

**PROJECT STATUS:**     APPROVED     RESUBMIT WITH CORRECTIONS

**DATE:**    7/18/2017

**TO:**    **Espiritu Loci**

**PROJECT NO.:**    MP17-005

**PROJECT DESCRIPTION:**    0

**ROUND OF REVIEW:**     1<sup>ST</sup>     2<sup>ND</sup>     3<sup>RD</sup>     4<sup>TH</sup>

The following list includes review comments and required corrections for this project. All items listed, by department, require correction and resubmittal to the Community Development Department.

**PLANNING AND ZONING**

**Overarching**

- The Master Plan superseding all existing City documents may not be completely feasible or desirable: “General Development Standards set forth in this Master Plan replace all City rules, regulations, policies, development standards and design guidelines....”  
*Through discussion with staff, we understand how the statement can be interpreted in multiple ways. Section 4.1 C is revised to state if a standard is not included in the Master Plan the Land Development Code and General Engineering Standard apply.*
- Plat and site plan process should be those present in the Land Development Code (LDC).  
*The review process is refined as discussed with city staff and commissioners. Section 4.8 and 4.9 are revised.*
- Some sets of regulations differ significantly from the Code (i.e. landscaping, signs), when they could simply defer to the Code, for consistency and sustainable and effective implementation.  
*Minor deviations, for instance building height (35’/36’), are revised to match code. Landscape plant quantities are based on area rather than linear feet to allow for clustering of plant material to create a naturally appearing landscape. The quantification is slightly greater than city code. The purpose of the SPC District is to permit greater flexibility and*

*more creative and imaginative design for development. The standards proposed in the Master Plan are based on design details and features of successful community development found throughout Arizona. The deviations from the code are proposed in this rezone application.*

- Administration of the Master Plan, decision-makers, and interactions/procedures involved need some clarification and more detail.

*We believe this note is requesting clarity in regard to the role of the Master Plan Administrator (MPA). The Master Plan Administrator is a community leadership role and liaison to the City. It is a position, much like the Community Development Director, providing continuity for the City. The MPA is responsible for administering community design standards. The role essentially provides a pre-review before applications are made to the City. The MPA does not remove or eliminate the City review process, but rather provides self-imposed reviews and procedures in addition to the City's.*

- The Plan needs more regional context, similar to that in the City's General Plan, particularly regarding the bordering jurisdictions/land stewardships and how this Plan intersects with those (i.e. trails and trail connectivity).

*Section 2 explains and illustrates regional context. Exhibit 2.1 highlights the city limits and community core of Chino Valley, Prescott Valley and Prescott. State lands, Forest lands and the ranch holdings are also shown. Impactful users including the airport, Embry-Riddle, Pioneer Park, the lakes (and associated recreation areas) as well as existing commercial cores are denoted. Regional vehicular circulation alignments are highlighted. Section 2.8 Regional Path and Trail is added along with Exhibit 2.5 – 2015 General Plan Open Space and Trails Map for additional context as requested.*

- The proposal of leaving enforcement to the community organization raises some questions and concerns- how would this function procedurally, and in relationship with the City and enforcement of the City (with the LDC regulations, etc.)?

*Code enforcement will remain a responsibility of the City. Clarity is added to describe the role of the Master Plan Administrator (MPA) in Section 4.4 B. The MPA is a private property leadership role representing the community. It is a position, much like the Community Development Director that provides continuity for the City. The MPA will provide continuity for DWR as the project is initially developed and evolves over time. The MPA is responsible for reviewing and enforcing community design standards before applications are made to the City. The MPA does not remove or eliminate the City review process, but rather provides self-imposed reviews and procedures in addition to the City's.*

- Master Plan includes an additional type of use permit-- an “A” (Administrative Use) Permit, which allows Community Development Director to grant the permit with additional conditions/requirements. This may increase subjectivity/lack of consistency, as it’s not a CUP with a process, and there’s no approval or appeal process outlined. May also have the drawback of adding to discretionary reviews by staff/staff time.

*Administrative Use is removed. Section 6.15/6.14 Permitted Uses and Exhibit 6.31 – Permitted Uses are revised to align with the structure of the Land Development Code. Conditional Uses and Special Uses shall follow the standard City process.*

### Detailed Questions and Feedback

- Clarify the need or purpose of Service Lane Setbacks. Perhaps simplifying with general setbacks (encompassing all types of setbacks) is preferable. Currently, setbacks are measured to the property line rather than the curb; consistency in methodology is preferable.

*Service Lane setbacks are provided to accommodate additional clearances to buildings, trees and transformers. Service Lanes may be within an easement rather than a right-of-way. In such case, back of curb is a point of reference. Right-of-way for street sections proposed in the Master Plan may be located at back of curb. In such case back of curb (ROW) is the property line (refer to Section 6.12 for setback table and Section 8.4).*

- Note 8 on page 6-9: FAR, etc. are not limited, but provided to describe character (civic).

*The Floor Area Ratio (FAR) described in Section 6 is intended as a guide or reference. The Land Development Code does not limit FAR. Given that multiple properties may make up a site, a FAR calculation may not be an accurate representation of a specific property when the context is excluded. For example, in downtown the FAR for the courthouse building and surrounding opens space is low. If a property boundary is described for just the courthouse building and the surrounding open space is excluded the FAR is significantly higher.*

- Design guidelines section seems unnecessary/hard to implement.

*Design guidelines are intended to be guiding elements to review future application with rather than specific requirements. Standards or requirements, particularly related to engineering, are removed. Text as guidance and reference remains.*

- The comprehensive sign plan is not “content neutral”—revisions are required. Square foot and height allowances may be considered excessive by Commission.

*Section 15.6 describes permitted signs by type. Exhibits 15.1 – 15.11 include photo representation of types of signage. Clarification of revisions requested to conform to content neutral requirements is desired.*

- Information in Chapter 5 is good, but it cannot supplant LDC Article 5.

*Section 5 is revised based on discussion with the City. Revisions include adding no school buildings to Exhibit 5.2 – No Residential or School Buildings and refining noise compatibility standards to meet City adopted building code. Noise level reduction standards in Section 5.3 Noise Compatibility will be further when a list of standards that need to remain is provided by the City.*

- Building heights greater than 50 feet and Cell Towers require SUP.

*Exhibit 6.26 is revised lowering heights as discussed with City. Requests for building heights greater than fifty (50) feet will follow the standard City Special Use Permit process. Similar to the Land Development Code, the Master Plan proposes Telecommunication Facilities require a Special Use Permit. Specific to the Master Plan application is Wireless Communications Facilities (WCFs) as an accessory use. WCFs are proposed as permitted with specific conditions (note 54). The specific conditions pertain to both noncommercial and commercial uses.*

- With Community Residences, correct and use the table to permit in all LUGs permitting single family residential. Delete all general development standards and replace with reference to “per City Code Section\_\_\_\_, Land Development Code\_\_\_\_

*Exhibit 6.31 – Permitted Uses is revised. These uses are permitted with conditions or require a Conditional Use Permit as similarly outlined in the Land Development Code.*

- Delete page 40, Parcels of land may be subdivided into multiple lots, provided such smaller lots conform to the lot size limitation of the LUG in which the Lots are situated; however, a parcel shall not be divided into four (4) or more lots, or two (2) or more lots if a new street is involved, without approval of a subdivision plat in compliance with this Master Plan.

*Section 6.12 C.6. is revised. The second half of the sentence is deleted (starting with”; however...). The first half of the sentence requires lots to conform with the minimum lot size as permitted by each Land Use Group. We respectfully request the first half of the sentence remains within the document.*

- #7) Where two (2) or more Lots are used as a building site and where buildings cross Lot lines, the entire area shall be considered as one (1) Lot, except that the front of the parcel shall be determined to be the Conflicts with IBC? OK with lot front determination.  
*Revisions to Section 6.12 C.7. to avoid conflicts with the City adopted building will be made. Additional guidance by the City to specify the text in the building code in conflict would be greatly appreciated.*
- Page 40 E.4- Will require City approval?  
*The word “may” is replaced with “will” as requested.*
- Page 41 H.1.b Utilities- encroachments?  
*Low landscape walls and entry columns are common examples of structures that encroach into a public utility easement. In such cases specific approval by the utility providers may be required. The utility providers may request protections to hold them harmless if damage occurs to structures within the PUE and that any repairs or reconstruction of these structures is the responsibility of the property owner.*
- 13.3- we can consider alternate designs now.  
*The willingness to consider alternate designs now is appreciated. Alternate designs will be specific to a site plan and the uses proposed for the site. Should an alternate design be necessary, plans will be submitted for City review.*
- Call Scottsdale Development Service—why map the 55DNL? What they have codified regarding regulating noise abatement in the vicinity of the airport? Building Codes?  
*The City of Scottsdale has noise abatement procedures available on their website at <http://www.scottsdaleaz.gov/airport/pilot-information/noise-abatement-procedures>.*
- Section 4.2: DA is the MP contract  
*The Master Plan is the zoning that applies to the property. The development agreement is an agreement with the City describing the responsibilities of each party. The development agreement expires. The Master Plan does not. Standards and procedures that pertain to the property are proposed in the Master Plan. Standards and procedures that pertain to agreed upon responsibilities by the parties involved are proposed in the development agreement.*
- Section 4.8: Pre-submittal is already required by Code, as are processes for technical review and Director action.  
*Section 4.8 is revised and includes text for the Pre-submittal to be in accordance with Section 9.1.2 of the Land Development Code.*

- Exhibit 4.2: need more information about the purpose of a budget, how it functions.

