

City of Prescott

General Plan Review Committee



April 24, 2024 | 2:00 PM
201 N. Montezuma Street
Council Chambers, 3rd Floor
Prescott, AZ 86301

AGENDA

The following Agenda will be considered by the **General Plan Review Committee** at their meeting to be held **April 24, 2024**. Notice of this meeting is given pursuant to Arizona Revised Statutes, Section 38-431.02.

1. CALL TO ORDER

2. ROLL CALL

3. OPEN CALL TO THE PUBLIC

The City of Prescott welcomes public engagement and residents may comment & address the Committee on matters NOT included on the Agenda during the Call to the Public. Please complete a speaker card and submit it to the City Staff prior to the meeting being convened. Speakers are limited to four (4) minutes, and the Call to the Public will be limited to forty (40) minutes in total. Citizens are limited to addressing the Committee four (4) times regarding the same topic.

Please Note: Pursuant to A.R.S. §38-431.01(H), members of the Committee may NOT discuss items that are not specifically identified on the Agenda and, therefore, interaction will be limited to the following:

- 1) Responding to criticism
- 2) Requests to staff to investigate & report on the matter
- 3) Request that the matter be scheduled on a future agenda

4. DISCUSSION & ACTION ITEMS

A. Approval of the March 27, 2024 General Plan Committee Minutes.

Recommended Action: MOVE to approve the minutes as presented

B. Presentation & Discussion Regarding the Community Connected Chapter of the General Plan.

Recommended Action: This item is for discussion only. No formal action will be taken.

5. UPDATES

6. ADJOURNMENT

Upon a public majority vote of a quorum of the Board, the Board may hold an executive session, which will not be open to the public, regarding any item listed on the agenda but only for the following purposes:

- (1) Discussion or consideration of personnel matters (A.R.S. §38-431.03(A)(1));
- (2) Discussion or consideration of records exempt by law (A.R.S. §38-431.03(A)(2));
- (3) Discussion or consultation for legal advice with the city's attorneys (A.R.S. §38-431.03(A)(3));
- (4) Discussion or consultation with the city's attorneys regarding the city's position regarding contracts that are the subject of negotiations, in pending or contemplated litigation, or in settlement discussions conducted in order to avoid litigation (A.R.S. § 38-431.03(A)(4));
- (5) Discussion or consultation with designated representatives of the city to consider its position and instruct its representatives regarding negotiations with employee organizations (A.R.S. §38-431.03(A)(5));
- (6) Discussion, consultation or consideration for negotiations by the city or its designated representatives with members of a tribal council, or its designated representatives, of an Indian reservation located within or adjacent to the city (A.R.S. §38-431.03(A)(6));
- (7) Discussion or consultation with designated representatives of the city to consider its position and instruct its representatives regarding negotiations for the purchase, sale or lease of real property (A.R.S. §38-431.03(A)(7)).

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Prescott City Hall on 4/18/24 at 11:00 a.m. in accordance with the statement filed by the Prescott City Council with the City Clerk.

Sarah M. Siep

Sarah M. Siep, City Clerk



TO: MAYOR AND CITY COUNCIL
AGENDA: April 24 General Plan Committee Meeting
DATE: April 24, 2024
DEPT: Community Development
ITEM #: 4.A
SUBJECT: Approval of the March 27, 2024 General Plan Committee Minutes.

ITEM SUMMARY

This item is for the approval of the March 27, 2024 General Plan Committee meeting minutes. Staff recommends approval of the minutes as presented.

BACKGROUND

None.

FINANCIAL IMPACT

There is no fiscal impact regarding this item.

RECOMMENDED ACTION

MOVE to approve the minutes as presented

ATTACHMENTS

1. March 27, 2024 General Plan Committee Minutes



City of Prescott

General Plan Review Committee

March 27, 2024 | 2:00 PM
201 N. Montezuma Street
Council Chambers, 3rd Floor
Prescott, AZ 86301

MINUTES

1. CALL TO ORDER

Chair Sapio called the meeting to order at 2:00 p.m.

2. ROLL CALL

Terry Sapio, Chair
Don Michelman, Vice-Chair
Andre Carman
Mary Frederickson
Ralph Hess
Jim Huffman
Thomas Hutchison - Absent
James McCarver
Rod Moyer - Absent
Tom Reilly
Gary Worob

3. OPEN CALL TO THE PUBLIC

- A. Member of the public Gary Anderson spoke as a member of the Sundog Disconnect group to request that the 2025 General Plan eliminate any references to the Sundog Connector as was mentioned in the 2015 General Plan.

4. DISCUSSION & ACTION ITEMS

- A. Approval of the February 28, 2024 General Plan Committee Minutes.
MOTION BY MEMBER WOROB TO APPROVE THE FEBRUARY 28, 2024, MINUTES AS PRESENTED; SECONDED BY MEMBER REILLY: PASSED (8 - 0) MEMBER FREDERICKSON ABSTAINED.
- B. Presentation & Discussion Regarding the Economic Competitiveness and Prosperity Chapter.

Community Planner Tammy DeWitt introduced the topic for discussion.

Member Reilly commented on improving the effectiveness of the General Plan's implementation. He emphasized the need for specific recommendations to move the process forward, pointing out the vagueness of certain terms like "engage" and "enhance" within the document. He urged Committee members to provide ideas for concrete actions to achieve these goals and facilitate effective communication with staff for implementation purposes.

Member Huffman commented that he has concerns about the extensive content in the economic competitiveness and prosperity section, with numerous goals and strategies packed into 33 pages. He suggested creating a condensed version that references a more comprehensive document to prevent overwhelming volume. Additionally, he recommended including information on the significance of different city areas, like downtown and the airport, to give context to their impact, possibly quantifying their size or influence.

Member Hess commented about past instances where the city Council amended development agreements to replace commercial components with residential ones and suggested including language to discourage this practice in the future, as it undermines the city's recognized need for commercial space.

Vice-Chair Michelman recommended using stronger language in the narrative regarding commercial property goals, specifically emphasizing the desire for more commercial properties to be annexed or made available for development. He suggested highlighting this aspect more prominently rather than just including it as part of the goals.

Member Reilly suggested it might be more effective to focus on expressing concerns about the amendment process and the reasons behind them, rather than outright discouragement. This approach could promote careful consideration and transparency in the process, reducing the risk of unintended consequences.

Member Hess stated he is concerned about replacing commercial components with residential ones in development agreements and acknowledged the need for flexibility in amendments and the importance of strengthening the General Plan to prevent harmful changes that could disadvantage residents.

Member Reilly said one of his concerns is the current residential development in the area near the airport and should discourage residential in areas where it is inappropriate.

Councilwoman Fruhwirth commented that there is a need to include commercial in the residential areas to have balanced neighborhoods with services for residents such as restaurants, grocery stores, doctor offices, etc.

Member Hess commented that part of the issue is that businesses will have to want to come to those specific areas.

Member Frederickson commented that she agrees with the wording of discouraging certain types of development in inappropriate areas. She also spoke about the advantages of infill commercial to complement the residential.

Member Worob commented that needs to be discussion about who will fill the jobs in the future, important to have a labor market analysis, where is the workforce coming from and how will they get here.

Community Outreach Director, John Heiney, spoke to the workforce element and workforce characteristics. 38 percent of the population is above the age of 65,

and that number has only risen. By nature, our workforce here is smaller due to the age and demographics of our population. Only 52% of Prescott's total income is earned by the working-age population, compared to 75.9% statewide. This means there are fewer earners within Prescott compared to other areas. Additionally, our wage statistics are concerning, with an average annual wage approximately \$3,000 lower than the state average, which itself isn't particularly high compared to national standards. The aging population here demands service-level workers, yet the challenge lies in their housing affordability on lower wages. Employers consider workforce availability and wages in expansion plans. Many locals commute to Phoenix due to affordability issues, underscoring the complexity of workforce dynamics. Understanding local labor availability and affordability is crucial alongside education for economic development.

Member Worob asked what the incentive is to draw people to Prescott.

Mr. Heiney responded that the lifestyle is attractive, it is a big selling point when talking to people about the possibility of bringing a business to the area.

Member Worob asked if there were any numbers available that would tell us how many people move to the area but work from home.

Mr. Heiney responded he does not have numbers for that factor.

Member Reilly commented that paying a good wage is important, we have some good industries in the area and would like to attract a high caliber workforce.

Vice-Chair Michelman pointed out the need to update the mall name since that just changed.

Member Reilly pointed out that Goal 1, Strategy 1.1 mentions the airport but not the possibility of the airport overlay to explain land use in that area. In Strategy 2.3, what is needed to get a robust broadband service.

Mr. Heiney responded that the inground fiber is the infrastructure needed as well as the providers to support the local connection efforts.

Member Hess asked about Commerce and Industry as referenced in Strategy 2.2 and if there would be prioritizing of interests between the community and the neighborhood. He is concerned that almost everything will have a community interest, when will a neighborhood interest outweigh a community interest and vice versa.

Member Reilly commented that different elected officials will approach that question differently, this is a topic that should be decided by the voters.

Member Michelman commented that it sounds like an eminent domain situation.

Ms. DeWitt advised that they could reword that strategy for clarity.

Member Huffman suggested adding clarification to Goal 1, Strategy 1.4 after the

sentence "plans are current" to emphasize the protection of the airport, such as through the airport vicinity overlay.

Councilman Gambogi commented that drawing from Planning and Zoning Commission experience, these need to be specific. The choice of words is significant, some bring a lot of attention and are hot topic words and some can bring more specificity.

Member Frederickson recommended including a qualifier word to support a significant interest.

Member Reilly recommended adding to Strategy 4.1 the verbiage of without sacrificing the health safety and welfare.

Member Hess recommended replacing the references to gift clause rulings with Article 9 Section 7 of Arizona State Constitution, and he would like unnecessary regulations clarified.

Chair Sapio recommended alternative wording to replace "unnecessary".

Member Hess suggested that in Goal 5 to change the wording to in the past since it references something that will be in the past at the point the public votes.

Member Huffman asked how the website experienceprescott.com is advertised.

Tourism Manager Cristina Binkley responded that experienceprescott.com is important to tourism but also the residents, she works to get the word out every way possible by including the QR code in just about every communication and advertisement.

Councilwoman Fruhwirth spoke regarding Goal 4 adding that the city needs more parking for all the businesses downtown.

Member Reilly asked what the benefit to the city is when residents work from home.

Ms. DeWitt advised that there are a lot of studies coming out that highlight the benefits to the community when workers telecommute.

Member Worob said that he saw a huge relief to companies from the economic responsibility of their workforce when people began to work remotely. Outdoor amenities are a draw to those that can work from anywhere.

Member Reilly commented that the answer would be that it brings higher wage jobs that contribute to the tax base.

Councilman Gambogi commented that there are so many plans, but they are interconnected. If employees can live close to work or telecommute, they use the roads less and reduce traffic, the degree to which it can be mentioned in the General Plan is the degree to which the Council can reference it years down the

road because they are linked.

