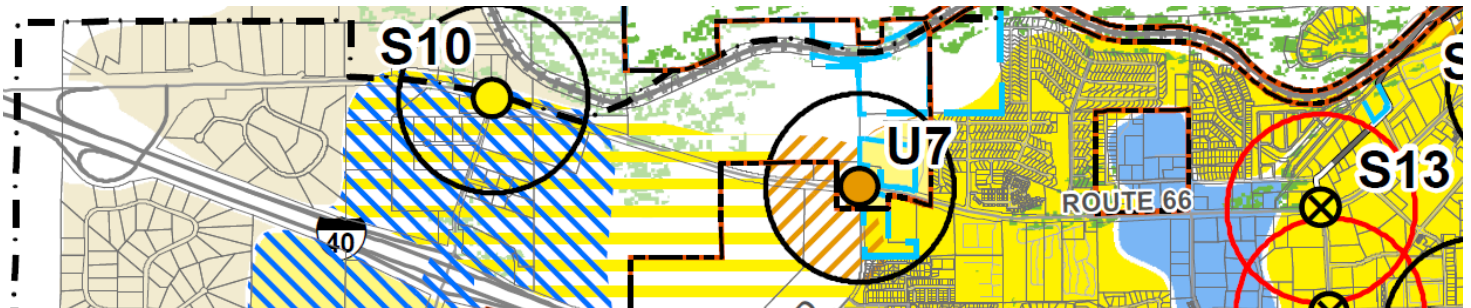


What is the plan about? The City completed a West Route 66 Small Area Plan and Infrastructure Study in 1999, which was the basis for the urban growth boundary and land uses in the 2001 Regional Land Use and Transportation Plan. Since then, ADOT has completed a more detailed study of future interchanges and road improvements and the City has adopted a new Regional Plan that would propose to increase densities over time in this area. Dark skies issues are particularly important in this part of the community. The update to the Plan would take a look at the plans and studies of this area and provide recommendations on city policies to balance these issues. The geographic scope of the plan would extend from Woodlands Village Blvd activity center S13 west to the city's urban growth boundary.



How does it support the Regional Plan? The plan would provide direction for three new activity centers and neighborhoods on the West side. It would look at traffic impacts to the regional transportation system, particularly the intersection of Route 66 and Milton Rd. A corridor plan update would also incorporate dark skies policies from FRP30.

What will it take to get it done? City staff recommends assembling a team of staff members with the County to take the lead on this planning effort. Public participation and document management could require some assistance from a consultant.



Obstacles and Constraints:

- A joint effort with the County poses challenges to staff, the Council and Board of Supervisors.
- Important that any strategy take into account the lessons learned from the Regional Planning effort.
- Coordination with Naval Observatory

Timing: There is interest in rezoning parcels in this area of the City and County. However, there is existing information and policies to support development that is in character with the community. It is more time consuming to assemble and coordinate participation on a project by project basis, but it is possible as an alternative to updating the 1999 plan. The Navy is studying the impact of land development on lighting in the area, and their conclusions will inform this plan.

Possible West Route 66 Corridor Timeline



Budget Needs:

- 30,000 recurring budget for consulting services to support specific plans
- \$7,000 recurring funds for promoting 1 intern to paid status

*'s are for items that need consultant resources to be completed on the proposed schedule
+ are opportunities for NAU/high school/middle school engagement

Comprehensive Planning Program Work Summary

The following is a summary of work categories that fall within the Comprehensive Planning Program. The projects listed are recurring work, or projects that are anticipated in the next 2-6 years. The final staff report will include a summary of the scope, opportunities and challenges of each of the Area and Specific Plans listed below.