*Exhibit 4.2 – Land Use Budget describes the maximum number of dwelling units, maximum square feet of commercial, maximum number of hospitality keys and minimum required acres of open space. The budget sets the limits and lowers the intensity of development when compared to existing zoning. A Budget Tracker, as described in Section 4.7, assigns density and intensity from the Land Use Budget to a site or parcel. The Budget Tracker is required with each site plan and subdivision plat.*

## Land Use

- Not sure if development standards should differ from Code, unless good justification (or is there no way around it, since this is a totally different set of uses per each land use category?)

*The Master Plan proposes Land Use Groups (LUGs) that differ from the zoning categories (i.e. SF-9 or BR). The Land Development Code does not define development standard for LUGs. The different categories require development standards specific to each LUG be defined in the Master Plan.*

- References to sections don't seem to match up—can't find Exhibit 6.26 (is it 6.12?), or 6.3. Below is based on 6.33 table.

*Thank you for the note. Exhibit 6.26 is revised to reference Section 6.12.*

- No separation of some types of uses that currently have separation. No increased setbacks for adjacent uses, but some uses only by "A", so could impose setback requirements as part of those, case by case. Setbacks are 20 feet on all sides, regardless of use, which means a 40 foot separation minimum between all uses.

## Rough comparison to current Code/Review of Proposed

("Estate" compared to SF-9):

- **Development standards:**

### Master Plan

36' building height  
5 units/acre  
9,000 sf /unit  
70' minimum lot width  
20' front setback  
20' rear setback

### Current Code (SF-9)

35' building height  
4.4 units/acre  
9,000 sf/unit  
60' min or 3:1 depth-width  
25' front setback  
25' rear setback

20' side setback  
setback

7' side, 15' corner/side

o **Uses:**

|                                |                            |
|--------------------------------|----------------------------|
| Single-family                  | Single-family              |
| Bed & Breakfast/vacation       | X                          |
| X                              | Family Community Residence |
| Multi-family                   | X                          |
| Stables, barns, etc ("A")      | Stables, barns, etc. (P)   |
| Agricultural Production,       | X                          |
| field crops/orchards ("P")     |                            |
| Ag production/greenhouse ("C") | X                          |

("OS" compared to NOS/RS):

Lighting indicated includes low level, but also "vibrant and dynamic lighting in high energy and activity areas"- not sure this is desired.

o **Development Standards:**

o **Uses:**

| <u>Master Plan</u>             | <u>Current Code</u> |
|--------------------------------|---------------------|
| Campgrounds                    | X                   |
| Landscape Contractor Yards (C) | X                   |
| Cemeteries                     | X                   |

Civic Space

|                      | <b>Civic buildings/Commercial</b> | <b>Business Regional (BR)</b>  |
|----------------------|-----------------------------------|--|
| <b>Description:</b>  | <b>Churches, Sports Complex</b>   | <b>Description is within the first couple of sentences in the LDC.</b> |
| <b>Height:</b>       | <b>1-2 stories</b>                | <b>50' – (100' with SUP)</b>   |
| <b>Height again:</b> | <b>75'</b>                        |  |
| <b>Min Lot Size:</b> | <b>1,000 sq ft</b>                | <b>6,000 sq ft</b>   |
| <b>Setbacks:</b>     | <b>Several, not standard</b>      | <b>Standard</b>  |
| <b>Setback:</b>      | <b>2'</b>                         |  |

District

|                      | <b>Civic buildings/Commercial</b>   | <b>Multi-family Medium (MF-M)</b>                      |
|----------------------|---|--|
| <b>Description:</b>  | <b>Residential, multi-family includes some light commercial. Retail, offices.</b> | <b>Multi-family – Medium density</b>                   |
| <b>Height:</b>       | <b>1-4 stories</b>  |  |
| <b>Height again:</b> | <b>75'</b>  | <b>35'</b>   |
| <b>Min Lot Size:</b> |   |  |
| <b>Setbacks:</b>     | <b>Several, not standard</b>  | <b>25' front &amp; rear; 7' on the sides, standard</b> |
| <b>Setback:</b>      | <b>2'</b>   |  |
| <b># of units</b>    | <b>30</b>   | <b>Calculation based on lot size</b>                   |

“V”

Large range of uses allowed, with setbacks that include “aggregate setbacks” concept—need to see how this will look **(NOTE: insert summary of some uses/dimensions here.)**

### Document

- Spell out acronyms at beginning of each section, and within charts and diagrams.  
*Acronyms are spelled out at the beginning of each section. Defined terms are referenced in Section 16 Definitions.*
- Provide more detailed legends for maps  
*Legends have been revised to include more detail. For example, Exhibit 8.31 includes a colored hatch fill to more clearly denote where trash service is restricted.*
- Provide artist renderings to illustrate examples, rather than photographs
  - Provide more visuals in general: street edge to show effect of setbacks that vary, building/use/mixed use types and setbacks and how they may appear on the ground on a street/block.
  - Provide captions that describe and highlight and explain the visuals (photos/renderings) and charts in terms a layperson can understand (i.e. how would you describe or explain to your grandmother?)
  - Provide more visual renderings (rather than photographs):

- Illustrate the information summarized in charts (i.e. layering and other information shown in General Development Standards and in Building Configuration Diagrams.)
- Illustrate the building forms, streetview/street edge concepts, site/building layout concepts.
- Provide examples of mixed use buildings and blocks with mixed forms.
- Provide examples of uses and building types and flexibility of each, with multiple examples for each type to illustrate the variety of options possible and how some of the options would appear from the street (label and identify uses and design within an image, to highlight how this new plan looks and works.) For example, consider showing visually a street view, an aerial view and two scenarios for each district of how it may build-out (if not in the document, this may be helpful in upcoming presentations on boards or powerpoint.)

*As discussed with staff, additional massing/block diagrams and photos of Prescott were included in the Planning and Zoning hearings. We request coordination with staff to revise the documents to include additional photos based on Planning and Zoning commission preference to limit revision.*

- Use more pictures of Prescott, highlighting the retention of any existing character, and of recent transitional character, for the purpose of community support and identity.

*As discussed with staff, photos of Prescott were included in the Planning and Zoning hearings. We request coordination with staff to revise the documents to include additional photos based on Planning and Zoning commission preference to limit revision.*

- Revise some planner “jargon” language and replace with more general readership terminology/language.

*Planner “jargon” language is revised with more general terminology.*

- Incorporate more from the footnotes into the body of the document, to reduce the need to search and reference information. Include more information within each district description to reduce referencing other sections.

*Information included in footnotes and references is intentional in effort to include text or standards only once to avoid conflicts in the document. If there is a preferred location for the text we will revise accordingly.*

- Locate related charts, images, additional detail closer within the text to the relevant text, when possible (on same page or adjacent/facing page.)

*Charts, images and details locations are intended to be in the same section. Several sections include a series of exhibits within the section. These exhibits can be moved toward the end of the section if desired. When charts or images are not near the text, the intention is that they are on the facing page to reduce the number of pages.*

- Add sections and page numbers to references, in addition to footnote numbers, to facilitate finding the additional detail (i.e., Land Use Transect. 6-3.)

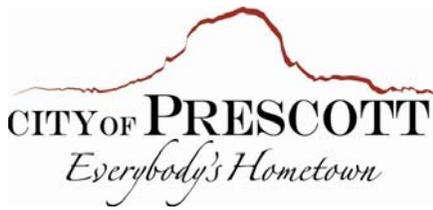
*The software does automatically update references to page numbers when in the body of the text. As an alternative, a list of figures and page numbers can be added after the table of contents or as an appendix. With sensitivity to revisions, we look to staff to provide direction to this addition.*

- In the Land Uses, it would be helpful to have the district described within the first couple of sentences rather than describing the character first.

*Thank you for the suggestion. The district map and character imagery could be located before the table. With sensitivity to revisions, we look to staff to provide direction to this re-formatting.*

- Formatting, spelling, and other comments will be included in the MP hardcopy.

*Response: Thank you for the notes and comments. Revisions are made and noted using track changes.*



## **ADDRESSING**

Reviewer: Cat Moody 777-1309  
Regarding Exhibit 3.1:

There are street names shown on this plan that have not been submitted or approved through the street name approval process. These will need to be removed from the conceptual plans if they have not been approved through that process. The first step would be to email proposed new names to the addressing contact above.