Member Frederickson asked does the state wanting to reduce parking spots translate to trying to encourage people to take public transportation.

Ms. DeWitt responded that the state seems to forget the rural areas do not have the same public transportation options that the cities do.

Member Hess recommended expanding resources for revenues, changing to make the city less dependent on sales tax.

Member Worob asked if the topic of Community Development Corporations has come up, would like to include that for consideration.

Member Reilly recommended adding a link so readers can learn more about what a Community Development Corporation is.

Member Reilly commented on “Housing Affordability and the Workforce Goals & Policies” Goal 1, Section 1.6, need more details on what a county-wide housing authority looks like before suggesting one.

Member Worob commented that he is against the wording of housing authority.

Member Reilly commented on “Regional Competition and Cooperation Goals & Policies” Strategy 1.4 need to reference CYMPO (Central Yavapai Metropolitan Planning Organization).

Vice Chair Michelman asked what Chino Valley’s and Prescott Valley’s plans look like since they are the adjacent jurisdictions.

Member Hess asked what multi-modal transportation is.

Ms. DeWitt responded it is anything that is not walking, can add a description or definition.

Councilwoman Fruhwirth commented that growth should pay for itself and should be a goal.

Member Frederickson asked what the change in impact fees was in 2019 since 2014 saw a decrease, and how does Prescott compare to other communities’ impact fees.

Community Development Director Chelsea Walton responded that other communities provide different levels of services so makes it difficult to provide apples to apples, but staff can check with public works.

Member Reilly commented there was a huge study done in the past that looks at every detail of impact fees, if that has not been done recently it may be time to revisit.

Member Huffman asked what the sources of funding are for building infrastructure, for example the northern area by the airport.

Ms. DeWitt commented that the Council approved the goals of the Workforce Housing Committee so staff will add those to the plan.

Staff Liaison Michael McInnes commented that now that the goals have been approved, next the Workforce Committee will work on the strategies.

Ms. Walton commented that the Workforce Housing Committee has done a lot of research and can now dig into their options.

Member Worob asked if there is fear of section 8 housing, it can open more funding options.

Mr. McInnes responded they did not include lower levels of income below \$49,000 at Council direction.

Councilwoman Fruhwirth commented that affordable housing has been talked about for a long time, but nothing has been done about it, need an actionable item in the General Plan for our community's workforce housing.

Councilman Gambogi commented that no matter what you call it, it is still a topic that the community needs to be educated on its advantages.

Mr. McInnes commented that Goal 9 community outreach can include community education.

Vice-Chair Michelman asked what some examples are of third-party stakeholders or partners.

Mr. McInnes replied that could be realtors, developers or a non-profit.

Chair Sapio asked if down payment assistance has been discussed in the Workforce Housing Committee.

Mr. McInnes replied down payment assistance has been discussed.

Chair Sapio commented that rent payments are similar in price to mortgage payments, how can renters get into home ownership since they have shown they can make those payments, maybe they just need help with the down payment.

Ms. DeWitt commented that there are airport plans that we need to update in the Prescott Regional Airport Section.

Member Huffman commented that in 2015 and in 2017 events that shed light on why we are buying land around the airport currently, it would be helpful to include that history.

Councilwoman Fruhwirth commented that the airport is regional, but Prescott is

the only one paying for it. Think we pay a lot of money to the county in property tax but do not get a lot of that back. Would like to get the county to have more skin in the game.

5. UPDATES

Next meeting will review the Community Connected Chapter which consists of Circulation, Open Space, Wildlife Corridors, and Digital Connectivity on Wednesday April 24, 2024 at 2 p.m.

6. ADJOURNMENT

There being no further business to discuss, Chair Sapio adjourned the meeting at 4:08 p.m.

Terry Sapio, Chair

ATTEST:

Board Secretary



TO: MAYOR AND CITY COUNCIL
AGENDA: April 24 General Plan Committee Meeting
DATE: April 24, 2024
DEPT: Community Development
ITEM #: 4.B
SUBJECT: Presentation & Discussion Regarding the
Community Connected Chapter of the General
Plan.

ITEM SUMMARY

The new Community Connected Chapter consists of Circulation (movement of goods and people), Open Space, Wildlife Corridors, and digital connectivity. This information is being brought forward for the Committee to review and provide comments.

BACKGROUND

None.

FINANCIAL IMPACT

There is no financial impact regarding this item.

RECOMMENDED ACTION

This item is for discussion only. No formal action will be taken.

ATTACHMENTS

1. A Community Connected



A Community Connected

1

2 A regional approach to growth management, wildlife corridors, open space, recreation,
3 transportation and land planning is important to the protection of natural resources and effective,
4 sustainable use of the land.

5

6 Regional coordination and cooperation can reduce incompatible land uses at jurisdictional and
7 planning boundaries, and may also reduce infrastructure demands upon individual jurisdictions
8 by allowing adjacent communities to provide complementary services. Providing complementary
9 services rather than duplicated or competing services is more practical and cost effective. For
10 example, one community may develop a park near a common planning boundary, while the
11 adjacent community creates a hiking trail.

12

13 For regional roadway coordination, the Central Yavapai Metropolitan Planning Organization
14 (CYMPO) is the principal forum for local government cooperation. Managing and improving the
15 regional roadway network is important to all jurisdictions in the area. Prescott, as a primary
16 economic driver in the region, must maintain an active role in CYMPO and should promote land
17 use planning as an integral part of regional transportation planning.

18

19 **Regional Cooperation Implementation Strategies**

20

21 **Goal 1** Coordinate with other regional entities to provide recreational, open space and
22 transportation opportunities to the residents of Prescott.

23

24 **Strategy 1.1** Actively participate in regional organizations to assure that the
25 interests of Prescott are appropriately communicated and
26 protected.

27

28 **Strategy 1.2** Meet with each of Prescott's regional neighbors to coordinate
29 projects having regional implications and to avoid duplication of
30 services and amenities such as parks, trails and library facilities.

31

32 Keeping our neighborhoods and businesses connected is multifaceted. It means
33 maintaining appropriate street connectivity. It means assuring adequate cellular
34 communications coverage throughout the community. It means widely available access
35 to the internet. It means open space, trails and wildlife corridors providing meaningful
36 connections to our natural environment.

37

38 Street connectivity disperses traffic to reduce congestion and provides vital travel routes
39 in case of emergencies such as wildfires. It is important to encourage new developments
40 to include extensive roadway connections to counter the market pressures to create
41 exclusive, limited access communities. While these communities seemingly offer security
42 in normal times, they can become traps in an emergency. Street connectivity also
43 encourages and facilitates commercial activity by providing easier access from residential
neighborhoods to businesses.



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1 Cellular and internet access have become vital for communications, education, and
2 commerce. Cellular facilities are especially controversial because of their visually obvious
3 nature. The common belief is that these are negative impacts on property values, however
4 newer studies have identified good cellular connectivity to facilitate home based work as
5 a positive rather than a negative impact. The FCC has identified cellular communications
6 as vital backbone infrastructure for the country. More efforts to inform nearby residents of
7 the benefits of enhanced cellular services are needed.

8 One of the most identified attractions for new and existing residents is our surrounding
9 natural environment. Providing widely available access to open space areas and trail
10 systems creates a sense of shared values in Prescott's natural character.

11 As the community grows, land uses in some areas evolve and come under development
12 or redevelopment pressures. These transitioning areas are often the locations where
13 significant land-use conflicts can occur. Internal pressures on land uses usually come in
14 the form of new development in or near established neighborhoods. Involving residents
15 in decision-making processes is important to assure that all interests are considered, and
16 broad consensus can be sought.

17 **Goal 1.** Promote preservation and maintenance of existing landscaped, trails and
18 open spaces within neighborhoods to assure pedestrian circulation and
19 access to existing open spaces.

20
21 **Strategy 1.1** Identify opportunities to create new pedestrian connections from
22 residential neighborhoods to commercial and service locations.

23 **Strategy 1.2** Support through appropriate processes, minor variations from the
24 codes which allow preservation, restoration, rehabilitation and
25 expansion of historic buildings and landscapes to improve their
26 longevity and usefulness.

27 **TRANSPORTATION PLANNING**

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29 Transportation planning within the city is integrated into the city's capital improvement budget
30 and is coordinated with both land use planning and development review. Transportation needs
31 are a required component in specific area plans where Transportation Services and the Police
32 Department examine traffic calming approaches to provide neighborhood safety and emphasize
33 traffic enforcement. Retrofitting existing roadways with improvements is an important part of
34 transportation planning requiring careful consideration of the potential impacts on
35 neighborhoods. Large future development plans are also reviewed to ensure the roadway network
36 and proposed connections are considered in the Regional Transportation Plan (RTP) and other
37 planning studies. The RTP and other development plans are included in this section.



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2 In addition to these ongoing efforts, on a voluntary basis, Prescott, Yavapai County, Chino Valley,
3 Prescott Valley, Yavapai-Prescott Indian Tribe, Dewey-Humboldt and the Arizona Department of
4 Transportation are partners in the Central Yavapai Metropolitan Planning Organization (CYMPO),
5 which is the designated regional transportation planning authority. CYMPO's purpose is to
6 conduct studies, secure state and federal transportation funds, coordinate transportation
7 planning, and prioritize funded transportation projects.

8 9 **CYMPO (Central Yavapai Metropolitan Planning Organization)**

10
11 With the 2000 Census, the combined population of the Prescott/Prescott Valley area reached
12 more than 50,000, a population threshold which triggered the establishment of a metropolitan
13 planning organization to coordinate regional transportation planning and administer federal and
14 state transportation funding. The Central Yavapai Metropolitan Planning Organization (CYMPO)
15 is the designated regional transportation planning authority with Prescott as an active participant.

16
17 The mission of CYMPO is to provide leadership in planning and promoting a comprehensive
18 multimodal transportation system that will provide for regional mobility and connectivity that
19 encourages a positive investment climate and fosters development sensitive to the environment.
20 CYMPO provides the forum for local elected officials and transportation experts to plan
21 multimodal infrastructure within the CYMPO Planning Boundary area and to make use of federal
22 funding opportunities to deliver valuable transportation-related projects to the region. Without the
23 formation of an MPO, the region would be ineligible to obtain and use any federal funding within
24 the urbanized boundary.

25
26 CYMPO regularly conducts studies and develops comprehensive regional multi-modal
27 transportation plans which include and affect the City of Prescott. In April 2020 CYMPO adopted
28 the 2045 Regional Transportation Plan, which contains the most recent traffic analysis and
29 management planning information for the major roads in the City of Prescott and the
30 surrounding Central Yavapai County area. A copy of this plan, as well as additional information
31 regarding transportation planning in the Prescott area, can be found on the CYMPO website at
32 <https://www.cympo.org>.

