

PLANNING & ZONING COMMISSION AGENDA

**PLANNING & ZONING COMMISSION
PUBLIC HEARING
THURSDAY, AUGUST 24, 2017
9:00 AM**

**COUNCIL CHAMBERS
CITY HALL
201 S. CORTEZ STREET
PRESCOTT, ARIZONA**

The following agenda will be considered by the **PLANNING & ZONING COMMISSION** at its **SPECIAL MEETING** to be held on **THURSDAY, AUGUST 24, 2017, at 9:00 AM** in **COUNCIL CHAMBERS, CITY HALL**, located at **201 S. CORTEZ STREET**. Notice of this meeting is given pursuant to *Arizona Revised Statutes, Section 38-431.02*.

I. CALL TO ORDER

II. ATTENDANCE

MEMBERS	
Tom Menser, Chairman	George Sheats
Ken Mabarak, Vice-Chairman	Terry Marshall
Joe Gardner	Phil Goode
	Bill Sim

III. PUBLIC HEARING ITEMS

1. RZ17-003, Deep Well Ranch Rezoning is to rezone approximately 1,800 acres is located at the northwest corner of the Highway 89 and 89A interchange. The request is to rezone Mixed Use (MU), Single-family-18 (SF-18), Industrial Light (IL), Multi-family High (MF-H), Business Regional (BR) to Specially Planned Community (SPC) District. Owner is James Deep Well Ranch LLC.

2. MP17-005, Deep Well Ranch Master Plan and Airport Specific Area Plan text amendment associated with RZ17-003.

IV. ADJOURNMENT

THE CITY OF PRESCOTT ENDEAVORS TO MAKE ALL PUBLIC MEETINGS ACCESSIBLE TO PERSONS WITH DISABILITIES. WITH 48 HOURS ADVANCE NOTICE, SPECIAL ASSISTANCE CAN BE PROVIDED FOR SIGHT AND/OR HEARING IMPAIRED PERSONS AT PUBLIC MEETINGS. PLEASE CALL 777-1272 OR 777-1100 (TDD) TO REQUEST AN ACCOMMODATION TO PARTICIPATE IN THIS MEETING.

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Prescott City Hall and on the City's website on August 14, 2017 at 12:00 p.m. in accordance with the statement filed with the City Clerk's Office.



Darla Eastman, Administrative Specialist
Community Development Department

PLANNING & ZONING COMMISSION MEMO

MEETING DATE: August 24, 2017

DEPARTMENT: Community Development

AGENDA ITEM: Public Hearing and continuing discussion of proposed Deep Well Ranch rezoning to SPC, text amendment to Airport Specific Area Plan and adoption of a Master Plan

Approved By:

Date:

Director:	Guice, Tom	<i>TE</i>	<i>8.21.17</i>
Planning Manager:	George Worley	<i>GW</i>	<i>8/21/17</i>
Community Planner:		<i>GW</i>	<i>George Worley</i>

Item Summary

A proposal to rezone properties to the Specially Planned Community (SPC) has been submitted for the portion of the Deep Well Ranch within the city limits of Prescott. The SPC district requires a master plan to address and control land uses and other development aspects within the area covered by the SPC zoning district. The planning group employed by Deep Well Ranch has submitted an extensive master plan for the development and seeks review and, ultimately, a recommendation from the Planning and Zoning Commission. To this end, in addition to the regular Planning and Zoning Commission meeting of August 10th, staff has arranged a public hearing on August 17th, further discussion on August 24th, and a possible vote at the Commission's public hearing of August 31st.

Update

Following the Commission's meeting last week, staff received the attached comments and questions.

Attachments

1. Emailed comments and questions



**Ernest A. Love Field
Prescott Municipal Airport
City of Prescott**

6546 Crystal Lane
Phone: (928) 777-1114

Prescott, AZ 86301
Fax: (928) 771-5861

August 16, 2017

Espiritu Loci
Attn: Trevor Barger, AICP
6625 North Scottsdale Road
Antibes Building, Suite E
Scottsdale, Arizona 85250

Re: Deep Wells Ranch Master Plan

Dear Mr. Trevor Barger,

I would like to take the opportunity to thank you for your presentation to the Airport Advisory Committee on July 18, 2017. Although the Airport Advisory Committee collectively encourages growth and economic development adjacent to the Airport and in the Prescott region, we also have the responsibility to ensure compatible land use around the Airport and to protect the Airport from incompatible development that may impact its business or negatively affect its stakeholders. This development, if not planned properly, could have long-term negative consequences on the City and its surrounding businesses, not to mention the future residents of the area.