*Street names are shown in the Master Plan for illustrative and reference purposes. Actual street naming will be submitted for approval through the street name approval process with Site Plan and Plat applications.*

Addressing will be assigned when the final plat has been recorded. The City of Prescott is the addressing authority for this development, but it is the developer's responsibility to contact the Postmaster, Matt Mills at the Miller Valley branch to coordinate the mail delivery method (USPS is favoring group banks of mailboxes which require advanced planning related to subdivision layout and vehicle circulation).

*Thank you for the information.*

## **HISTORIC PRESERVATION**

Reviewer: Cat Moody 777-1309

Regarding this statement from 2.7 Archeology:

"There are currently no known archaeological objects or features related to significant Native American historic or prehistoric activities existing on the Property."

Most of this property has not been surveyed for cultural resources. This property is unsubdivided, and mostly undisturbed land. Prior to any development or disturbance, a Class III Archeological Survey must be complete for the entire property not covered under the previous Antelope Crossings survey conducted by EnviroSystems Management, Inc, dated Oct.20th, 2016.. The Archeological Report must be submitted to the City of Prescott (2 copies). Any mitigation work that is recommended in the report must be completed prior to disturbance of the land.

*Section 2.7 is revised to include a statement similar to that provided above. As the property is developed in phases, we respectfully request the ability to provide archeological surveys in phases as development proceeds.*

## **ENGINEERING SERVICES – CITY ENGINEER**

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Reviewer: Charles Andrews, 777-1130

- Page 4-2 C General Development standards

“The general development standards set forth in this master plans replace all City Rules, regulations , policies , development standards, and design guidelines (as well as any future modifications or new City rules, regulations, policies, development standards of design guidelines addressing the subject matter of the Development standards. Response- what is proposed in this master plan is vague at best, no way to know what is proposed and no way to know what the impact to public safety and public health. This potentially could have severe consequences for the City. Providing “Carte Blanche” could be allowing the overturning of many ordinances and other vetted documents adopted by council.

*The Master Plan is a planning document to establish a framework for development. The Master Plan and General Development Standards provide a menu of options to apply when development occurs within the Property. As land planning and parcel design move forward, detailed site plans apply the General Development Standards. The detailed plans are submitted to the City for review and must be approved prior to development.*

*The Master Reports establish conservative baseline assumptions for full build-out. As development occurs the Master Reports will be revised and updated. Systems designs can then be planned and amended to provide adequate water services, sewer services, stormwater management and backbone circulation. With each Site Plan and Subdivision application the City will review for public health and safety.*

*Only the standards and processes, as specified in Master Plan and adopted by Council, would deviate from existing adopted ordinances and documents.*

- Page 4-3 Development Agreement 1st paragraph

If there is a conflict between the master plan and the development agreement regarding an issue, then the document that more specifically address the issue shall control. Response-the master plan shall be compared with the development agreement to make certain they do not deviate from each other. The development agreement shall control in all cases and can be amended as needed by council.

*Agreed. To the best effort possible the documents should not conflict. However, should there be a conflict this defines resolution. Zoning will live in perpetuity with the Property. The DA will expire. To the extent possible, the DA is desired to define responsibilities for the parties involved.*

- Page 4- 4 Project Governance C3

A provision that a City representative selected by the City Manager shall review all projects that also require City approval

Response-one person can never acquire the knowledge and expertise to be responsible to review all projects, best to have all departments review. This would guarantee competency and consistency.

*Agreed. Section 4.10 makes reference to, “shall include the designee of each person.” It is anticipated that the City Manager would assign reviews as appropriate for each department to guarantee competency and consistency.*

- Page 4-5 Infrastructure

1st sentence “....master reports for infrastructure are included....”

Response-where are these infrastructure reports??

*Master Reports have been submitted separately for City review. City comments are anticipated in order revise and refine the reports so they are approved prior to City Council hearings.*

- 4th sentence “ A more detailed infrastructure report may shall be developed, if necessary, and submitted....”

*The word “may” is replaced with “shall” as requested.*

- A Master Potable water Distribution

- Response-what is contained in chapter 12 is not a report or a master plan and should not be referred to as such

*Agreed. Section 12 is not intended to be a Master Report. A Water Master Report and Wastewater Master Report have been submitted for City review. Exhibit 12.2 and 12.3 are conceptual and are revised to be consistent with the Master Reports. A note is added to clarify the conceptual nature of the alignments. Section 4 includes the Master Reports by reference. As noted in Section 4.5, the Master Reports provide an overview of the community-wide infrastructure plan and more detailed reports shall be submitted with a subdivision plat or site plan.*

- 2nd paragraph “the property is currently crossed by two three major north-south transmission waterlines that....”

*The word “two” is replaced with “three” as requested. Two of the lines run parallel and were incorrectly counted as one. Thank you for pointing this out.*

- 3rd paragraph “As determined by the City, looped public waterlines....”

*The backbone waterline system will be developed in accordance with the City approved Master Water Report as may be amended from time to time. We respectfully request to propose to the City looped public waterline alignments within the Property in conjunction with development plans. The City will evaluate the Master Water Report and proposed improvement plans to determine if the proposed plans will adequately serve the planned-community needs.*

- 4th paragraph, 1st sentence “in addition, logical water consumption alternatives....”

Response-No information on logical water consumption alternatives.

*Standard water demand criteria are used to develop the Master Water Report. Logical water consumption alternatives anticipates advancements in techniques and technology to sustainable water applications. Future refinement of the demand and design criteria of the potable water systems require City approval as well as updates to the Master Water Report.*

- 4th paragraph, 3rd sentence”.....advances; certain sustainable applications will be employed within the property...” Response-not enough information, what does this mean? Provide detail

*When advancements in water conservation technology and techniques are made, development within the Property will seek to incorporate such elements deemed appropriate when they become a viable option. The specific technique or technology is unknown at this time. Through the amendment process the Master Plan Administrator may make an application to the City Engineer to review. If approved by the City Engineer, then the Master Plan is amended to allow such advancements.*

- Page 4-5 B Master Non-Potable water

- 2nd paragraph.

Response-No discussion on ownership or operation and maintenance

*The Master Non-Potable Water section is included in anticipation of a future system, should one become available. Text is added to Section 4.5 B stating, “Ownership, operations, and maintenance responsibilities, whether a public or private system, will be determined prior to the system being installed.*

- Page 4-6 C 4th paragraph  
“...logical wastewater reduction alternatives will be incorporated...” “certain sustainable applications will be employed.....”

Response-not enough information, what does this mean? Provide detail

*Standard wastewater demand criteria are used to develop the Master Wastewater Report. Logical wastewater consumption alternatives anticipates advancements in techniques and technology to sustainable water applications. Future refinement of the demand and design criteria of the wastewater systems require City approval as well as updates to the Master Water Report.*

*When advancements in wastewater technology and techniques are made, development within the Property will seek to incorporate such elements deemed appropriate when they become a viable option. The specific technique or technology is unknown at this time. Through the amendment process the Master Plan Administrator may make an application to the City Engineer to review. If approved by the City Engineer, then the Master Plan is amended to allow such advancements.*

- Page 4-10 4.8 Site Plan Approval Process  
1st paragraph \*\* City uses the Site plan process for water allocation and water and sewer connectivity

*The Site Plan approval process is revised in order to address water allocation. The proposed Site Plan review includes a process for when the City is allocating water and another when water from the settlement is allocated by way of a Master Water Agreement. Site Plan applications will be reviewed by the City to ensure water and sewer connectivity.*

- Page 4-10 4.8 B. Required information for Site plan Review  
3. Include utilities and utility information required for site plan review

*Required information for Site Plan review includes compliance with Section 9.8.4 (B) of the City's Land Development Code (LDC). This section of the LDC includes utility lines, existing and proposed; and any additional information requested by the Community Development Director to define clearly the intended development and uses of the property.*

(7/20/2017 3:39 PM CWA)  
More comments to come

(7/20/2017 3:39 PM CWA)  
More comments to come

(7/20/2017 4:13 PM CWA)

Page 12-1      12.1 Introduction

Master plan does not permit modifications to the City's (Minimum) water and wastewater standards. Water and wastewater reports must be developed; engineering plans must be developed, if for any reason, minimum standards cannot be adhered to then applicant to request variance to City minimum standards for water and wastewater ".....private to City or City to private....." Response- vague not enough information, Provide detail

*With current zoning individual parcel development within the Property can occur in a piecemeal fashion over time. The infrastructure systems are developed in an additive method based on an evaluation of needs for each parcel. SPC zoning allows Council to impose conditions relative to the standards of development. The Master Plan is proposing concepts to support community-wide systems. With a holistic approach, planned systems can be installed to be more efficient and lower long-term maintenance costs. Deviations to the City's standards are requested in order to assure the systems concepts. For instance, connecting mains from one parcel to another through a tract when the street system is disconnected rather than installing an unnecessary duplicate main outside the parcel.*

*Master Water and Wasterwater Reports have been submitted separately for City review. City comments are anticipated in order to revise and refine the reports so they are approved prior to City Council hearings. These reports are based on the existing City reports developed when the Property was annexed with the current zoning. The City reports include lands beyond the Property. The Master Plan does not proposed modifications to the water and wastewater calculation methods or criteria. It does propose modifications to system alignment and location standards, access criteria, phasing, and aesthetic character.*

- Page 12-1      12.2 Water and Wastewater System

A. mentions private water, is the applicant proposing private water lines?

References water and wastewater master plans for the property, where are these reports? Plans?