33
34 The Regional Transportation Plan establishes that growth within Prescott and throughout the
35 region will create long-term traffic management problems. The study, updated approximately
36 every five years, is the blueprint for long term regional transportation planning and
37 improvements. Many of the study's regional improvement recommendation over the last 20
38 years have been achieved include the widening of State Route 89 for 14.5 of the 17 miles
39 between north Chino Valley and Prescott, Side Road improvements, Williamson Valley Road
40 widening, Yavpe Connector, Fain Road widening and State Route 89 interchanges. Additional
41 recommended roadway improvements include an extension of Glassford Hill Road and a Side
42 Road Connector, both of which may relieve traffic on Highway 89. The 2020 study recommends
43 new regional transportation corridors such as Great Western Blvd, Santa Fe Loop, Sundog
44 Connector between Prescott Lakes Parkway and State Route 69, and the Airport Loop Road.

45
46 The study also recommends alternative transportation components (public transit, carpooling,



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1 bikeways, trails, etc.) and forecasts that an investment in these systems could reduce projected
2 traffic counts throughout the CYMPO planning area.

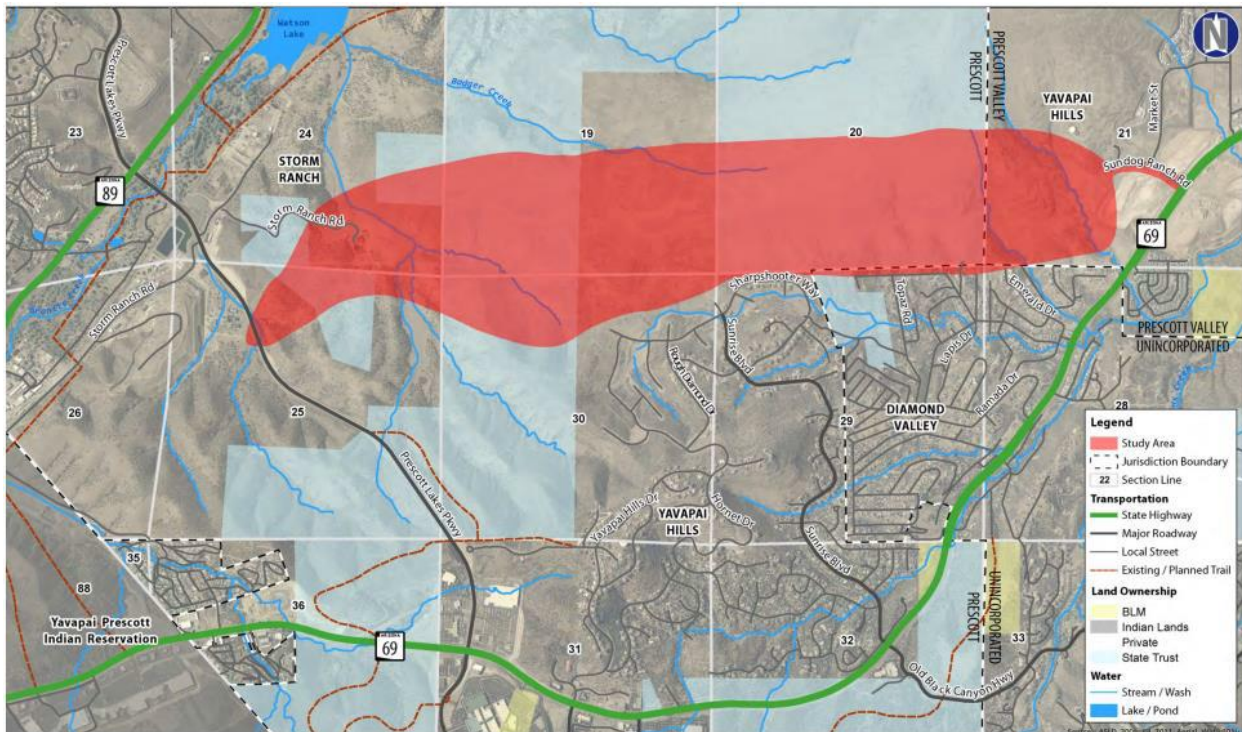
4 Sundog Connector Corridor Study (need to update with latest study)

5 In 2013 the Sundog Connector Corridor Study was completed, which initiated the evaluation
6 of potential options to connect Prescott Lakes Parkway in the City of Prescott to Sundog Ranch
7 Road in the Town of Prescott Valley.

8
9 Four potential alignments were discussed, but additional analysis is needed to select a
10 preferred alignment. CYMPO has initiated a more detailed design study in anticipation of future
11 construction. An initial construction cost estimate of \$30 million was developed in 2013, but the
12 actual cost will depend on the construction date and final alignment selected.

13
14 Based on the traffic capacity analysis, the development of the Sundog Connector Corridor will
15 relieve current and future congestion on State Route 69 between Prescott and Prescott Valley.
16 For transportation planning purposes, traffic projections and the timing of the need for additional
17 facilities are often based on overall population growth, rather than year.

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19 Sundog Connector Corridor Study Area



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32 Currently, State Route 69 is the primary route between the business and tourism centers of the
33 City of Prescott and the Town of Prescott Valley. The limited number of east-west routes in the



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1 area has resulted in State Route 69 becoming increasingly congested due to the region's
2 rising population and retail development. Over the years, several improvement projects to
3 expand State Route 69 have been completed, but the corridor is reaching a point of limited
4 expansion. The excessive congestion along the corridor has the potential to limit the future
5 development opportunities in the area. The Sundog Connector Corridor will help to address
6 future congestion, provide access and circulation opportunities for future land uses in the area,
7 and provide additional access for existing residential areas north of State Route 69 as the
8 region continues to grow.
9

10 **Great Western Corridor Feasibility Study - March 2010**

11 Previous CYMPO studies have recommended a future roadway network comprised of local
12 and regional roads to meet the 2045 travel demands, which included "Glassford Hill Road
13 Extension from State Route 89A to Outer Loop Road or other alignment to be determined."
14 Based on future traffic projections, an ultimate six-lane facility was recommended. In addition,
15 the study states that "the Glassford Hill Road Extension from State Route 89A to State Route
16 89 to Williamson Valley Road provides the opportunity for a controlled access facility to offer
17 some relief to SR 89 in the area;" thus, the plan reiterates the roadway will be an access-
18 controlled facility. The existing major highways in the study area include State Route 69, State
19 Route 89, and State Route 89A. Statewide and interstate travel to and from the area is served
20 by Interstate 17, which is roughly 32 miles east of the study area. These routes connect
21 Central Yavapai County to the rest of Arizona, and the state highways serve as main
22 thoroughfares for the local communities. The regional state routes are currently congested,
23 causing significant travel delays.
24

25 The City of Prescott has completed a transportation plan for the area surrounding the Prescott
26 Regional Airport that includes the recommended Glassford Hill Extension roadway corridor.
27 Updated traffic volume projections were developed based on potential build-out scenarios within
28 the study area. The results of that analysis show that State Route 89A and State Route 89 will
29 operate at level of service (LOS) E or F and the majority of the section line arterials within the
30 study area will operate at LOS F. These studies all have identified the need for a new access-
31 controlled facility based on projected future travel demands.
32

33 In order to evaluate all potential locations on State Route 89A for the starting point of the new
34 access- controlled facility, the area for this Feasibility Study has been broadened to include what
35 is referred to as the Great Western Road intersection with State Route 89A. This study evaluated
36 the Great Western Corridor and developed alternative alignments, traffic interchange locations
37 and configurations, typical roadway cross sections, and ultimate right-of-way needs.
38

39 **Preferred Corridor Alignment**

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41 Based on the results of the evaluation criteria, consensus from the project stakeholders,
42 and input received from the public at the alternatives presentation public meeting, a preferred
43 corridor alignment was identified for further development. The recommended mainline corridor
44 alignment, referred to as Alternative 1, begins at State Route 89A at Great Western Road and
45 follows the section line north, turning west at the Road 5 South section line and terminating at



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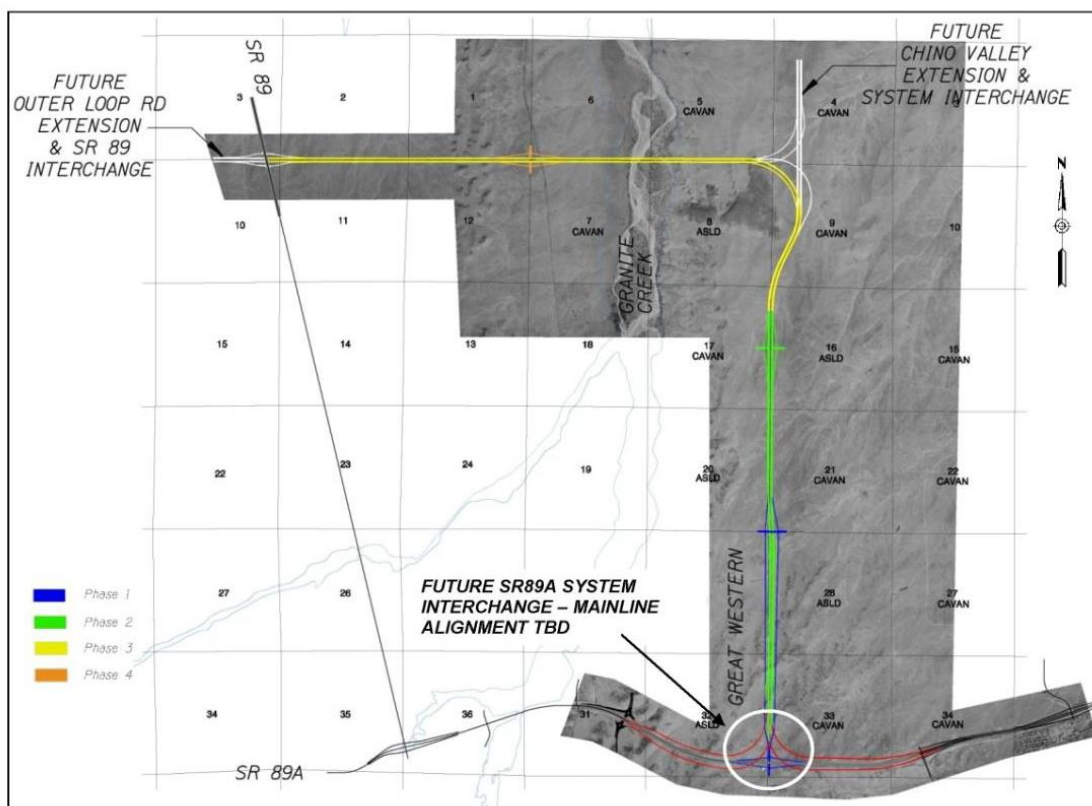
1 State Route 89. This alignment is 9.2 miles in length and essentially parallels Granite Creek
2 north to south. The proximity to Granite Creek maintains large open spaces for pronghorn
3 antelope and other wildlife and maximizes the distance of the new roadway facility from the
4 existing residential land uses near Viewpoint Drive. This is one of the shortest alignment
5 alternatives, which results in comparatively less land disturbance, right-of-way requirements,
6 and construction costs. The preferred corridor alignment is shown on the map below.