Project Management for Area Plans and Specific Plans (50-60% of time/budget)

- Milton Corridor Study and Specific Plan
- Southside Neighborhood Plan update
- West 66 Corridor Plan update
- High Occupancy Housing Plan
- McMillan Mesa – Master Plan for City Owned Property

Inter- and Intra-government Coordination and Regional Plan Implementation (20-30% of time/budget)

- Provide Regional Plan analysis for complex City projects
- Coordination with the County about the Regional Plan
- Bicycle and Pedestrian Master Plan (assistance)
- Open Space and Greenways Plan update (assistance)
- Bus Rapid Transit Study
- Master Streets Plan

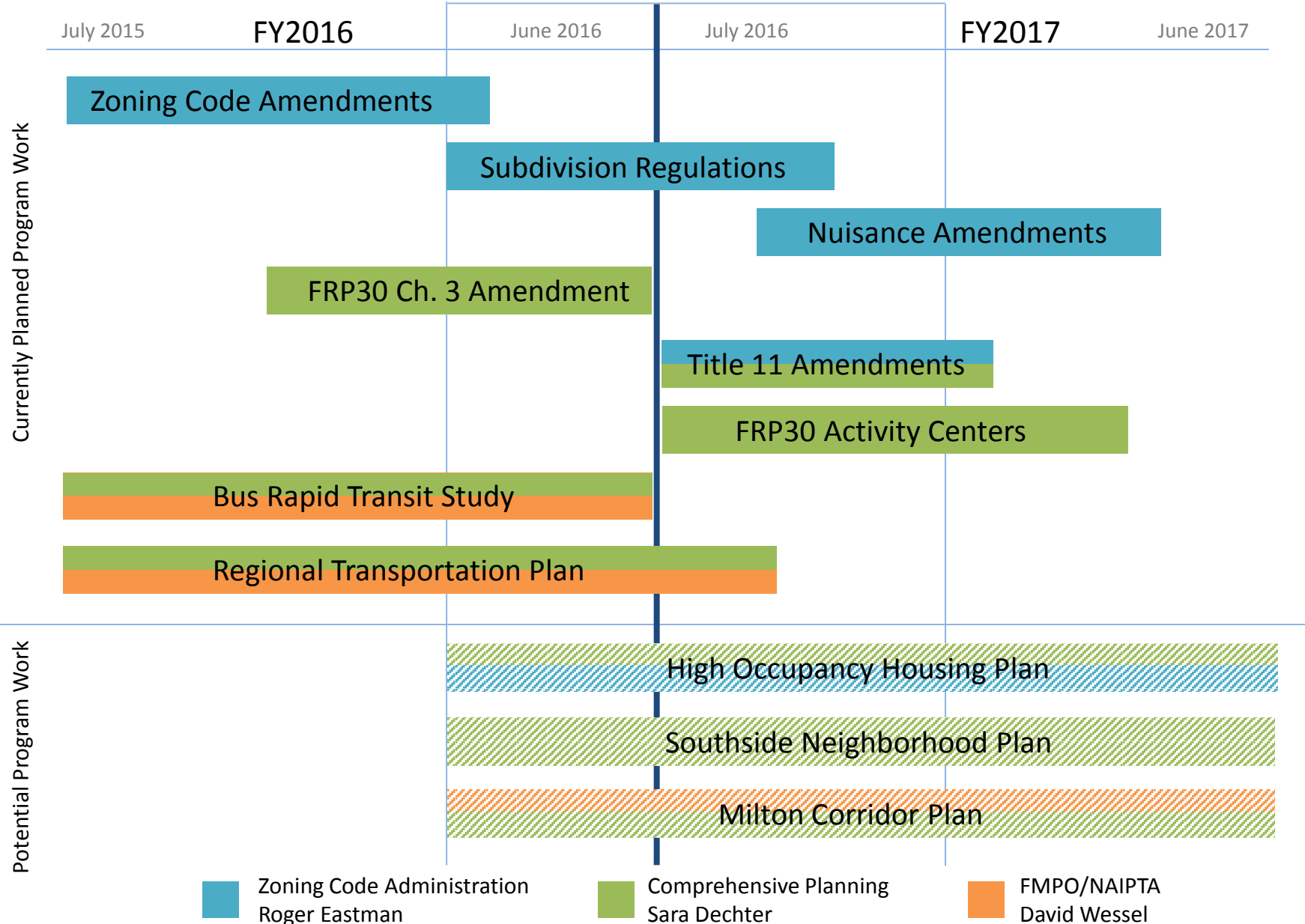
Regional Plan Amendments and Development Application Review (20-30% of time/budget)

- Upcoming Plan Amendments for clarifications and corrections (See Annual Report)
- Major Plan Amendment applications (unknown variable)
- Regional Plan review assistance for Current Planning applications
- Pre-application meetings

Major Plan Amendment project management is a variable that can significantly affect the completion of other work because of the mandatory timelines and the lack of predictability in the number, controversy or complexity of applications, they can delay the timeline for other plan amendments and specific plans.