We recommend that Espiritu Loci consider the following changes to the Deep Well Ranch Master Plan that will both encourage economic development in the Prescott community as well as protect Prescott Municipal Airport from incompatible land uses.

1. Require increased noise level reduction above the national building code for all residential and school structures in all zones, not only zones 1-3;
2. Research existing flight patterns and noise overlays for the flight schools and USFS activity, not just impact zones, to determine least intrusive layout for residential and commercial development to avoid/minimize over flights;
3. Modify "Zone 3" to have no residential or schools located within the zone;
4. Demonstrate that no planned development will penetrate the present or future runway departure surface as defined by the Federal Aviation Administration (FAA);
5. Request FAA review of the draft master plan to identify any incompatible land uses or other potential airspace/approach procedure conflicts;
6. Written disclosures to all potential buyers will comply with Arizona Revised Statute (ARS) 28-8486;
7. The proposed aviation easement encumbrances over each parcel will be reviewed and approved in advance by the City; and
8. Establish a liaison to address noise issues with home and business owners.

Sincerely,

Tony Juliani
Chair, Airport Advisory Committee

Cc: City Manager's Office
Tom Guice, Community Development Director, City of Prescott
George Worley, Planning Manager, City of Prescott

Eastman,Darla

From: Worley,George
Sent: Thursday, August 17, 2017 3:51 PM
To: Eastman,Darla; Peterson,Katie
Subject: FW: Comments regarding Deepwater Ranch

FYI

From: Fred Oswald [<mailto:fredoswald@gmail.com>]
Sent: Thursday, August 17, 2017 3:15 PM
To: Guice,Tom; Worley,George
Cc: George Sheats; pgoode76@gmail.com
Subject: Comments regarding Deepwater Ranch

Thank you for encouraging public comments. I would like to elaborate on two concerns I mentioned at the Aug. 17 Planning & Zoning meeting.

1. Safety hazards associated with segregated bicycle facilities.

Prescott has extensive bike lanes, many of which introduce significant safety hazards. I am concerned that new bike lanes at Deepwater Ranch will also include hazards.

These hazards are especially prevalent at intersections and commercial driveways where bike lanes encourage cyclists to stay to the right and motorists to stay left even if they are turning right. This crossing traffic often leads to collisions. Bike paths, especially "side paths" beside the road, or riding on sidewalks introduce similar hazards wherever there is turning traffic.

2. Landscape water use and rainwater harvesting

I am glad to see the recent emphasis on rainwater harvesting which has a significant potential to improve the efficiency of irrigation. However, passive (in addition to active) rainwater harvesting should be strongly encouraged because it is much cheaper and much more water can be stored in the soil than in tanks.

Active rainwater harvesting in tanks and especially passive rainwater harvesting in the soil can significantly reduce storm-water runoff and the associated flooding problems in addition to conserving water.

Rainwater harvesting should be combined with appropriate landscaping practices. For example, we often see plantings on raised beds or mounds. These mounds direct water away from the plants that need water. It is much better to plant in shallow basins or swales that allow the water to soak into the soil. Also, we often see drainage ditches that direct rainwater away from landscaping, thus wasting the water. It is much better to use berms and basins to "slow it down, spread it out and soak it in." Where there are washes, gullies or ephemeral streams, small check dams can "check" the flow keeping the water on site where it can soak into the soil.

Some of these goals can be accomplished through education -- of citizens but also of landscaping professionals. But I think standards are also required.

While Prescott residents have cut their water use over the last several years we are still using (and thus wasting) at least three times as much water as we should. CWAG suggests that people try to limit their personal use to

35 gallons per person per day. This goal is very easy to reach. My wife and I have been using about 20 gallons each per day.

I strongly recommend the books I mentioned at the meeting for the developer, his landscapers and for the P&Z committee:

Rainwater Harvesting for Drylands and Beyond by Brad Lancaster. Vols. 1 & 2 are available from the Yavapai County Public Library, online as pdf files and can be purchased from Amazon.com.

[Volume 1: Guiding principles to welcome rain into your life and landscape](#)

[Volume 2: Water-harvesting earthworks](#)

Volume 3: Roof Catchment and Cistern Systems is apparently not yet available

Besides these books, I recommend the booklet [Harvesting Rainwater for Landscape Use](#). I am currently developing a Water Budget spreadsheet based on this booklet. The spreadsheet is available from <http://cwagaz.org/resources/technical-library/item/water-budget-spreadsheet>

--- Fred Oswald
899-9197

Sandy Stacey
8/15/17

As a four year resident of Prescott, and a transit professional with more than 25 years of public, employer, and school transportation experience, I would like to request the Prescott Planning and Zoning Committee require the inclusion of a Public Transit component in the Deep Well Ranch Master Plan. In the introduction to **Section 8 – Circulation**, the plan states that “The goal is to create a system (of streets) that provides focus on the circulation pattern as it relates to its surrounding form as prescribed by the LUGs. This focus places the importance of safely moving pedestrians and bicycles as well as vehicles.”