7
8 The Great Western Corridor is proposed to transition to Jasper Parkway in Prescott Valley south
9 of State 89A via ramps and frontage roads. This provides a physical exit and entrance from the
10 high-speed facility to the local roadway facility that requires drivers to consciously reduce their
11 driving speed.

12 **Great Western Corridor Implementation**

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14
15 The recommended mainline corridor alignment will be implemented in phases as warranted by
16 future development and traffic demands. The first phase includes construction of the local
17 State Route 89A/Great Western Road traffic interchange as recommended in the State Route
18 89A Design Concept Report. As development occurs north of SR 89A and warrants local access,
19 it is recommended the frontage roads be constructed up to the nearest traffic interchange. The
20 remaining phases include constructing the mainline in segments beginning and ending at
21 adjacent interchanges. Future phases will include construction of the system interchange ramps
22 at SR 89A and SR 89, for which final configurations will need to be developed with a future study.
23 The interchange at Chino Valley Extension will be constructed with the Chino Valley Extension
24 mainline project and is not included in the phasing for this project.

25
26 **Great Western Corridor**



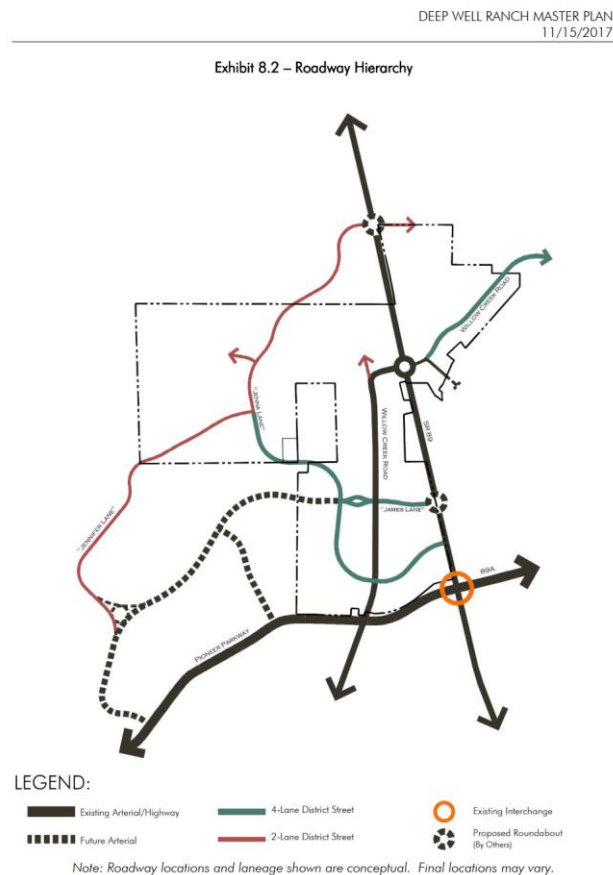


A Community Connected

1 Deep Well Ranch Master Plan - November 2017

2 In 2017 the Deep Well Ranch Master Plan was adopted to create a Specially Planned
 3 Community (SPC) of 1,620 acres in the vicinity of the Prescott Regional Airport, north and west
 4 of State Route 89 and 89A in Prescott. A circulation plan was included and provides the general
 5 alignment of several arterial and collector roadways that are planned to connect SR89 with
 6 Pioneer Parkway and Willow Creek Road. These roadways will be constructed by the Deep Well
 7 Ranch as development in the area occurs. In addition to the roadway system, intersection
 8 spacing, and access has been planned at specific locations in the southeast portion of the
 9 development.

10 Deep Well Master Plan – Roadway Hierarchy



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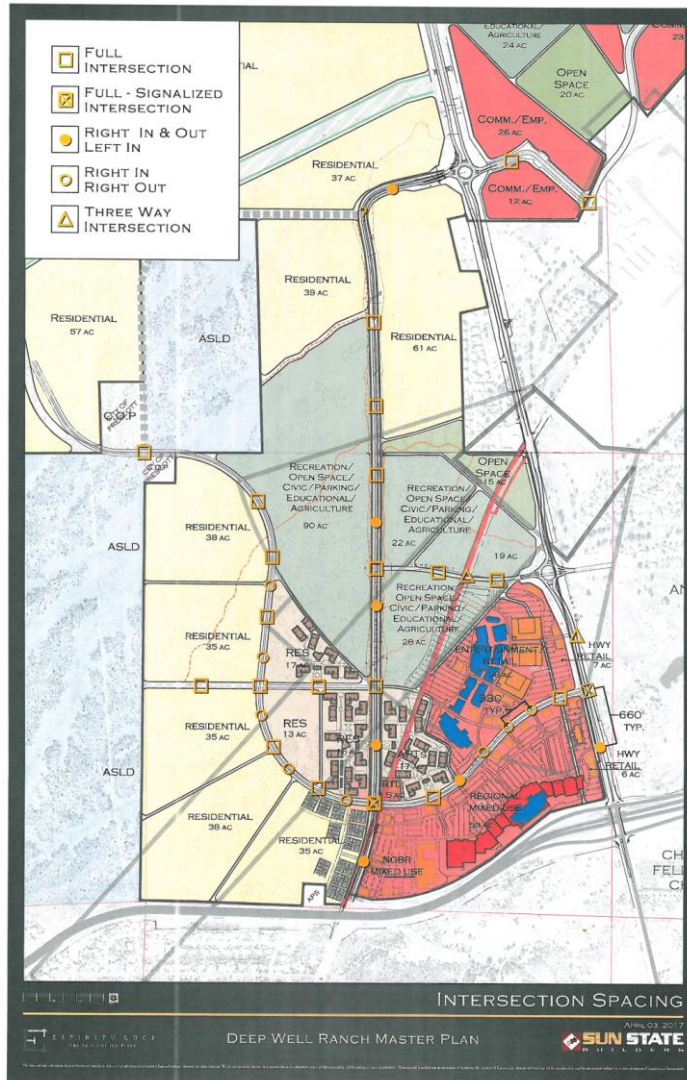


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Deep Well Master Plan Planned Intersection Spacing



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6 Arizona Eco Development (AED)

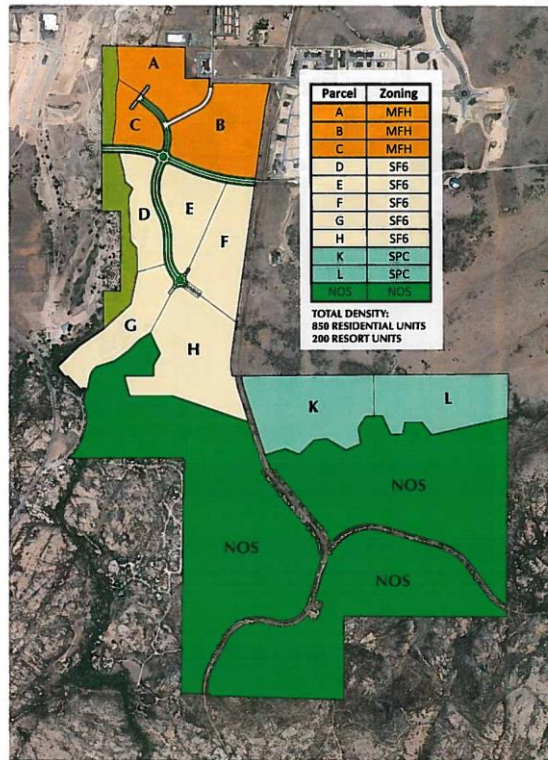
7 The City of Prescott has reached a potential agreement with Arizona Eco Development (AED) to
 8 create a proposed Development Agreement (DA) that lays out the specific terms and conditions
 9 for the annexation and development of residential and commercial properties along Highway 89,
 10 in areas north and south of Highway 89A in the area north and within the Granite Dells. Only the
 11 preliminary layout of the roadway system has been provided, however the DA does include



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1 obligations that provide for the extension of Phippen Trail across Granite Creek between SR89
 2 and Granite Dells Parkway. The other arterial and collector roadways will be constructed by AED
 3 as development in the area occurs.

4 - AED South Development Roadway Layout



AED South
 Proposed Zoning Map for Annexation
 (For Discussion Purposes Only)



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9 **Granite Dells Estates (GDE)**

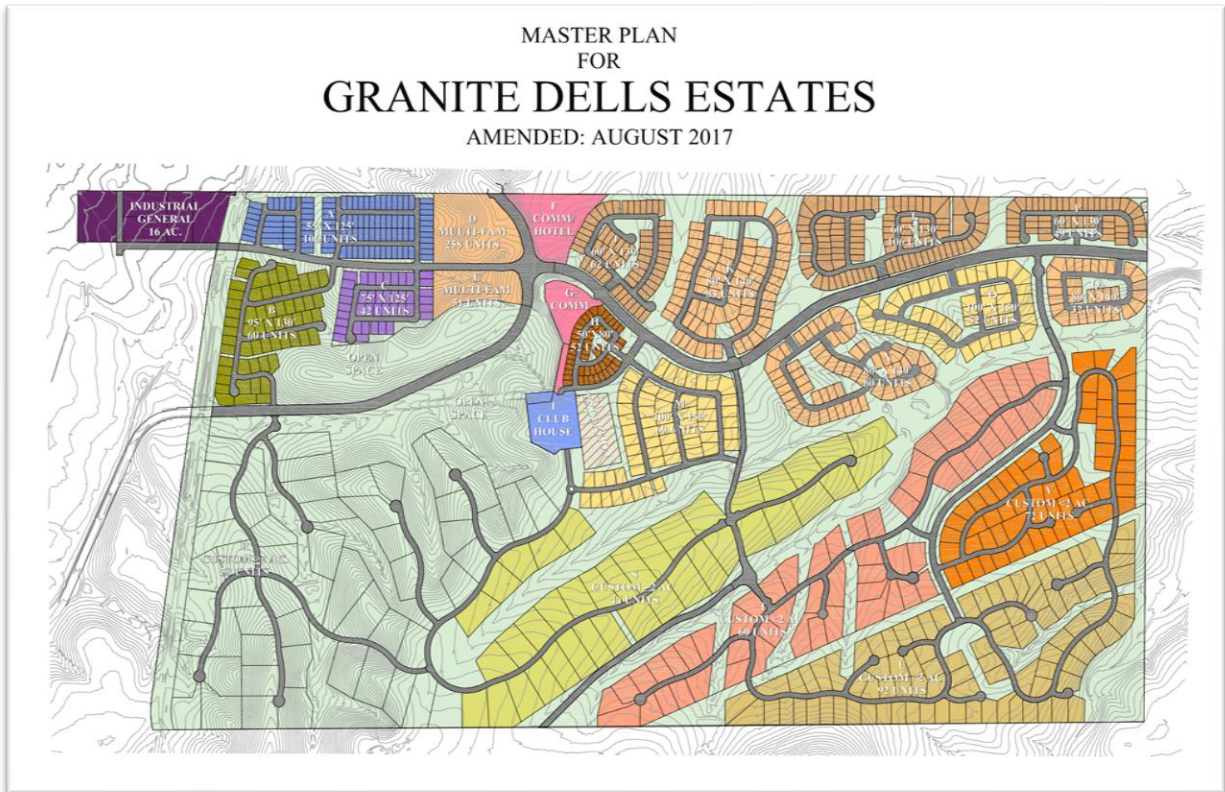
10 Granite Dells Estates, a developing master planned community comprised of residential dwelling
 11 units, general business parcels, open space, and a large unsubdivided tract is located about
 12 one-half mile south of State Route 89A near the Granite Dells Parkway and Dells Ranch Road
 13 roundabout in Prescott Arizona. Primary access is provided from the north at the interchange of
 14 SR89A at Granite Dells Parkway. Granite Dells Parkway is a planned ultimate 6-lane arterial
 15 roadway that will extend north into section 33, and southwest across Granite Creek connecting
 16 to Phippen Trail and SR89. Dells Ranch Road is a 4-lane arterial planned to connect east to



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1 Prescott Valley. This connection will be made once the Jasper Development in Prescott Valley
2 completes its connection north to SR89A at the future Great Western Corridor.