PLANNING PROJECTS TIMELINE

Major Plan Amendments Processed



SHAP Recommendations concerning Regional Plan Amendments

August 6, 2015 Version

Regional Plan amendment recommendations

CC.2.7 – add neighborhoods in addition to districts.

LU.18.6 – add a condition about balancing this with protection of the character of historic neighborhoods and districts.

NH.1.4 – change “increased densities” to “context – sensitive increases in density”

Rationale: This is a policy for neighborhoods and not activity centers. Density in neighborhoods can be increased on a small scale through accessory structures and missing middle housing types, when done in the appropriate context.

Specific Plan/City Policy recommendations

Develop a specific plan for high occupancy housing that implements “Policy NH.1.7. Develop appropriate programs and tools to ensure the appropriate placement, design, and operation of new student housing developments consistent with neighborhood character and scale.” The plan should include:

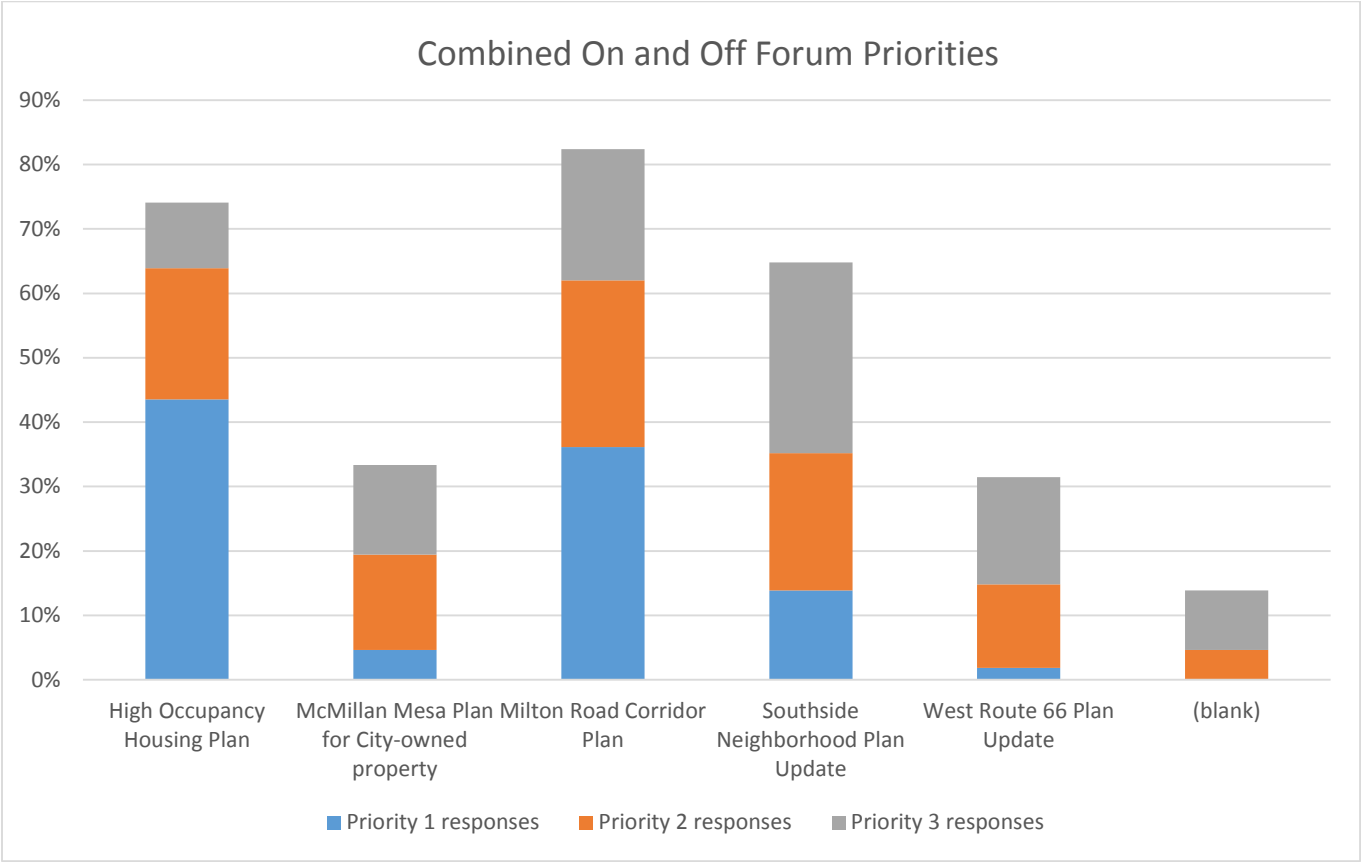
- Definition of high occupancy housing TBD
- Appropriate locations for high occupancy housing based on various levels of compatibility
- Protections for the unique character of historic neighborhoods and districts by providing area-specific recommendations, including:
 - Exterior finish, materials, and architecture of buildings
 - Relative height compared to surrounding buildings
- Clarify how LU..5 should be applied in different neighborhoods considering existing development patterns and lifestyle of existing residents.
- Clarify how Regional Plan and City policies about reinvestment and redevelopment relate to high occupancy housing, especially LU6.1, LU.1 and LU.5
- Best practices for operation/management of high occupancy housing , such as:
 - Flexible interior design appropriate
 - Intensity and location of open and activity spaces
- Reference neighborhood plans and describe the relationship between these documents
- Safe connectivity (not just proximity) for bicycle, pedestrian and transit modes in relation to high occupancy housing developments. For instance:
 - Consider in development review the quality of bicycle and pedestrian access between the development and the nearest transit stops.
 - Developers of student housing accommodate direct routes to campus for bicycle and pedestrians through off-site improvements.
 - Study feasibility of building more bike, pedestrian and transit connections across Milton Road.