*The Master Plan and Master Reports are not proposing private systems. The text is a modification of General Engineering Standards Section 4.4.3 A. to reference the Master Water and Wasterwater Reports. These reports have been submitted separately for City review. City comments are anticipated in order revise and refine the reports so they are approved prior to City Council hearings. These reports are based on the existing City*

*reports developed when the Property was annexed with the current zoning. The City reports include lands beyond the Property.*

- Page 12-2 12.2 Water and Wastewater System

E. "...some areas may require future parallel lines for service...." this is not the City's preference to build an "interim water or wastewater system" ".....approved water and wastewater master reports for the property..." Where are these reports that are mentioned and referenced throughout this Master Plan?

*It is understandable the preference the City has to avoid an interim system. The Master Plan and Master Reports are not proposing interim systems, but rather phased systems based on anticipated system demands. For instance, a regional twenty-four (24) inch sewer main is planned around the north end of the airport. The initial demand may require an eighteen (18) inch main. The cost to build the ultimate condition is higher while operating at less than fifty (50) percent. A phased approach, as proposed in the Master Plan, would permit the smaller main for initial development. This line could go beneath an interim District Street. Twenty (20) years after the initial main is installed, the demand is increased to the level the ultimate line is necessary. A second main, phase 2 main, can then be installed under the phase 2 roadway. The City may prefer to remove the phase 1 main and replace it with a larger phase 2 main if the phase 1 main is near the end of its life-cycle.*

*The Master Water and Wastewater reports have been submitted separately for City review. City comments are anticipated in order to revise and refine the reports so they are approved prior to City Council hearings. These reports are based on the existing City reports developed when the Property was annexed with the current zoning. The City reports include lands beyond the Property.*

- Page 12-2 12.3 Water

D. "water mains are not....."

Response –except as required by the City for system flexibility and redundancy

*The evaluation of system flexibility, redundancy and level of service are important. System requirements for these elements are based on City standards. The Master Plan does not propose to modify level of service criteria. The Master Reports establish conservative baseline assumptions for full build-out. As development occurs the Master Reports will be revised and updated. Systems designs can then be planned and amended to provide adequate flexibility and redundancy of water services.*

*Section 12.2 B. requires the developer to install all on-site improvements necessary to provide service for domestic and firefighting purposes. Service requirements for domestic*

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*and firefighting purposes is based on City standards. With each Site Plan and Subdivision Plat application the City will review for public health and safety.*

- Page 12-3 12.3 Water
  - L. Table 12.1 delete table, valve spacing shall be per Council adopted General Engineering Requirements and as dictated by the actual design requirements  
*Table 12:1 is deleted and Section 12.3 L. text is revised to reference the General Engineering Standards and actual design requirements as requested.*
  - M. 20 feet minimum (could be more) for water easements, if public, if the easement needs to be less, make water system private otherwise use City “minimum” standards.  
*Water main easement width is based on City Standards. Section 12.3 M proposes to amend General Engineering Standard 4.7.20 A. that allows a twelve (12) foot wide access so that it may to be part of a pedestrian system. This section is removed.*

(7/20/2017 4:14 PM CWA)  
More comments coming

(7/25/2017 1:22 PM CWA)

- Section 8.6 Roadway Design Elements  
All design shall follow the Council adopted General Engineering Requirements and Council adopted standard details. Variances are possible –see GES’s Article 9  
*Section 8.6 includes requests to deviate from the City’s standards as permitted by SPC zoning. The purpose of the SPC District is to permit greater flexibility and more creative and imaginative design for development. The standards proposed in the Master Plan are based on design details and features of successful community development found throughout the City of Prescott and Arizona. We respectfully request deviations from the code as proposed in this rezone application.*

(7/25/2017 1:22 PM CWA)

- 12.3 Water
  - O. Low growing vegetation-yes, provided that vehicular access is maintained and any removals required shall not be at the City’s expense.  
*Section 12.3 M. and O. are removed. Re-vegetation within an easement will follow City standards (GES 4.7.20 C.)*

- 12.4 Wastewater

C. Manhole in sidewalk is a tripping hazard is not allowed. Also, if the pipe needs maintenance, sidewalk will need to be removed causing a problem for pedestrian connectivity and pedestrian safety. Best not to locate any utilities under the sidewalk unless it's privately maintained.

*Thank you for the recommendation. The sentence is removed.*

- 12.4 Wastewater

E. "Sewer mains are not required beneath an arterial street, district or neighborhood street."

Response, this statement is confusing, where are you proposing to install the sewer mains? Typically, they are installed under the streets and roadways.

*The sentence order and text are revised is revised to clarify intent. Sewer mains will typically be installed beneath a roadway. In some instances the main may connect through a tract resulting a system where a main is not necessary under a roadway. The Master Plan is proposing concepts to support community-wide systems. With a holistic approach, planned systems can be installed to be more efficient and lower long-term maintenance costs. Exhibit 12.1 illustrates conceptual system alignments that connect through tracts, Neighborhood Street, District Streets and arterials.*

- 12.4 Wastewater

F. Minimum widths are 20 feet unless the utility is private and to be maintained by a private entity other than the City.

*Wasterwater main easement width is based on City Standards. Section 12.4 F proposes to amend General Engineering Standard 5.9.13 A. that allows a twelve (12) foot wide access so that it may to be part of a pedestrian system. This section is removed.*

- 12.4 Wastewater

G. No trees inside the 20 foot easement unless the utility is private and to be maintained by a private entity other than the City.

*Agreed. In the event a tract is wider than twenty (20) feet and includes a sewer main, the proposed standard requires a tree to be at least ten (10) feet away from the sewer main to result in an equal condition of no tree inside a twenty (20) foot easement. The standard is removed.*

- 12.4 Wastewater

H. City must request, review and approve all grease interceptors and grease traps. City shall request, review and approve an operations and maintenance agreement prior to issuing permits

*The Master Plan proposes flexibility for the City to request rather than requiring the City to request an operations and maintenance agreement to review and approve. We request additional conversation to better understand the specific permits being issued or withheld. The Master Plan proposed to withhold C of O until City approval to tie the approval to a specific building.*

- Exhibit 12.3 replace Willow Creek text with “Deep Well”

*Exhibit 12.3 is updated to match the Master Wastewater Report.*

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## **TRANSPORTATION SERVICES – TRAFFIC ENGINEER**

Reviewer: Ian Mattingly, 777-1130

Not Approved:

1. Please define who the Master Plan Administrator is.

*Text is added to Section 4.4 B. to define. The Master Plan Administrator (MPA) is a private property leadership role representing the community. It is a position, much like the Community Development Director that provides continuity for the City. The MPA will provide continuity for DWR as the project is initially developed and evolves over time. The MPA is responsible for reviewing and enforcing community design standards before applications are made to the City. The MPA does not remove or eliminate the City review process, but rather provides self-imposed reviews and procedures in addition to the City's.*

2. Include a transit discussion as part of the Master Plan to include bus stop considerations, sample pull-outs, etc.

*Bus stop considerations are included in the Master Plan. Section 7.6 L. Pedestrian Circulation / Waiting includes guidelines to provide pedestrian walkways connecting mass transit, bus shelters and other public transit facilities. Section 8.6 J. Bus Stop and Bus Stop Locations includes criteria for bus stop locations and dedication. Willow Creek Road and 89 will follow City standards allowing for bus stop locations as determined by the City. A reference to encourage transit center and park and ride uses is added to Section 8.6 J.*

3. Exhibit 3.2: Modify the exhibit to match the other conceptual land use and Circulation maps. Specifically the extension of James Lane to the west is not shown.

*Exhibit 3.2 – Conceptual Illustrated Core Area Site Plan is updated to show the James Lane extension west of Willow Creek Road as requested.*

4. Section 4.1.A - The master infrastructure reports were not submitted with the master plan and need to be reviewed and accepted by the City.

*Master Reports have been submitted separately for City review. City comments are anticipated in order revise and refine the reports so they are approved prior to City Council hearings.*

5. Section 8.1: First Paragraph, Second sentence, "They are designed to create great neighborhoods and drive traffic to the core to support the retail components of an economic engine to support the activity of the City." Modify to add the statement "and move regional traffic efficiently through and too the area."

*As requested, a statement is added clarifying regional traffic circulation along Pioneer Parkway, 89, and Willow Creek Road. A Hierarchy of Roadway Priorities figure is included.*

6. Section 8.4.B.2: Modify the sentence to read “State Route 89, Pioneer Parkway/89A, Willow Creek Road, and the future arterial streets within the development shall follow local jurisdictional design standards.