3 Granite Dells Estates Master Plan



4

5

6 EXISTING VEHICULAR TRANSPORTATION SYSTEM

7 The roadway network in and through the City of Prescott consists of highways and arterials
8 carrying regional traffic, as well as arterial, collector and local streets carrying local traffic. State
9 Route 69 is a four-to-six lane arterial highway and provides regional access to the city. Traffic is
10 controlled through signalized intersections. State Route 89A, located to the north of the city,
11 provides access to the city at the State Route 89 and Willow Creek Road intersections. State Route
12 89, travels through Prescott and continues north providing access to communities such as Chino
13 Valley, Williams, and Flagstaff. The local and arterial street system has been established
14 as development occurred and is primarily aligned based on existing topography throughout the
15 city. The designation of a truck route system using this system also set forth the expectation for
16 residents related to commercial vehicle travel patterns.

17

18



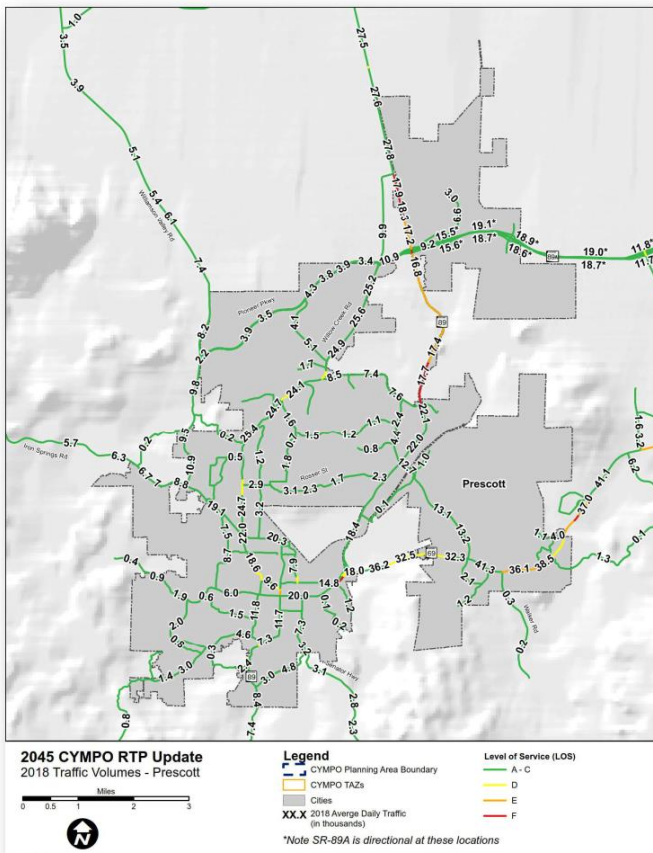
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1 Street System Evaluation

2 In 2018 CYMPO completed a traffic volume analysis of the City of Prescott street system, which
 3 is shown on the map below. The highest traffic volumes were noted on State Route 69, which
 4 exceeded 40,000 vehicles per day, and Willow Creek Road between Willow Lake Road and
 5 Whipple Street where traffic reached almost 25,000 vehicles per day. The section of State Route
 6 89 between SR89A and Willow Lake Road was operating at a Level of Service (LOS) of E/F. It
 7 was also noted that the majority of the street system is rated as between A and C for LOS.

8 9 2018 Prescott Traffic Volumes & Level of Service

Figure 22 – 2018 Traffic Volumes & LOS – City of Prescott



Level of Service is a rating system of how smoothly traffic travels over a street. Levels of Service A to C are regarded as optimal. Level of Service D may also be acceptable in certain limited circumstances (such as peak rush-hour traffic and special events). Level E and F, however, require attention to determine how traffic flow can be improved. A description of the Level of Service Classification is shown on the following page.

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Level of Service Standard Descriptions

Level of Service	Description
Level of Service "A"	The volume/capacity ratio ranges from 0.0 to 0.59. At this LOS, traffic volumes are low and speed is not restricted by other vehicles. All signal cycles clear with no vehicles waiting through more than one original cycle. For roadway link, this LOS indicates no physical restriction on operation speeds.
Level of Service "B"	The volume/capacity ratio ranges from 0.60 to 0.69. At this LOS, traffic volumes begin to be affected by other traffic. Between 1 and 10 percent of the signal cycles have one or more vehicles which wait through more than one signal/cycle during peak traffic periods. For roadway links, this LOS indicates flow with few restrictions on operating speeds.
Level of Service "C"	The volume/capacity ratio ranges from 0.70 to 0.79. At this LOS, operating speeds and maneuverability are closely controlled by other traffic. Between 11 and 30 percent of the signal cycles have one or more vehicles, which wait through more than one signal cycle during traffic peak periods. For roadway links, this LOS indicates stable flow, higher volume, and more restrictions on speed and lane changing.
Level of Service "D"	The volume/capacity ratio changes from 0.80 to 0.89. At this LOS, traffic will operate at tolerable operating speeds, although with restricted maneuverability. More than 30 percent of the signal cycles have one or more vehicles that wait through more than one signal cycle during peak traffic hours. For roadway links, this LOS indicates tolerable conditions, approaching unstable flow, and little freedom to maneuver.
Level of Service "E"	The volume/capacity ratio ranges from 0.90 to 0.99. Traffic will experience restricted speeds, vehicles will frequently have to wait through two or more cycles at signalized intersections, and any additional traffic will result in breakdown of the traffic carrying ability of the system. For roadway links, this LOS indicates unstable flow, lower operating speeds than LOS D and some momentary stoppages.
Level of Service "F"	Long queues of traffic, unstable flow, stoppages of long duration where traffic volumes and traffic speed can drop to zero. Traffic volumes will be less than the volume that occurs at Level of Service E. For roadway links, this LOS indicates forced flow operation at low speeds where the roadway acts as a storage area and there are many stoppages.

1
 2 One key factor when evaluating the Level of Service is the design of the street and the amount of
 3 traffic that can be accommodated given that design. As the traffic volume increases on a street,
 4 the design capacity may need to also be increased to address the projected demand, or another
 5 street may need to be constructed or improved further to help accommodate the projected traffic
 6 growth. The table below shows the relationship between design capacity, traffic volume and Level
 7 of Service.

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Roadway Capacity and Level of Service by Facility

Roadway Capacity and Level of Service Grades by Facility

	Design Attributes	Traffic Volumes Threshold by LOS				
		A	B	C	D	E
Principal Arterial	6-lane divided	37,800	44,100	50,400	56,700	63,000
	4-lane divided	25,200	29,400	33,600	37,800	42,000
Minor Arterial	6-lane divided	19,800	23,100	26,400	29,700	33,000
	4-lane divided	15,840	18,480	21,120	23,760	26,400
	4-lane	13,200	15,400	17,600	19,800	22,000
Major Collector	4-lane divided	11,520	13,440	15,360	17,280	19,200
	4-lane	9,600	11,200	12,800	14,400	16,000
	2-lane divided	5,520	6,440	7,360	8,280	9,200
	2-lane	4,800	5,600	6,400	7,200	8,000
Minor Collector	4-lane	7,200	8,400	9,600	10,800	12,000
	2-lane	3,600	4,200	4,800	5,400	6,000
Local	2-lane	--	--	1,200	--	--

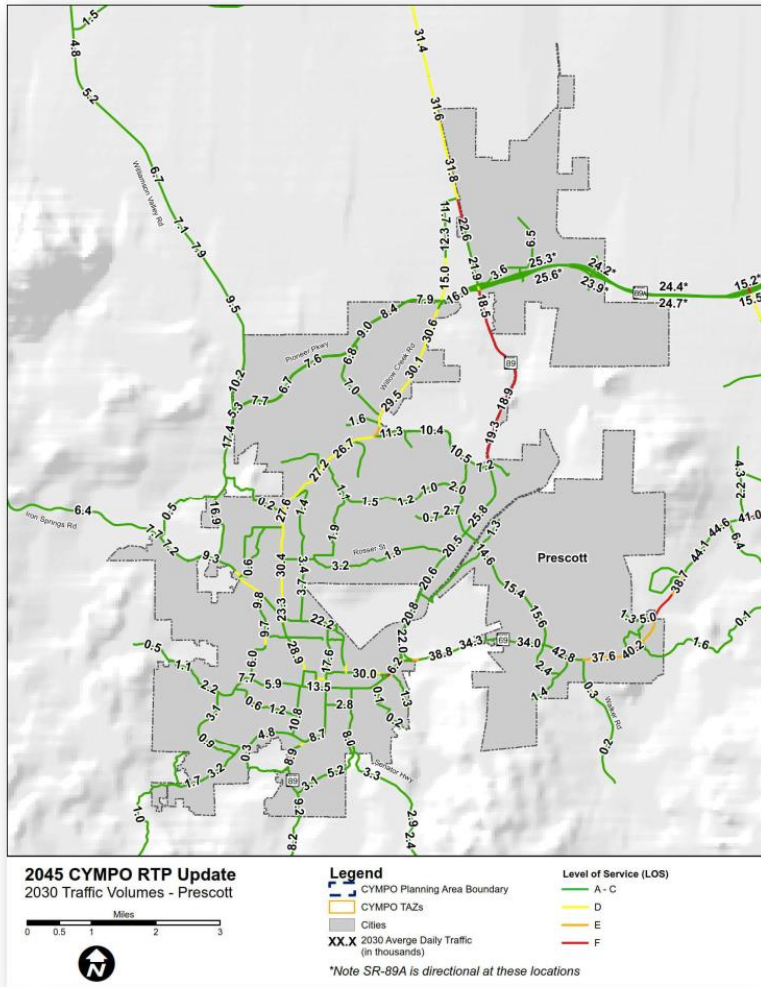
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At year 2030 conditions, most of the arterial and collector roadway system is anticipated to operate at Level of Service C or better, except for segments of Willow Creek Road, and portions of SR89 as shown in the graphic below.