- Identify appropriate methods and modes for transporting high volumes of residents with reduced parking and traffic impacts (including NAIPTA bus service, paratransit, car shares and private shuttle services).
- Traffic calming that supports walkability and safe bicycle routes and connections.

Other issues and recommendations

- The group supports the changes to on-site parking requirements in the Zoning Code changes recommended by the Planning and Zoning Commission.
- Add NAIPTA as a direct participant/team member in the application process for multifamily housing projects and particularly high occupancy housing projects.
- NAU should consider if they can support NAIPTA's services with their shuttle service on and off campus.
- Identify processes and contact points for formal coordination between NAU, ADOT and the City.

Summary of Top 3 Specific Plan Priorities from Flagstaff Community Forum Poll



Word Cloud

Please do Milton need plan Mesa community much McMillan other issues more needs transportation from FLAGSTAFF high occupancy housing neighborhood plans love get however without building t how built one 66 both COF all council time traffic out parking density areas Road only Southside which include Seems important growth NAU students want developers up historic they list into developments existing neighborhoods cannot hub people make priority what your new projects lack development Grow such too where s student increase character wildlife

What is the next specific plan that the City of Flagstaff should work on?			
Below are the statements elaborating on priority lists as of 2016-01-15 10:09:06 -0700			
'=====STATEMENTS=====			
Signature	Location	State	Elaboration
Name not available		off forum	My priorities are typically natural-resource focused, but with NAU's plan to increase student enrollment, and the lack of a plan thus far to ensure that student housing is not built in inappropriate neighborhoods, it is reasonable to assume that development is going to creep out into undeveloped lands and impact wildlife and plant resources. Thus McMillan Mesa is my next priority- the city needs conserve the tiny fragments of open prairie habitat left in the city, and McMillan Mesa still contains important habitat for wildlife, including rattlesnakes. A rattlesnake was seen in Buffalo Park in spring 2015 by Dr. Nishikawa, NAU Biology professor.
Name not available		off forum	Please consider building heights and designs that are comparable with existing neighborhood. Please come to terms with the RR for over passes or realignments to help the flow of traffic.
Name not available		off forum	High occupancy housing in the historic district even if just across the street from locations not in that district impinge upon the character of the neighborhood at large, make for congestion of already crowded streets. Please keep the height and buildings within existing standards.The Downtown area on both sides of the tracks should not be considered fair game for NAU's housing problems. It is for them a problem they need to address, on their property.
Name not available		off forum	The Southside neighborhood plan needs to be rewritten to reflect what the citizens want to live around rather than what developers can make money from. Residents and tourists love authentic historic Flagstaff. Let's not shoot ourselves in the foot by destroying our historic areas. There seems to be a COF assumption that high-occupancy housing (dorms) fit in or next to residential areas. Dorms belong on campus and NAU needs to take responsibility for the constant churning of their students and the costs of their lifestyles. The ongoing costs of such development should not be externalized to the Flagstaff citizens. It is apparent that COF says one thing and does something different, for example putting density out Rt. 66. The overriding goal, however, seems to be for Flagstaff to grow fast; and before existing issues (like traffic) can be addressed they will add more problems. Growth that is too fast will cause dis--ease and have a negative effect on our community.