*As request, the sentence is modified to clarify the future extension of James Lane west of Jenna Lane shall follow local jurisdiction design standards.*

7. Section 8.4.B.5: Design and posted speeds shall meet the GES requirements whenever possible. Exemptions to allow the design and posted speed to match may be considered on a case by case basis by the City Engineer.

*The local street character and slower speeds are a high priority for District and Neighborhood Streets. We respectfully request that design speeds and posted speeds on these streets are permitted to match with the intention of lowering actual travel speeds.*

8. Section 8.4.B.7: Modify the section on Multi-use paths and bike lanes to read “Bike lanes are included as an option and may be required by the City on Arterial and District streets. Multi-use paths are a community amenity that allows both pedestrian and bike use off the street. Multi-use paths should be provided on one side of all arterials and four lane district streets. There use on two lane district streets is optional. Minimum multi-use pathway width on arterials is 12’, on a district street 10’.

*Arterial streets as depicted on Exhibit 8.2 – Roadway Hierarchy shall follow local jurisdictional design standards. Section 8.4 B.2. further clarifies the roadways that shall follow local jurisdictional design standards. Modifications to include bike lanes would be at the City’s discretion.*

*City General Engineering Standard Details 606P and 605P (Major and Minor Arterial) depict an eight (8) foot shared use trail on one (1) side of the street and a five (5) foot sidewalk on the other side of the street. An on-street bike lane is not shown.*

*An eight (8) foot multi-use path is required along one side of a District Street as depicted on Exhibit 8.41 – Pedestrian and Bicycle Circulation and Exhibit 8.42 – Typical Bicycle and Pedestrian Routes. Section 8.10 D. requires the eight (8) foot path. A six (6) foot path is required along the other side of the street. We respectfully request to apply development standards of similar eight (8) foot width as depicted in the City General Engineering Standard Details 606P/605P and six (6) foot on the other side.*

9. Section 8.3.1: Master Transportation Report not submitted yet. The report is needed to determine the overall roadway system, laneage, intersection needs, etc. This will impact the conceptual roadway system and intersection spacing map, etc.

*The Master Transportation Report has been submitted separately for City review. City comments are anticipated in order revise and refine the reports so they are approved prior to City Council hearings. The report is based on prior reports prepared for the region.*

10. Exhibit 8.2 – needs to be consistent with recommendations of a City approved Master Transportation Report.

*Exhibit 8.2 is revised to be consistent with report. City comments are anticipated in order revise and refine the reports so they are approved prior to City Council hearings.*

11. Exhibit 8.3, 8.4, 8.5, 8.6, 8.10, 8.11, 8.12, 8.13, 8.14, 8.15, and 8.16 shall provide lane widths that adhere to our existing typical sections. Through lanes on district streets and arterials shall in general be a minimum width of 11-12' (of AC pavement) for the slow lane adjacent to a bike lane or vertical curb gutter lip, and 10.5-12' (of AC pavement) for the fast lane depending on median curb, etc. Wider widths may be used or required on streets that are one-way, fire lanes, include on street parking, or need additional clearance for bike movements.

*Exhibits listed above are revised as requested. Terminology is simplified to Travel Lane only (Drive Lane is eliminated). The Travel Lane equals AC pavement. District Street minimum travel lane width is eleven (11) feet, as suggested, for the slow lane and ten and one-half (10.5) feet, as suggested, for the fast lane. Additional width is provided for on-street parking and bicycle lane options as depicted on Exhibit 8.6- On-street Parking and Bicycle Lane Options – Details. If fire lanes less than twenty (20) feet wide, then a defensible position is required as depicted on Exhibit 8.24 – Defensible Positions.*

12. Modify Section 8.5.A.2 to be consistent with the new measurement dimensions and labeling type noted above.

*Section 8.5 A.2. is revised to be consistent with measurement dimensions as requested.*

13. Exhibit 8.9 shall be simplified so that lane width measurements are consistent with how the City's adopted roadway typical sections are shown on our standard plans. Do not use separate drive lane and travel lane measurements.

*Exhibit 8.9 is removed. Terminology is simplified to Travel Lane (of AC pavement) only. Drive Lane is removed.*

14. Arterial streets shall use vertical curb and gutter as the standard curb type.

*Arterial streets as depicted on Exhibit 8.2 – Roadway Hierarchy shall follow local jurisdictional design standards. Section 8.4 B.2. further clarifies the roadways that shall follow local jurisdictional design standards. A menu of curb types is proposed for District Streets. Curb type will be proposed based on urban or rural character and the need to manage stormwater.*

15. Two lane district streets shall use vertical or rolled curb and gutter as the standard curb type.

*The local street character and slower speeds are a high priority for District Streets. In urban areas streets will carry water and therefore a vertical curb or rolled curb will be required. In rural areas the street will nestle in the landform allowing to the landscape to dominate the street scene. When water is carried on the road a vertical curb or rolled curb will be required. When water is not carried on the road a ribbon curb or thickened pavement edge is desired (in rural character areas). We respectfully request that curb types are determined based on stormwater management needs and neighborhood character.*

16. Four lane district streets shall use vertical curb and gutter as the standard curb type. Consideration of rolled curb or ribbon type for median islands shall be through the variance process.

*The local street character and slower speeds are a high priority for District Streets. In urban areas streets will carry water and therefore a vertical curb or rolled curb will be required. In rural areas the street will nestle in the landform allowing to the landscape to dominate the street scene. When water is carried on the road a vertical curb or rolled curb will be required. When water is not carried on the road a ribbon curb or thickened pavement edge is desired (in rural character areas). We respectfully request that curb types are determined based on stormwater management needs and neighborhood character.*

17. Exhibit 8.17 two-way service alleys shall be a 20' minimum section.

*Agreed. Exhibit 8.17 – Two-way Service Lane Detailed Cross Section is revised to show a minimum twenty (20) foot side section from back of curb to back of curb. A section with rolled curbs is composed of a two (2) foot curb and gutter plus an eight (8) foot Travel Lane plus another eight (8) foot Travel Lane plus a two (2) foot curb and gutter for a total section of twenty (20) feet.*

18. Exhibit 8.20 Modify the measurement labels from both Drive lane and travel lane to a single measurement dimension compatible with comment 4 above. Modify the dimensions shown to be consistent with comment 3 above. Remove the note “This option not required” from the exhibit, and delete the sentence in section E. that states “Options that place the turning driver as far to the left as possible are preferred for visibility of on-coming traffic”. This will allow the third type of median (furthest right) to be required by the City when desired.

*Exhibit 8.20 – Medians and Turn lanes – Details is revised as requested. Terminology is simplified to Travel Lane only (Drive Lane is removed). The option with the note, “This Option Not Required” is an option we would like to avoid on District Streets. Arterial streets as depicted on Exhibit 8.2 – Roadway Hierarchy shall follow local jurisdictional design standards. The City may require the “third type” of median on those streets. Updates to the Master Transportation report will include intersection analysis. Section 8.3 4. References the Master Transportation Report to determine roadway requirements, including medians.*

*As stated in the section text, moving the vehicle over to the left is preferred to visibility of on-coming traffic. The details that do this are also approved in the City of Mesa. We respectfully request that the “third type” of median is not required on District Streets unless required as stated in the Master Transportation Report.*

19. Section 8.5.A.4,5,6,8,9,10,11,12,13,14, and 15 which discuss geometric design elements shall be deleted or otherwise modified to provide the direction included in the General Engineering Standards.

*Sections 8.5 A is revised. Arterial streets as depicted on Exhibit 8.2 – Roadway Hierarchy shall follow local jurisdictional design standards. The local street character and slower speeds are a high priority for District Streets and Neighborhood Streets. District Streets and Neighborhood Streets are specified for the proposed deviations from City standards.*

*Geometric design standards proposed are based on applicable published AASHTO standards. These standards are also based on geometric standards approved for use by the City of Buckeye. Table 8:1 – Geometric Design Standards is added and includes typical minimum geometric standards. We respectfully request to apply geometric standards supported by AASHTO guidelines for District Streets, Neighborhood Streets and Service Lanes.*

20. Section 8.5.A.17 - Hammerheads and turn-arounds are regulated by LDC 7.4.3.C and are only to be used for temporary reasons to allow future extension. Planning should make a determination if these shall be allowed and/or if the LDC needs to be modified.

*We respectfully request Planning to make a determination as requested. Exhibit 8.31 – Hammerhead depicts conceptual examples of hammerheads and flag streets. A legend is added to clarify where trash service is limited. The hammerheads, sometimes also referred to as a flag street, are intended to be permanent on local neighborhood streets and provide fire access, staging areas and turn-around locations as well as a home on a street rather than a flag lot.*

21. Section 8.5.A.18 – (exhibit 8.21 & 8.22) - Delete this section. Block length is regulated by LDC 7.4.5.A at 1,200 feet maximum for local streets and 800 feet in non residential or multi-family areas.