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Figure 43 – 2030 Traffic Volumes & LOS – City of Prescott

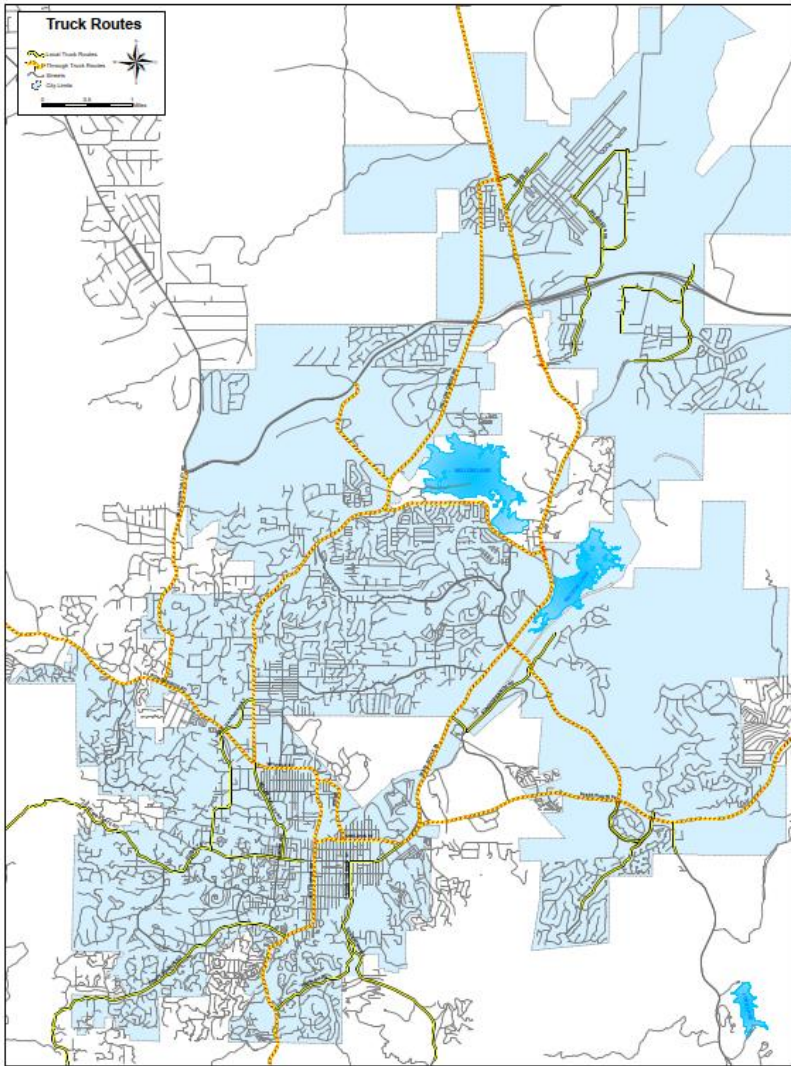


2030 Prescott Traffic Volumes & Level of Service



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1



Truck Route System

The designation of truck routes is intended to route truck traffic to those streets where they would cause the least amount of neighborhood intrusion and where noise and other impacts would not be considered nuisances. Roadways providing access to freeways are the most likely candidates for truck route designation. The designation of truck routes is not intended to prevent trucks from using other roads or streets to make deliveries. The designated truck routes, both through and local are shown on the map below.

Figure 7.8 – Prescott Truck Route System Map

28 TRANSPORTATION SYSTEM IMPROVEMENTS

29 Arterial Capacity Augmentations

30 The roadways identified in Figure 7.7 as having LOS D and below could be further improved to
31 acceptable levels of service with the application of roadway capacity augmentation. The
32 augmentation includes improvements to signal timing or coordination, additional intersection
33 through or turn lanes, and auxiliary lanes. The table below shows the percentage of capacity
34 which may be achieved with the implementation of specific augmentation improvements.

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1 Arterial Capacity Augmentations

2

Arterial Capacity Augmentations

Improvement	Capacity Augmentations
Signal Timing/Coordination	Up to 10%
Additional Right- or Left-Turn Lanes	10% to 33%
Additional Through Lanes at Intersection	20% to 35%
Auxiliary Lanes	20% to 35%
Eight-Lane Major	33%
Intersection Grade Separation	100%

3 These improvements are the basis for many of the non-widening projects identified in the
 4 Streets Infrastructure Improvement Plan funded by development impact fees.
 5

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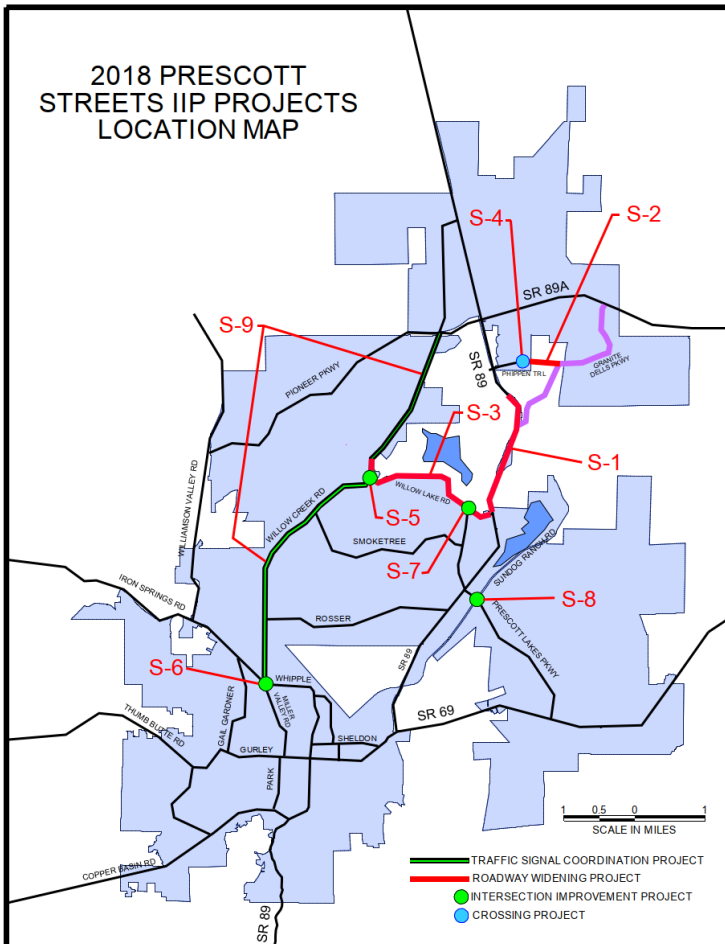
7

Streets Infrastructure Improvement Plan (IIP)

To meet the future demands generated by City and regional growth, the City of Prescott has developed a Streets Infrastructure Improvement Plan to identify needed capacity improvements on select roadways and intersections. These are funded through development impact fees dedicated for these improvements and placed in the city's Capital Improvement Program during the annual budget process. These projects are highlighted below and in Figure 7.9.

- S-1 State Route 89 Widening
- S-2 Phippen Trail Connection to Granite Dells Parkway
- S-3 Willow Lake Road Intersection Widening and Turn Pocket Project
- S-4 Granite Creek Crossing
- S-5 Willow Creek Road @ Willow Lake Road Intersection Improvements
- S-6 4-Points Intersection Improvements
- S-7 Prescott Lakes Parkway @ Willow Lake Road Intersection Improvements (TS)
- S-8 Prescott Lakes Parkway @ Sundog Ranch Road Intersection Improvements (TS)
- S-9 Willow Creek Road Traffic Signal Coordination

2018 PRESCOTT STREETS IIP PROJECTS LOCATION MAP





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TRANSPORTATION GOALS AND STRATEGIES

Arterials Goals and Strategies

Arterials: principally for longer distance travel between two points. Direct access to property is a subordinate function. In order to maximize a satisfactory operating level of service without requiring additional lanes, traffic management must concentrate on moving traffic quickly through controlled intersections.

Goal 1 Establish and maintain a system of arterial streets to provide a satisfactory level of service at level “C” or better according to AASHTO. During morning and evening peak hours, support alternative transportation such as walking and bicycling, which are compatible with land use, grading, slope stabilization, drainage and environmental goals including aesthetics.

Strategy 1.1 Complete the 2024 update of the Central Yavapai County Regional Transportation Study, by coordinating with ADOT and regional stakeholders, to guide the future planning efforts of the Central Yavapai Metropolitan Planning Organization.

Strategy 1.2 Develop a City of Prescott Transportation Plan by 2030 for adoption and implementation of recommended goals and strategies to improve arterial traffic movement and safety.

Strategy 1.3 Support improvements of arterial streets by maintaining pavement quality.

Strategy 1.4 Apply traditional and emerging technologies to extend physical and operational service to the life of roadway networks through the use of innovative design, maintenance practices, efficient signal timing and planning for improvement in levels of service.

Strategy 1.5 Balance the needs of pedestrian, bicycle and future public transit modes when expanding intersections.

Strategy 1.6 Enhance the aesthetics of street corridors.

Strategy 1.7 Promote interconnectivity of transportation networks to improve circulation efficiency, disperse traffic and reduce impacts on individual streets.



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1 short cul-de-sacs to the traditional grid system in the downtown. Most residential lots will have
2 at least one entrance onto the local street.

3
4 **Goal 1** Local street designs should provide access for residential, commercial
5 properties and emergency vehicles. Safety should be maintained for residents,
6 pedestrians and bicyclists while enhancing of the neighborhood environment.

7
8 **Strategy 1.1** Develop a Traffic Calming Design Guide to be applied to new
9 residential street construction.

10
11 **Strategy 1.2** Continue to utilize the adopted policy for traffic calming to retrofit
12 residential streets.

13
14 **Strategy 1.3** Create and allow the use of a variety of appropriate local street
15 cross sections to provide flexibility during design in order to
16 promote diversity of design and neighborhood character.

17
18 **Strategy 1.4** Encourage the retrofit of existing local streets to enhance safety
19 with attention to appearance reflecting the character of
20 neighborhoods and to reduce four-way intersections.

21 22 **PUBLIC TRANSIT**

23 Effective transit systems rely, in part, on clustered development, where higher densities contribute
24 to a larger population base. Within the Growth and Cost of Development Element of this plan,
25 there is a focus on creating more opportunities for compact development. The aging population
26 in Prescott, coupled with the increasing trend in developing higher density senior housing,
27 emphasizes the need for transit to serve the population that no longer drives.