Name not available		off forum	All plans must include options for the working poor that are realistic, not only for studnets and tourists, and generates revenue for the city to give back to the community and not privatized profits.
Name not available		off forum	Transportation in Flagstaff is an ever increasing issue. We need to encourage more public transport and bike accessibility to combat our population growth's detrimental effects on our travel time.
Name not available		off forum	Why isn't creating a new bypass to 180 a priority? The crippling of this city by snowplay traffic isn't even a thought right now? The daily traffic problems on Milton isn't a priority? None of these ridiculous projects are important right now. How about FIXING WHAT IS OBVIOUSLY BROKEN!!!!
Name not available		off forum	Mountainline buses should go to Pulllam Airport and Flagstaff Airport Business Center.

Signature	Location	State	Elaboration
Name not available		off forum	1.AT TOP OF THIS LIST should be NATIVE AMERICAN ISSUES !2. Water is huge priority ,without it none of the below matters , 3.stop building . Shame on you all for making NATIVES invisible ! Bring them into office, LISTEN TO THEM , do what your told for once with respect !! 4. Bus line to DONEY PARK . 5. no more permit issuing for building without hiring LOCAL talent
Name not available		off forum	Fully accessible playground, PLEASE!!!
Name not shown	inside City Limits	off forum	Housing issues should be addressed due to the ever-increasing rent and stagnant wages.
Name not available		off forum	I believe the completion of JW Powell road is important to our community to the reduction of congestion to Milton and an alternative.
Name not available		off forum	Man, I'm tired of all this snow. I think the city council should get together and enact some legislation to stop Flagstaff from snowing all the damn time!
Name not shown	inside City Limits	off forum	I believe reviewing a high occupancy housing plan will affect many of the other studies listed. Hopefully, if we address this issue it will assist the neighborhood and Milton corridor plans.
Name not available		off forum	We need a plan for the Mesa that the entire community can endorse.
Name not shown		off forum	Please do something about the Milton congestion.
Caleb Schiff	inside City Limits	on forum	Thank you for creating this forum for discussion. It is difficult to imagine why the city would permit the high-density proposals for the southside in light of the lack of infrastructure for current usage. Please, just visit the southside on a weekend evening or during the daytime that NAU is in session and you will experience the gridlock that will only be made worse by increase, intensive housing that is made without more infrastructure investments.
Erika Nowak	outside City Limits	on forum	Typically natural resource protection is my priority, but given NAU's projections for increased enrollment, student housing development is likely to sprawl into inappropriate neighborhoods, which could push other development further into undeveloped wildlife habitats. McMillan Mesa contains some of the last fragments of open prairie habitat remaining within city limits, which should be protected. The outcrops on McMillan Mesa also provide microhabitats that increase plant and wildlife diversity, and the outcrops on McMillan Mesa are home to a snake species that has largely been extirpated from within city limits.
Dan OHara	inside City Limits	on forum	your housing plans seem targeted at one segment of the population:people under 40. the plans for the apartment complex on the old parochial school site seems to benefit only people who want to use the snowbowl. both the hub and this site would destroy the character of flagstaff as we know it. is this what you really want? i am a 16 year resident and if either of these constructions happen, i would have to seriously wonder if the average civilian in flagstaff is on your radar.