Public transit vehicles, i.e., buses, obviously fall into the vehicle category. While the Introduction goes on to describe “future diverse uses, intensities and densities”, and “traditional city street classification categories, while altering the operational and physical characteristics to support the land use patterns and form,” and a “goal to create a vibrant living community with multi modal transportation opportunities”, it also states it will “maintain necessary **minimum** requirements for vehicle access”. It calls out “geometric requirements for fire department and solid waste vehicles”, but does not mention “transit vehicles”. A little more specificity of those “minimum requirements” would be welcome.

The Central Yavapai Metropolitan Planning Organization (CYMPO) has been working for a number of years to encourage, indeed, move Prescott toward a regional transit system, connecting the tri-city, and eventually the quad-city, area. Prescott, as the County seat, and the location for multiple employment, health care, and educational resources, as well as recreational opportunities, should have had a robust public transit long ago.

A regional public transit system exists, funded by a federal rural transportation grant. While Yavapai Regional Transit has a limited schedule, only five days a week and no more than 10 hours of service per day; it ties Prescott to Chino Valley and Prescott Valley; its vehicles already travel along Highway 89, Highway 89A, Highway 69, as well as Deep Well Ranch Road/Willow Creek. By October 2, 2017, it will have service five days a week between Prescott and Chino Valley, and within Prescott and Chino Valley, and will connect with Prescott Valley one day a week. All the buses are accessible, and all are equipped with bicycle racks to facilitate multi-modal travel.

The Prescott General Plan, adopted by voters in 2015, includes **Section 7.0 Circulation Element**, which calls out the need to for “Prescott is to safely incorporate vehicular traffic, bikeways, and pedestrian amenities into a well-functioning, integrated transportation network.

“If employment and service centers locate in reasonable proximity to residential areas, roadway demands and traffic congestion are decreased. Higher density development supports efficient alternative mobility options including **public transportation**, (emphasis added) bikeways and pedestrian amenities – extending the longevity of existing infrastructure, while expanding transportation choices.

Prescott strives to pursue a comprehensive, integrated, multi-modal approach to transportation planning by integrating land-use and capital improvement planning, and recognizing the long term benefits of alternative transportation means. This includes public transit.”

The Deep Well Ranch Master Plan addresses the Pedestrian and Bicycle Goals and Strategies in section 7.5.2.2 of the Prescott General Plan but virtually ignores the role of public transit.

The General Plan states:

7.5.2.2 Pedestrian and Bicycle Goals and Strategies.

Goal 1 Ensure that new pedestrian and bicycle circulation facilities are designed and constructed to encourage bicyclists to use them by creating logical connections between residential neighborhoods and destinations such as commercial centers, employment centers, medical facilities, etc.

Strategy 1.6 Support placement of schools, employment centers and retail in proximity to residential areas to encourage walking, bicycling and **transit use**.

Goal 2 **Accommodate multi-modal transportation options in new development.**

Strategy 2.1 Design pedestrian facilities to provide safe access for children, the elderly and handicapped.

The only reference to Transit in the Deep Well Ranch Master Plan that I found was **Section 13.9 - Parking Analysis and Management Study, Part B. Management.**

"A summary of all implementation strategies needed to deal with the anticipated problems mentioned in Section 13.8A 5 above (which appears to be missing from the Master Plan – page 13-13), promoting any or all of the following, for example:

- 1) Ride Sharing (incentives for carpools, vanpooling, set up programs to **encourage high occupancy vehicles** through specific incentives and policies, etc.).
- 2) Transit use (utilize flexible subsidies and fringe benefits, **locate transit stops strategically**, etc.).
- 3) Alternative styles of transportation (encourage bicycles, motorcycles, walking, consider market rates for employee parking, promote off-peak trips, etc."

This should not be an afterthought, but rather a major value in the design and development of Deep Well Ranch.

I am asking that the Committee consider the following:

1. That the Master Plan take future transit system development into consideration and provide a street network along arterial and District corridors that can support transit bus use for vehicles of up to 40 feet in length. This would include options for bus pull-outs, appropriately sized intersections with adequate turning radii and good sight lines, signal synchronization to move traffic efficiently during peak times, and park and ride facilities which might support bus transfers at some future time. These need to be compatible with pedestrian and bicycle movement.
2. That the developers recognize that transit use benefits the workforce which will be attracted to planned Land Use Groups such as:
 - **LUG CS** – Civic Space calls out government and institutional buildings, schools and recreational/amusement facilities. While some residents, and residents of the region, but from outside Prescott, might use the bus, certainly there is an opportunity for persons employed to benefit. Consider the service level workers, administrative/clerical staff, and students when assessing possible transit needs.