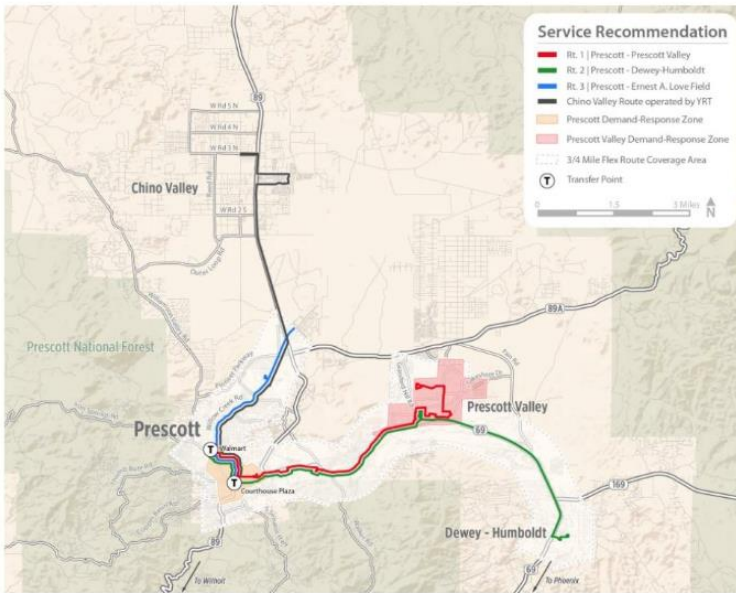
28 The City of Prescott has actively engaged in various public transit planning efforts over the years,
29 including the Regional Transit Needs Study of 2007, the Transit Implementation Plan of 2009,
30 and the Yavapai County Regional Mobility Management Implementation Plan of 2017. In 2019,
31 the city participated in the development of the Central Yavapai Transit Implementation Plan
32 Update (TriP Study) as a member of the Central Yavapai Metropolitan Planning Organization
33 (CYMPO). The study recommended the initiation of a public transportation demonstration
34 program for the Central Yavapai region. This program would incorporate demand-response
35 (Micro-transit), fixed-route (fixed schedule), and deviated fixed-route (hybrid) transportation
36 modes for a three-year period, as illustrated in *Figure 7.11, 'TriP Study Service Recommendation*.

37 The Central Yavapai Metropolitan Planning Organization (CYMPO) is responsible for developing
38 and implementing a regional transit system. CYMPO's mission is to provide leadership in planning
39 and promoting a comprehensive multi-modal transportation system for regional mobility and

40 TriP Study Service Recommendation



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connectivity, fostering development sensitive to the environment and encouraging a positive investment climate.

As the designated Metropolitan Planning Organization (MPO) for the City of Prescott, Town of Prescott Valley, Town of Chino Valley, Town of Dewey-Humboldt, Yavapai County, and the Arizona Department of Transportation, CYMPO serves as the forum for local elected officials and transportation experts to plan multimodal infrastructure within the CYMPO Planning Boundary area. CYMPO has conducted studies on

18 the feasibility of a regional public transit system. The Regional Transit Needs Study and the
 19 Transit Implementation Plan suggest a combination of basic fixed and flexible route transit
 20 services, including a park-and-ride component. The Yavapai Regional Transit Authority, a local
 21 nonprofit organization, currently provides limited transit service between Prescott and Chino
 22 Valley. If the Authority expands its services, it could potentially address a portion of the regional
 23 transit needs.

24 CYMPO actively seeks state and federal funding to implement a public transit system. Limited
 25 funding from the county for transit in other jurisdictions has been provided. While services may
 26 be contracted out to private providers, adherence to state and federal guidelines for publicly
 27 funded transit is essential. Exploring additional funding sources for public entities or nonprofit
 28 organizations providing transit services becomes crucial, especially in an uncertain economy
 29 where finding a capable provider and securing assured funding are significant challenges.
 30

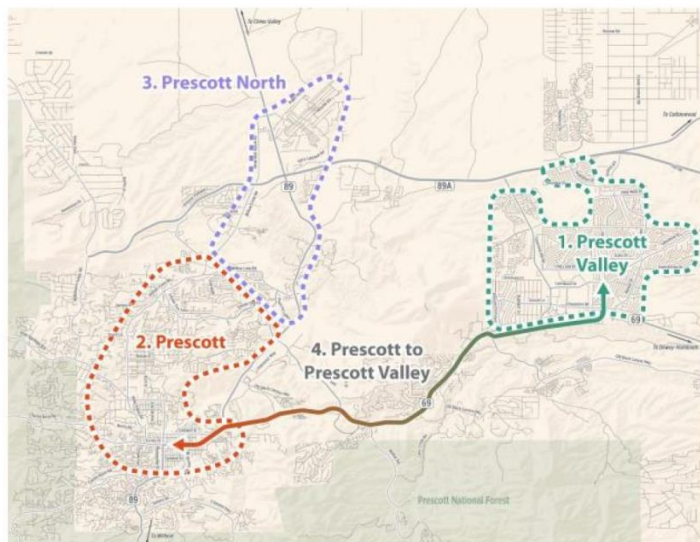
31 Shortly after completion of the TrIP Study, using CARES Act federal funding, CYMPO completed
 32 an update to the TrIP Study in the spring of 2020 to assist the City of Prescott or Town of Prescott
 33 Valley to lead a transit effort, the Central Yavapai Phased Transit Plan. Based on a desire by
 34 Prescott Valley to fill this role the City of Prescott did not implement a system at that time. The
 35 Phased Transit Plan may be implemented as shown below in *Figure 7.12 'Phased Transit Plan
 36 Services Recommendation'* as Prescott determines the community desires this expanded service
 37 and funding is available.

38
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1 Phased Transit Plan Service Recommendation



1. Implement a Shared-Ride Public Transportation Network in Prescott Valley Only via an on-demand (Micro-transit) system.
2. Implement a Shared-Ride Public Transportation Network in Prescott via Micro-transit.
3. Monitor and Manage Existing Service and/or make small expansions in the region.
4. Add a connecting service, potentially a fixed route, for trips between Prescott Valley and Prescott.

17

18 Transit Goals and Strategies

19
 20 **Goal 1.** Support and participate in regional public transportation when such a system is
 21 financially feasible.

22
 23 **Strategy 1.1** Identify and seek fair share funding.

24
 25 **Strategy 1.2** Develop ancillary facilities such as park-and-ride lots and bus
 26 turn- outs. airport road entrance and circulation may most
 27 beneficially serve the airport community needs in accordance
 28 with current industry standards and practices.

29
 30 **Strategy 1.3** Create safe multimodal and alternative transportation
 31 connections.

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1 **OPEN SPACE**

2
3 The City of Prescott and the immediate surroundings are rich in scenic and recreational assets
4 enjoyed and valued by generations of our citizens and visitors This Open Space Element
5 embraces current and future efforts to protect and enhance this amazing portfolio to conserve
6 natural beauty of our terrain, vegetation and providing wildlife corridors for the benefit of residents
7 and visitors and wildlife alike. Past favorable economic circumstances allowed a significant focus
8 upon direct purchase land acquisitions. This was combined with donated parcels and easements,
9 all of which are worthy of perpetual protection. Some of these conservation efforts date to the
10 1980s and were then known as natural parkland conservation. As past, present, and future lands
11 come into City oversight, they provide opportunities to expand recreational destinations to
12 complement the City's lakes, greenways, diverse park system, extensive recreational trails, and
13 a nature center.

14
15 Many tools are available for maximizing the benefits nature affords us. Specifically, these
16 mechanisms are:

- 17
18 • Creatively utilizing long term leases, easements, licensing agreements, developer
19 agreements, private donations, land exchanges, intergovernmental cooperation, and
20 public/private partnerships in securing targeted land use, in addition to the purchase of
21 property by the City.
- 22
23 • Integrating the existing and desired recreational assets into a network physically
24 connected and functionally related, rather than simply adding stand-alone parcels to our
25 inventory.
- 26
27 • Identifying and prioritizing our Open Space efforts based upon the pre-historic, historic,
28 ecological, cultural, recreational, scenic, and economic values to be derived.
- 29
30 • Planning, managing, and expanding the recreational assets of our community to attract
31 visitors, boost our economy, and improve the quality of life for our own residents. This
32 shall be a cooperative and partnering endeavor between the City, non-profit organizations
33 and other government entities.

34
35 The vast majority of undeveloped land, whether publicly or privately owned, is not officially
36 designated as open space. These areas may be developed in the future. To conserve open space,
37 Prescott encourages zoning these areas to a Natural Open Space district, which restricts uses
38 and encourages landowners to maintain their land in a natural state. Other means of conserving
39 open space exist through easements, deed restrictions and development agreements, which are
40 recorded legal documents used to manage the use of a property. Several parks, lakes, trails, and
41 facilities have legal restrictions to conserve open space.

42 43 **PUBLIC AND PRIVATE OPEN SPACE**

44 The term Open Space is used in many forms and has different meanings in common usage.
45 Typically, open space is used to describe undeveloped land with distinctions between public and
46 private open space. From a regulatory point of view, cities are composed of only two types of



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1 property, **public** and **private**. This critical distinction between public and private property has
2 been the basis of urban design since land ownership emerged. In early cities, public streets gave
3 access to private property.
4

5 **Public open space:**

6 City owned public lands include lakes, streams, undeveloped natural areas, parks, trails, and
7 greenways. Examples include Acker Park, portions of the Granite Dells, and Prescott's
8 Greenways. These areas typically protect important viewsheds, natural resources or provide
9 passive recreational opportunities for trails and other uses. Federally owned public open space is
10 provided by the adjacent Prescott National Forest and the joint City-County leasing of Pioneer
11 Park, from the U.S. Department of the Interior - Bureau of Land Management.
12

13 A more specific type of public open space is known as a preserve. These are lands set aside and
14 protected from development by purchase, covenants, City charter clauses, and/or state or federal
15 laws. Some existing preserves include the hill and areas east of Thumb Butte, Boyle-DeBusk
16 Open Space Preserve, White Spar Creekside Park, Watson Woods Riparian Preserve, and
17 portions of Watson and Willow Lakes.
18

19 **Private open space:**

20 Some of the most scenic and unique areas within Prescott are privately owned. Many landowners
21 recognize the natural qualities of their lands and take voluntary steps to protect and conserve
22 open space through rezoning, conservation easements, donation, or sale of development rights.
23 Areas set aside as privately owned protected open space may or may not be accessible to the
24 public depending on the specific arrangements. The City strives to provide public access to
25 privately held open space areas by entering into joint use agreements with private property
26 owners.
27

28 As privately owned lands are developed, open space areas may be protected through the Planned
29 Area Development (PAD) process, whereby a minimum of 25% of the PAD area is set aside as
30 protected open space. Typically, PAD open space areas are steep slopes, ridgelines, drainages,
31 or parks. Previous City codes allowed golf courses as open space; however, the current code
32 states new golf courses may not be considered open space.
33

34 State Trust Lands should be considered as eventually to be privately owned due to the mission
35 of the Arizona State Land Department to maximize revenue by the sale or lease of these lands.
36 Because they are likely to be privately owned and eventually developed, these lands are
37 temporary and unprotected viewsheds unless steps are taken toward conservation. Several state
38 referendums have been introduced in recent years, without success, to allow state lands to be
39 more easily preserved as open space. For example, Proposition 110, if passed in the 2010 election,
40 would have amended the Arizona Constitution to allow the exchange of state trust lands for other public
41 lands for preserving open space. Citizen efforts to address open space concerns statewide affect Prescott
42 due to the many acres of nearby Arizona State Trust lands.
43
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1 OPEN SPACE POLICY

2 The Parks and Recreation Department is currently focused within the following geographical
3 areas: 55-mile Prescott Circle Trail, Prescott Greenways, Prescott Peavine Trail to Chino Valley,
4 Willow Lake to Watson Lake via Granite Dells, multiple trails to Glassford Hill with connectivity to
5 Prescott Valley, recreation pathways City-wide, and completion of larger interconnected trail
6 networks in order to benefit the Mile-High Trail system. The acquisition, dedication, and
7 stewardship of open space as a community amenity is also an economic development asset
8 which supports the tourism industry.