Signature	Location	State	Elaboration
Scott H	inside City Limits	on forum	The City of Flagstaff needs to reconsider transect zoning and it's use and placement of high occupancy housing. Projects such as this will only detract from Flagstaff's overall character. The public and surrounding neighborhoods should be more informed of these possibilities and given a fair chance to represent themselves.
mimi murov	inside City Limits	on forum	The city should not be supporting high occupancy student housing in neighborhoods such as Southside, Old Town, Flagstaff townsite or anywhere else that increased traffic and parking issues are incompatible with the safety and character of the neighborhood
Marie Jones	inside City Limits	on forum	Both are equally important to us in the Southside because of the intrusion of student housing projects into our neighborhoods.
Name not shown	inside City Limits	on forum	You can't allow more kids and more cars until you figure out how to deal with the increased traffic and lack of parking. You are ruining Flagstaff by allowing this construction.
Laura Enciso	inside City Limits	on forum	When the COF created transect zoning areas allowing for a combination of commercial with residential areas above I do not think that high density dorms for NAU students is what was intended. These off campus student housing projects are benefiting the developers, and NAU students, by burdening the Flagstaff community on multiple levels. If the ABOR wants to increase student population, they need to make the necessary accommodations ON campus.
Name not shown	inside City Limits	on forum	High Occupancy Housing Plan should be the first priority on everyone's list. We complain about traffic on Milton while student's are not here, it will be even worse if the Hub project goes in. I understand students need housing but the City needs a plan to determine where that housing should be allowed.
David McCain	inside City Limits	on forum	High occupancy housing is #1! It's imperative for our community to determine where the new student housing developments should be built. Developers need guidance from the Council or we will continue to get developments that don't fit our communities. These improper developments elicit strong opposition and drain City Council and Staff Time. A plan is needed!
Eilise Fisher	inside City Limits	on forum	There should not be high density housing where the Hub is slated for. There is already far too much traffic, which would be further impacted by more student housing, causing more issues on Milton and Butler. Milton is an absolute disaster at several times throughout the day, mainly during the afternoon commute, and on weekends especially those where tourists are coming up from Phoenix. I realize, that we cannot fight Flagstaff growing, but we need to grow responsibly and not in a way that is going to affect the quality of life for current and future residents, namely by having to deal with too many people in a location that is not ideal for it, and too many cars on the road in places that were never designed to handle that much traffic.
Wyatt Brown	inside City Limits	on forum	All are high priority. I'd love to see more connection between the RLUTP and LDC as new infrastructure and new development applications are considered.
Name not shown	inside City Limits	on forum	Given the imminent plans for a number of private, dormitory-style student housing developments in town, the High Occupancy Housing Plan is the highest priority for our community. Please consider undertaking this plan as quickly as possible so that the community can have a say in how and where these developments are planned.
Name not shown	inside City Limits	on forum	It's extremely difficult to decide how to prioritize this list. All of these are very important concerns. Thank you for considering this input.