- **LUG V** – Village is intended to support limited commercial uses, a neighborhood serving and residentially scaled at the intersection of major streets. If transit amenities/connections are properly designed, residents could choose transit over a car, as well as providing transportation options for employees.
 - Likewise, **LUG D** – District cites neighborhood commercial development along district or arterial streets or at intersections – grocery, convenience retail, dining, minor medical, general office. If transit does not necessarily appeal to customers taking advantage of these services, how about employees of these various service, administrative or retail businesses?
 - **LUG C** – Regional Center/Campus identifies larger users – major employer campuses, hospitals, educational campuses, universities and manufacturing. This is a prime area for transit integration. Transit currently serves Yavapai College and travels past Embry Riddle. Hospitals are a major employer. Students are ideal transit users due to cost and commitment to a more environmentally responsible community. Again, the workforce to support these uses can take advantage of transit.
 - **LUG R** – Retreat –resorts, hotels, conference hotels, convenience and entertainment commercial uses benefit from getting employees to work, reliably, and not having to provide as much staff parking. Current estimates for parking space construction vary from \$5,000 to \$10,000. Consider the cost savings by removing 100 employee parking spaces.
 - **LUG – GU** – When most people think of an Urban Form, a transit bus is part of the landscape. The Master Plan states that this LUG will begin with less intensity and become more dense and intense with the social and economic success of the neighborhood. The Master Plan should include options for transit to develop over time to compliment the urban function and form.
 - Wherever residential units are built, be they single-family, live-work, or multi-family, transit is a public service that will be attractive to some wanting an alternative to driver everywhere who consider locating there.
 - As far-fetched as it may sound, a transit connection from the core of Prescott, Prescott Valley or Chino Valley to the airport would be desirable as the airport grows and enhances its commercial and private services, both for travelers, and those who will work there. In the Deep Well Ranch Master Plan, the relationship of the development to the future of the Prescott Airport is a major driver. Support for transit at Deep Well Ranch can easily translate to a plus for airport development.
3. That the Deep Well Ranch Master Plan should align with the Prescott General Plan. The entire Section 7.0 of the General Plan, beginning on page 52, addresses Transit Goals and Strategies; Traffic Safety Programs Goals and Strategies, and Transportation System Management. These and other subsections repeatedly speak to transit and transit facilities. It would seem that these stated community value and set of goals have not played any noticeable part in the development of the Master Plan.

In addition to Transit Goals in Section 7, Section 9 of the General Plan addresses Air Quality. Making transit a viable player in the transportation resources available can positively affect Air Quality.

And, Section 11.5 of the General Plan speaks to the creation and maintenance of a strong employment sector. Leaders in workforce development in Prescott repeatedly point to the lack of public transit options to support residents seeking jobs and being able to retrain jobs, especially in the service level categories of food service, retail trade, and administrative support work which often do not provide sufficient income for someone to own a reliable car. If Deep Well Ranch wants to support businesses and community services, supporting a transit option that gets workers to the jobs is a good strategy.

4. That whatever standards are established for the roads and circulation network and the resulting designs for the road network in the various phases, not make it necessary to try to re-make newly developed infrastructure which was designed with no thought to ultimately accommodate a more robust public transit function effectively. Better to design well initially, with an eye to future growth, than require modifications as transit grows when the environment could have been made more flexible with early attention to the place of transit in future Deep Well Ranch development.

In the language of Section 7.4 of the Deep Well Ranch Master Plan – **Character Themes**, the developers state, “Early development will be designed with the long term development and re-development patterns for this area in mind.” And, in Section 13 – Parking and Loading Standards – the Master Plan states that “Standards will promote the urban form . . . to develop parking structures and parking alternatives as sites redevelop. The urban form will enable service lanes and other alternative loading designs to evolve as the development matures. The vision is to design the property with an emphasis on the pedestrian. . . . With the overall goal of enhancing the pedestrian experience by minimizing parking where possible and the need for vehicle usage within the property. . .” Public transit, with well-designed infrastructure, can help achieve this vision.

Plan for the possible. Do no harm; don’t build barriers to transit use. Be visionary in how public transit will support economic development, tourism, access to education and services, the environment, and a better quality of life. Make commitments in the Master Plan that will be upheld in future design. Then imagine what Prescott will be like in 40 years if transit’s place is ignored and well-conceived development of the transit infrastructure does not occur.

Thank you for your consideration.