9
10 The proportion of land dedicated to protect open space within the community had increased,
11 reflecting a major shift in attitude regarding the importance of open space, essentially beginning
12 with public and private actions regarding trails in the early 1990s. As pristine areas with trails and
13 access to the national forest began to develop, the public requested that access points remain
14 untouched. This was accomplished through agreements made between the City, developers and
15 National Forest officials. Protecting significant geological pre-historic features, natural areas and
16 viewsheds resulted in a number of private/public partnerships.

17
18 Open space is acquired based on biologic, geologic, recreation, cultural, pre-historic, historic,
19 scenic and riparian characteristics of the land, as well as, tourism and economic assets for the
20 future. Open space includes areas of scenic beauty, recreation, preserves for riparian areas,
21 wildlife, vegetation, and cultural resources. The character and function of open space differs on a
22 case-by-case basis depending on the individual property as well as the purpose for the
23 acquisition.

24
25 Annexations will often have an open space component and are required to meet standards for
26 open space as provided for in the Prescott Land Development Code. New open space assets are
27 identified during the annexation process and stewardship plans are adopted by the City Council.
28 In adjoining areas, open space may be maintained through intergovernmental agreements.

29 30 Open Space Policy Goals and Strategies

31
32 **Goal 1** Build a strategic approach to open space acquisition opportunities.

33
34 **Strategy 1.1** Place open space activities organizationally within the Recreation
35 Services Department with participation from the outdoor recreation
36 related non-profits.

37
38 **Strategy 1.2** Continue the use of the private property open space inventory and
39 evaluation process provided by the former advisory committee.

40
41 **Strategy 1.3** Develop and maintain a current list of potential open space
42 properties based on strategic economic benefits to the community.

43
44 **Strategy 1.4** Identify potential and probable approaches for each property. i.e.,
45 conservation easements, license agreements, leases, donations,
46 parcel splits, outright purchases, etc.



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- 1
2 **Strategy 1.5** Strengthen partnerships with the federal government, State of
3 Arizona, Yavapai County, and our neighboring communities.
4
5 **Strategy 1.6** Identify and enhance wildlife corridors.
6
7 **Goal 2** Seek collaborative ventures between private, public, and non-profit sectors for
8 expanding, improving, maintaining, and providing stewardship for open space.
9
10 **Strategy 2.1** Encourage and support the private sector to bring forward open
11 space ideas and proposals through the proper channels. i.e. Parks
12 and Recreation management.
13
14 **Strategy 2.2** Continue investigation of other potential funding mechanisms for
15 the purchase, improvements, and maintenance of open space and
16 trails.
17
18 **Strategy 2.3** Maintain and upgrade existing open space and recreational
19 facilities through designated use fees, tourism related income,
20 grants, private donations, and other methods used by the City for
21 General Fund revenues.
22
23 **Goal 3** Maintain the biological, cultural, visual, and recreational integrity of protected and
24 unprotected tracts of open space.
25
26 **Strategy 3.1** Continue to provide stewardship for open space using City staff and
27 supporting organizations and volunteers.
28
29 **Strategy 3.2** Maintain conservation of habitats and ecosystems within existing
30 open space including the lakes.
31
32 **Strategy 3.3** Protect connectivity of existing open space and trails by requiring
33 developing and existing areas to allow and provide appropriate
34 access.
35
36 **Strategy 3.4** Require and oversee re-vegetation of disturbed areas including
37 removal and control of invasive and non-native vegetation.
38
39 **Strategy 3.5** Work with various stakeholders to reduce the damages to open
40 space and the lakes from soil erosion, storm water runoff, utilities,
41 fertilizers and herbicides, and other impacts caused by the
42 accumulation of debris and silt.
43
44 **Strategy 3.6** Ensure that wildlife and desired trail corridors are conserved.
45



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1 **Goal 4** Encourage the maintenance of healthy ecosystems within and outside Prescott
2 as dependable sources of recreation, economic prosperity, biodiverse plants and
3 wildlife habitat.

4
5 **Strategy 4.1** Encourage the creation of a regional watershed conservation,
6 restoration and management plan.
7
8
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10 **WILDLIFE CORRIDORS**

11 The conservation of wildlife habitats and wildlife corridors will benefit indigenous wildlife and
12 migratory species impacted by human growth and development. There is a particular need in the
13 Prescott area for wildlife corridors to interconnect pronghorn antelope herds and other wildlife.
14 Augmentation of wildlife habitats and wildlife corridors through acquisition and conservation of
15 open space during the subdivision platting process is an important step in this process.

16
17 Fragmentation of animal habitats results in ecosystem disturbances affecting wildlife distribution,
18 breeding success, predator prey dynamics, foraging success, and seed dispersal. Development
19 can result in environmental degradation from structures, roadways, and utility corridors, which
20 cause increased pollution stressors to wildlife (air, water, noise and light). Roads, freeways,
21 transit systems and infrastructure put in place to connect people reduce connectivity for wildlife
22 and increase wildlife roadway mortality. Development competes with wildlife for natural resources
23 such as water, and changes local habitat suitability by influencing noise, light, air, and temperature
24 regimes. Habitat fragmentation leads to changes in species diversity and can lead to local,
25 regional, or species level extinction of native flora and fauna. It is important to retain wildlife
26 habitat connectivity as Prescott grows to the North in the form of protected wildlife corridors.
27 Wildlife corridors of natural landscape also provide other ecosystem services such as urban
28 cooling, water capture and recharge, and scenic nature viewing for residents and visitors.

29 30 **Challenges**

31 Growth of new subdivisions and other developments alter wildlife habitats. An evaluation of flora
32 and fauna within development areas is a benefit when planning appropriate corridors to provide
33 safe migration routes. These areas should connect with other open spaces such as parks and
34 trails and be designed so that they may be used by migrating wildlife as part of an interconnected
35 cluster of corridors.

36 37 **Wildlife Corridors Implementation Strategies**

38
39 **Goal 1** Improve protection of species through the interconnectivity of open spaces and
40 wildlife corridors.

41
42
43 **Strategy 1.1** Require developments to evaluate animal species within their
44 development sites with AZ Game and Fish Department and create
45 appropriate wildlife corridors through master plans and subdivision
46 plats.



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- 1
2 **Strategy 1.2** Work with CYMPO in creating a regional Environmental Study.
3
4 **Strategy 1.3** Coordinate with federal and state agencies, and adjoining
5 jurisdictions to assure regional connectivity of open space and
6 wildlife corridors.
7
8 **Strategy 1.4** Identify funding for the creation of new wildlife corridors.
9
10 **Strategy 1.5** Collaborate with the Arizona Game and Fish Department to develop
11 and implement a best practice guide for wildlife corridors and
12 crossings.
13
14 **Strategy 1.6** Include wildlife crossing infrastructure components in new road
15 designs that cross significant drainages and or open space areas.
16
17 **Strategy 1.7** Collaborate with other governmental units and private landowners
18 to restore natural flows to floodplains, especially where this would
19 serve to enhance wildlife habitat.
20

21

22 **DIGITAL CONNECTIVITY**

23

24 Digital connectivity plays a vital role in education, healthcare, business, civic engagement, and
25 everyday life. In 2023, the Arizona Commerce Authority conducted a year-long study to create
26 Arizona’s Digital Equity Plan. This plan hopes to act as a roadmap to address the issues that
27 face each region, making sure every individual and community is represented. To ensure
28 universal broadband is available across Arizona, the state is committed to ensuring availability
29 through infrastructure investments, supporting affordable broadband plans for all Arizona
30 families, and providing inclusive digital skills training.

31 With Arizona’s population is widely distributed across rural, remote, urban and Tribal regions,
32 our sprawling deserts and mountainous terrain create opportunities and obstacles to creating
33 universal digital access. Key themes that came out of the study are:

- 34 • Affordability
35 • Importance of knowledge and digital literacy
36 • Localization of services and community engagement

37 Residents in Yavapai County had the highest response rate and demonstrated an interest in
38 bringing reliable connectivity to the County. The top concern is the lack of competition in internet
39 services. Without competition of service providers, high costs remain the main factor to digital
40 access and reliability of internet connections.



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1 During the Covid-19 pandemic and the need for more access to the internet for remote work
2 and learning, it became more prevalent as to the need for digital infrastructure was lacking in
3 many of the areas of Yavapai County which resulted in no service or frequent disruptions or
4 slow speeds. Others tried using Mi-Fi devices that use cellular data or booster antennas, but
5 that proved to be insufficient and reliable due to lack of data capacity. Dead zones for Wi-Fi and
6 cell data exists in many parts of the region. Mountainous terrain requires more towers for
7 connectivity.

8 Innovations in information technology and marketing over past decades have profoundly
9 changed commerce and business models worldwide. Technology offers new opportunities to
10 foster home-based businesses and remote work. . . The global pandemic accelerated this trend
11 exponentially, and also revealed weaknesses in the broadband infrastructure. Subsequent
12 federal and state dollars have flowed, to increase broadband connectivity especially in remote
13 rural areas. Prescott's broadband infrastructure has not benefited, even as tens of millions of
14 dollars flow elsewhere. Encouraging more robust and competitive high speed/high bandwidth
15 internet access in Prescott will allow us to market to technology companies, while promoting the
16 advantages of a small town, exceptional climate, and award winning historic and natural assets
17 available to Prescott.

18

19 **Digital Connectivity Goals**

20 **Goal 1:** Plan for new Technology.

21 **Strategy 1.1:** Work with Yavapai County to develop an emergency communication plan,
22 particularly for areas with limited or no internet access during crises like
23 wildfires or floods.

24 **Strategy 1.2:** Explore alternative connectivity solutions, such as cellular networks or
25 satellite internet.

26 **Strategy 1.3:** Educate residents on data privacy, terms and conditions, and the
27 implications of online data sharing to reduce hesitancy and inform
28 residents about online safety.

29 **Strategy 1.4:** Work with telecommunication providers to efficiently use rights-of-way
30 when locating, installing and maintaining facilities.