Signature	Location	State	Elaboration
Melody Varner	inside City Limits	on forum	While not on a list, it is imperative to construct covered city bus stops with seating every where. People are still sitting on curbs (now snow covered) and standing in the rain..pathetic and embarrassing
Name not shown	outside City Limits	on forum	Growth is inevitable, but a city can grow as a labor of love, or as a cancer. The more studies done, the better to insure the city of Flagstaff grows "smartly". The promise of economic gain CANNOT be the sole reason for unbridled growth. NAU should NOT spread into the city due to their unrealistic growth plans. The bottom line: too much growth too soon will destroy the very environment we all came here for.
Tom Olsen	inside City Limits	on forum	Cost and the lack of available land make the resolution of our traffic issues quite difficult. HOWEVER, nothing is impossible. Computerized traffic modeling has been available for decades. Any entitlement of new development MUST include traffic analysis and requisite mitigation. Ammend the City Charter and development codes to include a traffic analysis requierment and payment of traffic mitigation fees for un-built, currently zoned parcels of land. Soon, staff and Council will be walkng or biking to work because it will be faster. Grow and change are inevitable. So, the the tools and the outcome are in your hands. Issues such as plastic bags are window dressing. WORK on the traffic issues, charge development impact fees and consider the street side aesthetics of development. Hide the buildings with trees and you will end up with lovely streetscapes for all of us stuck in traffic.
Alana Miller	inside City Limits	on forum	Rent control needs to be priority number one, yet it does not appear on this list. The discrepancy between average wage and cost of living cannot continue to be ignored. This is detrimental to the majority and is only beneficial to the very few (multiple property owning landlords).
Name not shown	outside City Limits	on forum	Stop over developing and putting large occupancy housing in areas the parking and transit cannot support i.e. the nub doesn't matter how much you tell college students from our state to not bring a car they are going to. 600 occupants 200 parking passes equals disaster for locals who live here year around. Not to mention you have not traffic plan to support this influx on people. The council should make the developer either resubmit plans that for every occupant there is a parking spot. Or not approve the per room rental that is planned. Stand up to the developer city council don't be sell outs. This is Flagstaffs future!!
Name not shown	inside City Limits	on forum	Protecting historic areas before they're gone is why I placed Southside at the top of the list. NAU is encroaching into the neighborhood, and the Culture and History are being engulfed by huge developments that do not fit in the area. Which leads to High Occupancy Housing Plan - I feel NAU needs to come to the table better to help find solutions for this - perhaps using some of their own property, that does not impact existing historic neighborhoods.
Bryan Cooperrider	inside City Limits	on forum	All five of these plans are important. However with the growth plan for NAU to include another 5 to 10 thousand students, high occupancy housing and Milton road will become a big problem without guidance from the City. Milton is already a big problem, as it was not designed for the volume of trips it already sees. Any plan for Milton MUST include multi-modal transport - primarily bike and pedestrian. Milton is dangerous for both of these, and if we want to reduce traffic, encouraging alternate transportation is a vital part of that. The influx of developers throwing up apartments for students needs to have guidance and a vision. It is crucial for the community to step in and guide this process.

Signature	Location	State	Elaboration
Judy Louks	inside City Limits	on forum	We have to solve the Milton Road Corridor, we are already in gridlock most of the time and it will only get worse if we do the West Route 66 Plan and or the Southside Neighborhood Plan which most likely will include high occupancy housing. Seems the McMillan Mesa Plan would be the least needed except that it might add income to our coffers that could assist with the other planning.
Name not shown	outside City Limits	on forum	Until Milton traffic is figured out, high occupancy housing and W 66 can't be. Current city requirements to build on the street with parking behind commercial facilities forever prevents expanding traffic lanes. Serious consideration to changing that requirement, especially in high density areas should be made.
Name not shown	inside City Limits	on forum	Milton and West Rt 66 plans should work together and really be considered holistically from a land use perspective. A huge stumbling block to real change is that both are owned by ADOT. COF needs r/w control over these corridors - it is THE critical path to change.
Gregg Hughes	inside City Limits	on forum	Would love to see the city (counsel) get behind a housing proposal. Again, however, housing without a look at economics (housing costs for private building, rent prices, etc) wouldn't be beneficial. Who cares how much housing will be built if no one can afford it?
Name not shown	inside City Limits	on forum	As much as I care about McMillan Mesa, the other issues are in more need of immediate attention. Our biggest needs are functional, aesthetic, safe transportation from I-17 through town on well-maintained roads, and safe, connected non-automotive transportation around (bike/hike trails) and to (COMMUTER TRAINS BETWEEN FLAGSTAFF-PHOENIX-TUCSON) our city.

Memorandum

9.