*Landforms often dictate development patterns. Landforms in the Bottleneck District include rolling hills and defined washes. If developed in a rural character roadways alignments will be based on landforms following contours and minimizing wash crossings. Back in the hills long cul-de-sacs would be anticipated and turn-arounds are provided to avoid having to drive to the end cul-de-sac before turning around.*

*It is also anticipated that Willow Creek Road east of 89 will not loop around the Airport prior to development in the Ruger District. A longer block length with an approved temporary turn-around would provide an opportunity sooner for potential employers and business to build near the Airport.*

*We respectfully request a deviation to the LDC as permitted by SPC zoning to permit longer cul-de-sacs with turn-arounds provided at least every 1,200 feet.*

22. Section 8.5.B.10 – Delete this section. No parking signage is covered in the General Engineering Standards.

*The General Engineering Standards include general sign guidelines for street signing that remain in effect. District and Neighborhood Street character is a high priority. Narrower road width are proposed that clearly indicate where parking is appropriate and not appropriate. We respectfully request that no parking signs are installed when parking in an area not intended for parking becomes an issue.*

23. Section 8.5.H.1. – Delete this section. A determination of required street improvements (partial or interim) shall be made by the City.

*The Exhibit referenced is corrected to Exhibit 4.1 – Improvement Phasing. Infrastructure right-of-way is planned for with Phase A, but is not required to be installed until Phase B. The infrastructure does not serve Phase A. It is required to serve Phase B. We respectfully request the ability to propose street improvements and phasing to the City for review and approval.*

24. Section 8.5.H.4 & 5 – Delete these sections. The determination of the width of half street improvements will be made by the City Engineer at the time of submittal.

*To clarify, the comment above is assumed to reference 8.5 I.4. and 5. We agree the determination of half street improvements requires approval by the City Engineer. Section 8.5 I.4. requires analysis and justification provided by the developer and approval by the City Engineer. Actual street improvement plans and proposed phasing will be included with Site Plan and Subdivision Plat applications. Section 8.5 I.5. is deleted as requested.*

25. Section 8.6.A.1-9 – This section shall match the requirements for driveways contained in the GES.

*Section 8.6 A. is revised. A standard to refer to GES standards is added for arterial streets (89, Pioneer Parkway and Willow Creek Road). The revised standards are proposed to clarify District Street and neighborhood standards as well as assure permission to modify driveway details with site plan and subdivision plat applications.*

26. Section 8.6.B.1: Modify the sentence to read “Medians may be raised or flush as directed by the City, details are depicted on”

*Medians within Willow Creek Road, 89 and Pioneer Parkway will follow City standards. We respectfully request to propose median type(s) within District Streets in conjunction with development plans to the City for review and approval.*

27. Section 8.6.C.2: When approved for use, ribbon curb shall be eighteen inches in width.”

*Revised as requested.*

28. Section 8.6.F.1 Mailboxes: Modify the paragraph to read “Individual and cluster mailbox locations shall be installed as required by the General Engineering Standards and United States Postal Service.

*The paragraph is revised. Individual curb side mailbox shall be installed as required by the Engineering Standards. Cluster mailbox criteria similar to the General Engineering Standards are included. We respectfully request that cluster mailboxes are permitted within 100 feet of a street intersection. We find that parks are a great location for mailboxes and parks are generally located near street intersections.*

29. Section 8.6.G.2: Modify this section to meet the requirements in LDC 6.3.10.C and Table 6.3.9.

*Section 8.6 G.2. is revised. The standards of the City Code apply. We respectfully request a deviation to the LDC as permitted by SPC zoning to permit 15' x 15' corner setbacks in LUG GU at driveway to driveway intersections.*

30. Section 8.6.H.4: Custom street fixtures and furniture which are located within the public street ROW shall be maintained by the developer or association. Modify this section to include wording to this effect.

*Wording added as requested stating the City may require the community to maintain custom street fixtures and furniture located within public street right-of-way.*

31. Section 8.6.I: Delete this section. Striping requirements are made by the Traffic Engineer during plan review.

*Striping requirements will be proposed to the City for review and approval during plan review. Striping on arterials and District Streets will follow City standards. We respectfully request assurance that striping on Neighborhood Streets is minimized and consistent with other neighborhoods in Prescott. Should the City determine striping is required for the well-being of the City at all residential intersections, striping in the community would be required Refer to Section 4.1 C.).*

32. Section 8.6.J: Bus stop locations may be required by the City during the development process on arterial and district streets. Modify this section to include wording to this effect.

*Section 8.6 J is modified as requested to include that bus stop locations may be required by the City on arterial streets. Arterial streets as depicted on Exhibit 8.2 – Roadway Hierarchy shall follow local jurisdictional design standards. See comment 2 in this section and the related response.*

33. Section 8.7: The use of Hammerheads and turnarounds is specifically addressed in the LDC. A review and approval by Community development should be provided for this section.

*See comment 20 in this section and the response.*

34. Entry way exhibits shall meet the minimum roadway setback, lane width, median and u-turn to gate distances and widths included in Prescott Std. Plan 610Q.

*The purpose of the SPC District is to permit greater flexibility and more creative and imaginative design for development. The standards proposed in the Master Plan are based on functional design details and features of successful community development found throughout the city and Arizona (Hassayampa). The deviations from the code are proposed in this rezone application are similar to those approved in other areas of the city. . We respectfully request standards that deviate from the City standard detail 610 Q.*

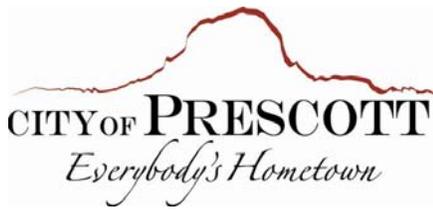
35. Exhibit 8.40: Any conceptual intersection spacing map which shows specific movement type and spacing shall have been analyzed for safe and efficient operation as part of the Master Transportation Report. This ensures that the location and type of intersection will work with an acceptable level of service (LOS C) or greater at development full-build out.

*Agreed. The Master Transportation Report is a high-level analysis evaluating roadway capacities and number of lanes. Intersection spacing is noted at standard 330/660 spacing and suggests additional intersection analysis. Updates to the Master Transportation Report are anticipated, as may be required by the City, as specific plans are developed.*

*Level of service (LOS) C suggests light congestion and occasional backups (V/C ratio: 0.70 to 0.79). LOS D suggests a functional intersection with no long standing queues and short peaks with significant congestion when vehicles wait through more than one (1) cycle (V/C ratio:.0.80 to 0.89). LOS E suggests severe congestion, long standing queues and intersection blockage if the traffic signal does not provide for protected turning movements. We respectfully request intersection type and spacing require additional analysis concurrent with development plans and that LOS D is an acceptable standard.*

36. Section 8.10: Bike lanes may be required on arterials and district streets. Modify this section to reflect that.

*Based on prior conversation with City staff, an off-street multi-use path system is preferred rather than on-street bike lanes. On-street bike lanes are not indicated on General Engineers Standard Details. We respectfully request to agree to an off-street system along District Streets.*



37. Section 8.10.D: Modify this section to provide a minimum 12' multi-use path width on arterials and 10' minimum width on district streets.

*See comment 8 in this section and the related response.*

38. Exhibit 8.42: Modify to reflect that bike lanes may be required on arterials and district streets. Modify the multi-use path notes to show 12' and 10' minimum bike lane widths.

*See comment 8 and 36 and the related responses.*

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**ENGINEERING SERVICES – DRAINAGE ENGINEER**

Reviewer: Marc DuBroy, 777-1130

1. Section 4.5.D: Master Drainage Report not submitted yet.

*The Master Drainage Report has been submitted separately for City review. City comments are anticipated in order to revise and refine the reports so they are approved prior to City Council hearings.*

2. Section 11: Some of the general concepts may be acceptable, but it is not clear what the applicant hopes to achieve that would require deviation from (or replacement of) the City General Engineering Standards. Rather than replacing the City standards, the master plan could augment with more stringent standards or introduce aesthetic treatments or elements.

*Through discussion with staff, we understand how Section 4.1 C can be interpreted in multiple ways. Section 4.1 C is revised to state if a standard is not included in the Master Plan the Land Development Code and General Engineering Standard apply.*

*With current zoning individual parcel development within the Property can occur in a piecemeal fashion over time. The infrastructure systems are developed in an additive method based on an evaluation of needs for each parcel. SPC zoning allows Council to impose conditions relative to the standards of development. The Master Plan is proposing concepts to support community-wide systems. With a holistic approach, planned systems can be installed to be more efficient and lower long-term maintenance costs. Deviations to the City's standards are requested in order to assure the systems concepts.*

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## **ENGINEERING SERVICES – PROGRAM DEVELOPMENT**

Reviewer: Steve Orosz, 777-1610

Comments assuming that the City Standards will be followed.

1. Section 4.1.A - The master infrastructure reports were not submitted with the master plan and need to be reviewed and accepted by the City.

*Master Water and Wasterwater Reports have been submitted separately for City review. City comments are anticipated in order revise and refine the reports so they are approved prior to City Council hearings. These reports are based on the existing City reports developed when the Property was annexed with the current zoning. The City reports include lands beyond the Property. The Master Plan does not proposed modifications to the water and wasterwater calculation methods or criteria. It does propose modifications to system alignment and location standards, access criteria, phasing, and aesthetic character.*

2. Section 4.1.C - Delete section. Replace with reference to City Code, Land Development Code and General Engineering Standards.

*Through discussion with staff, we understand Section 4.1 C can be interpreted in multiple ways. Section 4.1 C is revised to state if a standard is not included in the Master Plan the Land Development Code and General Engineering Standard apply.*

3. Section 4.2 - Clarify/add "City" before Community Development Director.

*Section 4.10 is revised to add clarity and specifically list City Staff including position titled Community Development Director.*

4. Section 4.3 - Typically, the Development Agreement governs over a Master Plan or other document.

*With SPC zoning the Master Plan is the guiding zoning document. Zoning will carry, in perpetuity, with the Property. The Development Agreement (DA) is a document that will expire. The DA is desired to define responsibilities for the parties involved while the Master Plan (or zoning) defines the development standards.*

5. Section 4.4.A - Who is the Community Council?

*The Community Council is a private entity the responsible for the establishment, implementation and enforcement of community-wide standards, improvements and disclosures. This entity typically oversees both residential and non-residential HOAs as well as leading efforts to build social values within the community.*

6. Section 4.4.B - Who is the Master Plan Administrator?

*Text is added to Section 4.4 B. to define. The Master Plan Administrator (MPA) leadership role representing the Property. It is a position, much like the Community Development Director that provides continuity for the City. The MPA will provide continuity for DWR as the project is initially developed and evolves over time. In other words, it is the primary contact. The MPA is responsible for reviewing and enforcing community design standards before applications are made to the City. The MPA does not remove or eliminate the City review process, but rather provides self-imposed reviews and procedures in addition to the City's.*

7. Section 4.5 - Detailed master plan reports are needed at this point in time (Section 4.1.A notes they are approved, but none have been submitted).

*Master Reports have been submitted separately for City review. City comments are anticipated in order revise and refine the reports so they are approved prior to City Council hearings. These reports are based on the existing City reports developed when the Property was annexed with the current zoning. The City reports include lands beyond the Property.*

8. Section 4.6 - City to approve phasing. Each phase to operate independently. More than City Engineer to review and approve.

*The Site Plan and Subdivision Plat applications will be processed as described, and revised, in Section 4.8 and 4.9 of the Master Plan. As with all City approvals, phasing would be approved by the City. Section 4.6 describes how infrastructure adjacent to one parcel is planned in order for the next parcel to operate. Each phase will need to operate, however, as a part of a master plan, we respectfully request that each phase be integrated in to the master-planned systems. Subdivision and Site Plan review include more than the City Engineer. The phasing of infrastructure improvements requires approval by the City Engineer or the designees of that person.*

9. Section 4.8.A - Follow existing PAC process.

*Section 4.8 A is revised to align with the PAC process. Section 4.10 clarifies that the Community Development Director and City Engineer includes the designees of that person. It is anticipated designees would be invited by City staff leadership.*

10. Section 4.8.B - Follow City Code, Land Development Code and General Engineering Standards.

*Required information for Site Plan Review includes compliance with Section 9.8.4 (B) of the Land Development Code (LDC). This section of the LDC includes required elements as well as any additional information requested by the Community Development Director to define*

*clearly the intended development and uses of the property. Land Use Groups (LUGs) and permitted uses within each LUG are defined in the Master Plan. This information is required in addition to the applicable requirements of the LDC.*

11. Section 4.8.D - Who is the Technical Review Committee?

*Section 4.8.D refers to the City's Technical Review Committee. The City defines this committee is Section 8.5 of the Land Development Code to include the Public Works Director, City Engineer, Building Official, Fire Chief, and Community Development Director.*

12. Section 4.8.E - Should the approving body be the City Council?

*The Site Plan approval process is revised in order to address water allocation. The proposed Site Plan review includes a process for when the City is allocating water that includes City Council action, and another when water from the settlement is allocated by way of a master water agreement.*

13. Section 7.6.D - Delete section. Replace with reference to City Code, Land Development Code and General Engineering Standards.

*Text in Section 7.6 D. specifying standards is deleted as requested. Text as guidance and reference remains. Section 4.1 C. is revised and references the Land Development Code and General Engineering Standards.*

14. Section 7.6.E - Delete section. Replace with reference to City Code, Land Development Code and General Engineering Standards.

*Text in Section 7.6 E. specifying standards is deleted as requested. Text as guidance and reference remains. Section 4.1 C. is revised and references the Land Development Code and General Engineering Standards.*

15. Section 7.6.F - Delete section. Replace with reference to City Code, Land Development Code and General Engineering Standards.

*Text in Section 7.6 F. specifying standards is deleted as requested. Text as guidance and reference remains. Section 4.1 C. is revised and references the Land Development Code and General Engineering Standards.*

16. Section 7.6.G - Delete section. Replace with reference to City Code, Land Development Code and General Engineering Standards.

*Section 7.6 G. is guidance text and does not specify deviations from City standards. We respectfully request to keep Section 7.6 G. as is. Section 4.1 C. is revised and references the Land Development Code and General Engineering Standards.*

17. Section 7.6.I - Delete section. Replace with reference to City Code, Land Development Code and General Engineering Standards.

*Text in Section 7.6 I. specifying standards is deleted as requested. Text as guidance and reference remains. Section 4.1 C. is revised and references the Land Development Code and General Engineering Standards.*

18. Section 7.6.M - Delete section. Replace with reference to City Code, Land Development Code and General Engineering Standards.

*Text in Section 7.6 M. specifying standards is deleted as requested. Text as guidance and reference remains. Section 4.1 C. is revised and references the Land Development Code and General Engineering Standards.*

19. Section 7.6.N - Delete section. Replace with reference to City Code, Land Development Code and General Engineering Standards.

*Text in Section 7.6 N. specifying standards is deleted as requested. Text as reference remains. Section 4.1 C. is revised and references the Land Development Code and General Engineering Standards.*

20. Section 11 - Keep general principles and guidelines. Delete remainder of the section. Replace with reference to City Code, Land Development Code and General Engineering Standards.

*Standards in this section align with the General Engineering Standards are deleted. As previously discussed with City staff, and revised for clarity in Section 4.1 C., when the Master Plan does not specify a standard then the Land Development Code (LDC) and General Engineering Standards (GES) are the guiding documents.*

*The Master Plan is proposing concepts to support community-wide systems. The principles of a holistic approach of planned systems remain in the document as well as deviations from City standards in effort to assure development can progress with these systems.*

*Following are examples of the deviations from City standards. Cut and fill setbacks are per LDC and GES standards at the perimeter of the Property. Internal to the Property the Master Plan proposes to deviate from grading setbacks on a parcel by parcel level and treat*

*the entire Property as one parcel. A master drainage system concept is proposed to allow several parcels to store stormwater outside the parcel boundary. Section 3.8.2 M. of the GES allows for master stormwater storage. The standard states the master stormwater plan must be implemented with the first phase in full, if possible, or detention must stand alone for each phase. With a project of this scale, implementation in full is not feasible. With a master plan the system will grow concurrent with the requirements of development. We respectfully request deviations to City's standards in order to assure the systems concepts are developed concurrently as the project is developed. The Master Drainage Report will be updated, as required by the City, in order to plan and account for stormwater storage needs for each phase of development as it occurs and on a whole for the Property.*

21. Section 13 - Why have fixed factors for shared parking? As noted in Section 3, processes evolve. Use references to Urban Land Institute (ULI) for Shared Parking factors.

*Two methods are proposed for predicting parking demand. Section 13.8 Shared Parking Model is a standard, fixed, model for estimating demand based on a mix of uses. Section 13.9 Parking Analysis and Management Study is a second model. This model allows for a more specific analysis to predict parking demands as they may change..*



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**UTILITIES DEPARTMENT**

Reviewer:

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## **SOLID WASTE**

Reviewer: William Black

1. Section 7.6 (F) The description needs to be detailed with dimensions and diagrams. Too vague as it is written.

*Text is Section 7.6 F. specifying standards is deleted as requested by Engineering Services Program Development. Text as guidance and reference remains. Section 4.1 C. is revised and references the Land Development Code and General Engineering Standards. See Section 10.11. The section requires screening. Trash container pads, area, and enclosure dimensions follow City standards.*

2. Section 7.6 (F-4) There is nothing listed in Section 10 or 13 for trash collection.

*Section 10 includes standards for walls. Section 10.11 is added based on text from 7.6 F. The initial draft document included notes within Sections 13. These were removed prior to making an application to the City. The reference to Section 13 is removed.*

3. Section 8.4 (8) Cul-de-sacs need to be designed to meet the City guidelines. If hammerheads are included as part of a residential development, there needs to be no parking or trash collection in the hammerhead.