CITY OF FLAGSTAFF

To: The Honorable Mayor and Council
From: Michael O'Connor, Public Works Section Director
Co-Submitter: Stacy Saltzburg
Date: 12/31/2015
Meeting Date: 01/26/2016



TITLE:

Discussion on the City of Flagstaff Sidewalk Maintenance and Repairs Program

DESIRED OUTCOME:

Discussion on the repair of City of Flagstaff owned sidewalks in rights of way.

EXECUTIVE SUMMARY:

Discussion with City Council on our sidewalk maintenance program and policies.

INFORMATION:

COUNCIL GOAL:

Provide sustainable and equitable public facilities, services, and infrastructure systems in an efficient and effective manner to serve all population areas and demographics

REGIONAL PLAN:

Goal T.1. Improve mobility and access throughout the region.

Policy T.1.1. Integrate a balanced, multimodal, regional transportation system.

Goal T.2. Improve transportation safety and efficiency for all modes.

Policy T.2.1. Design infrastructure to provide safe and efficient movement of vehicles, bicycles, and pedestrians.

Policy T.2.3. Provide safety programs and infrastructure to protect the most vulnerable travelers, including the young, elderly, mobility impaired, pedestrians, and bicyclists.

Note: Mobility-impaired includes hearing and sight-impaired persons.

Goal T.5. Increase the availability and use of pedestrian infrastructure, including FUTS, as a critical element of a safe and livable community.

Policy T.5.1. Provide accessible pedestrian infrastructure with all public and private street construction and reconstruction projects.

Policy T.5.2. Improve pedestrian visibility and safety and raise awareness of the benefits of walking.

Policy T.5.3. Identify specific pedestrian mobility and accessibility challenges and develop a program to build and maintain necessary improvements.

Policy T.5.4. Design streets with continuous pedestrian infrastructure of sufficient width to provide safe, accessible use and opportunities for shelter.

Attachments: Sidewalk PowerPoint

City of Flagstaff

Sidewalk Replacement Program

Presented to Flagstaff City Council
Mike O'Connor, Public Works Streets Section Director
January 26th, 2016

Sidewalk Replacement Program

5-Yr. History

- Averaged 35 requests annually over 5-yr. period
- One-third due to tree roots heaving sidewalks
- Utility breaks = approximately 18-year
- Climate caused
(freezing/thawing & heaving during summer heat)

Sidewalk Replacement Program

- Guided by City Code, Sec. 8-01, Sidewalks
 - Records complaints on sidewalks needing repair
 - Notifies owners providing 30 days for repair, weather permitting
 - Owner has 10 days to advise City whether they will fix (they pay half) or would City to fix and the City bills them for their half. If no owner contact within 10 days, City fixes and bills them their portion.

Sidewalk Replacement Program

- All sidewalks built to engineering specifications
- If property owner improves property, required to bring infrastructure to engineering standards
- Objection Hearings
 - Owner may file objection on Public Works determination before Council to present supporting evidence of objection. Council determines the cost of repairs
- Expenses May Constitute Lien
- Penalty may be assessed for non-payment

Sidewalk Replacement Categories

- Residential Sidewalk Replacement Program = 50/50 cost share between City and resident
- Commercial properties replace sidewalks at 100% of cost (can have City perform work or contract out)
- ADOT IGA, Streets repairs ADOT-owned sidewalks at no cost to ADOT
- Road Repair & Street Safety initiative = existing infrastructure only
- Capital projects = determined by project manager or hired professional engineer

Sidewalk Replacement Program Costs 2015

Sidewalk Replacement Program: 38 repairs; approximately 3,000 sf costing \$15,000 plus \$15,000 from citizens (at about \$10/sf)

Streets repaired commercial property:

Approximately 457 sf = cost to property owners of \$4,573

Arizona Department of Transportation (ADOT) Intergovernmental Agreement :
Approximately 54 sf replaced at City cost of \$540 (no cost to ADOT)

Road Repair and Street Safety Initiative, 406 bond:

25,740 sf replaced at cost of \$335,139

(\$13.02/sf--no cost to adjacent property owners)

Capital projects:

Varies depending on project

(no cost to adjacent property owners)

Thank you

Questions?