*Cul-de-sac design concepts are based on trash and fire truck turning radii guidelines. A legend is added to Exhibit 8.31 to illustrate where trash collection is not provided. This includes hammerheads. On-street parking is based on the width of the roadway section as illustrated in Exhibits 8.3, 8.4 and 8.5. Design concepts deviate from the standards when cul-de-sacs are designed like plaza spaces. The required clear zones and turning radii are incorporated into the plaza design.*

4. Section 8.4 (C-1) There needs to be more of a description of where the trash will be placed on the one-way street. What does a resident do that lives on the opposite side of the street?

*Additional description is added to Section 7.6 F. suggesting pads, location plaques or other techniques that may be used to indicate day of collection placement of trash containers.*

5. Section 8.4 (D-1) There needs to be a description of where the trash will be placed for collection with the on-street parking and bike lanes.

*Similar to Alarcon, trash placement on collection days will follow City standards.*

6. Exhibit 8.21 The cul-de-sac needs to meet the current City guidelines.

*Cul-de-sac design concepts are based on trash and fire truck turning radii guidelines. A legend is added to Exhibit 8.31 to illustrate where trash collection is not provided. This includes a modified cul-de-sac that meets trash truck turning radii, but not fire. This cul-de-sac concept is often referred to as Mickey Mouse ears. Auto-turn analysis will be provided as required by the City to demonstrate adequate maneuvering.*

7. Exhibit 8.31 There needs to be no trash collection in the dead ends or hammerheads. The use of these for a solid waste collection vehicle depends on the entire layout of the community. Blanket approvals will not work for this item.

*Cul-de-sac design concepts are based on trash and fire truck turning radii guidelines. A legend is added to Exhibit 8.31 to illustrate where trash collection is not provided. The Master Plan is proposing a menu of options. Design concepts deviate from the standards when cul-de-sacs are designed like plaza-like or park-like spaces. The required clear zones and turning radii are incorporated into the cul-de-sac design. Auto-turn analysis will be provided as required by the City to demonstrate adequate maneuvering. Subdivision plat and Site Plans will be submitted for detailed review by the City to ensure adequate access for services.*

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## **WATER RESOURCE MANAGMENT**

Reviewer: Leslie Graser 777-1144

Recital A In third sentence, correct DWI to DW 1.

I. Carefully define "on-site" and "off-site" to clarify infrastructure responsibilities of the City, Owner(s), CFD, and any other party

- on-site – within the Property, Ranch Property, and DW 1 Property
- off-site – outside the boundaries of the Property, Ranch Property, and DW 1 Property
- identify that infrastructure which is necessary for/provides benefit off-site, and is the responsibility of the City, but is located on-site

I. 1.2 Correct Section 2.6 to 2.4.

II. 2.1 Are "all approvals of subdivision plats and site plans (if by the City Council) ..." administrative actions?

II. 2.4 If not already annexed, the City Manager can't administratively amend the Agreement to add property to it.

III. Add two sections

- Capital Facilities Financing Plan, identifying infrastructure necessary for development of the property in a Master CIP categorized by infrastructure type, applicable cost allocation methodologies, and financial responsibilities of each party
- Infrastructure Operations Responsibilities, identifying cost allocation methodologies and financial responsibilities of each party

III. 3.1 The Master Transportation Report, Master Water Report, and Master Wastewater Report (all of which were prepared previously to reflect the land use planning/designations at the time the Pre-Annexation Agreement was approved) need to be updated to reflect the new Master Plan for the Property, to assure sufficiency.

III. 3.4(c) Incomplete Roads need to be structurally sufficient to bear all legal loads without the final lift of asphalt.

III. 3.5(b), (c) State (repeat) that landscaping must meet all requirements of the Prescott Active Management Area and City of Prescott Land Development Code.

Specify that the Owner(s) and/or HOAs are responsible to pay for the water used to irrigate landscaping.

III. 3.7 Add a new subsection 3.7(b) Wells, and renumber the subsequent subsections; place all content pertaining to the various types of wells (irrigation for agricultural and ranching, recovery wells, other water production wells) in this new subsection. The Water Resource Management Division will provide this new subsection, and associated revisions to the other subsections.

Clarify that existing wells used for agriculture and ranching may only be used for construction water, or for continued agriculture and ranching (may not be used for irrigation of development landscaping, etc.).

The agreement contemplates construction of on-site infrastructure by the Owner(s) and/or a CFD, and off-site infrastructure by the City; this would require that the City front the cost of off-site infrastructure, and recover it through impact fees. The impact fee process prescribed by state law is extensive and time-consuming.

The parties need to agree on a capital improvement program for the necessary infrastructure, and City be held harmless for any delays in delivery not attributable to its actions or inactions.

Delete the last sentence of the present subsection 3.7.(c) [when renumbered to become subsection 3.7.(d)]. Unless a significant specific benefit to the City is identified, no "non-potable distribution system" should be provided.

III. 3.8(b) Note that construction of the regional sewer trunk line generally parallel with Ruger Road will require the City to have funding to front the cost, and a wastewater impact fee in place for cost recovery.

III. 3.10 Bottleneck Wash is addressed in the City-CVID Agreement(s). Research is required to assure compatibility of the City's contractual obligations to CVID and uses of Bottleneck Wash, with this Deep Well Ranch Development Agreement.

V. 5.1 Delete "the" before Chamberlain in the next-to-last sentence.

*Revisions to the Development Agreement are being addressed with Leslie by the attorney*



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**FIRE DEPARTMENT**

Reviewer: Dave Mecca 777-1763



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**FIELD OPERATIONS / SOLID WASTE**

Reviewer:

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## **RECREATION SERVICES**

Reviewer: Chris Hosking 777 1590

- Are the Recreation Cores open to the public?

*The recreation cores are private property. Elements within the cores like a regional trail, would be available for public use. Paths and trails along Willow Creek Road, 89, and Pioneer Parkway are also for public use.*

- Who is responsible for maintenance of the parks?

*Park spaces will be privately maintained by the community. If areas of the recreation core are improved for public use, an operations and maintenance agreement may be made with the City.*

- Who is responsible for the maintenance of the landscape in the Right-of-way?

*Landscape maintenance within right-of-ways follow City standards along Arterial streets as depicted on Exhibit 8.2 – Roadway Hierarchy. Right-of-ways on District and Neighborhood Streets are proposed at back of curb. Landscape behind back of curb on these streets would then be privately maintained.*

- Who is responsible for trail construction and management?

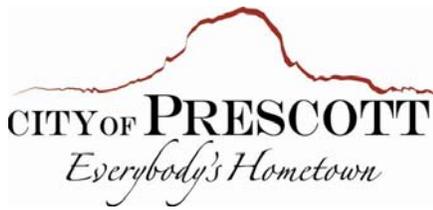
*Private trails within the Property will be constructed by the developer concurrent with adjacent development. Private trails will be maintained by the community. Public trail are anticipated to be maintained by the City or a joint maintenance agreement where the community provides maintenance. A separate agreement may be necessary to clearly define responsibilities.*

- Where are the trail alignments through open space?

*Specific trail alignments will be determined concurrently with adjacent development plans. The Master Plan depicts the conceptual alignments and connections. Actual development plans will define the alignments.*

- Where is the connectivity to existing trails?

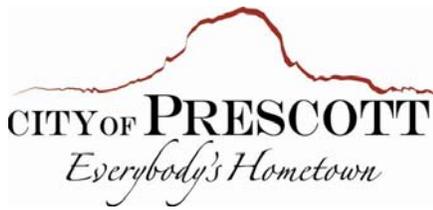
*The Master Plan proposes regional connections to the Peavine Trail east of the airport and Pioneer Park to the west. Both on-street and off-street alignments are proposed. Box culverts at Bottleneck Wash provide a crossing under 89. This allows for a connection to the Peavine Trail around the north end of the airport, through the Property. Two drainage locations are planned under 89 in the ADOT expansion plans. We encourage the City review these plans to evaluate if the crossings are suitable for pedestrian access. Both an on-street*



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*and off-street system extend to the property boundary near James Lane. The regional system may then wind through Antelope Hills to connect to the Peavine Trail. Connections to Pioneer Park require adjacent land owner permissions. This includes State land.*



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**WHEN RESUBMITTING YOUR PROJECT FOR REVIEW PLEASE INCLUDE THE FOLLOWING:**

1. Five (5) sets of the REVISED rezoning plan along with one (1) 8.5" X 11" reduction. All changes shall be clouded.
2. The original or previous review round redline plat/plans and any attached paperwork from the previous review set.

PLEASE ALLOW A MINIMUM OF FIFTEEN (15) WORKING DAYS FOR REVIEW OF RESUBMITTED PLANS.

ALL RESUBMITTALS MUST BE REVIEWED AND APPROVED BY ALL DEPARTMENTS TWO WEEKS PRIOR TO THE SCHEDULED PLANNING & ZONING COMMISSION OR CITY COUNCIL MEETING IN ORDER TO BE PLACED ON AN AGENDA.

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PLANNER SIGNATURE

DATE