

Willow Creek Road Corridor Study and Land Use Plan

City of Prescott

Adopted May 27, 1997

City of Prescott, Arizona Mayor and Council

Honorable Mayor Paul Daly

Council member Malcom Barrett, Jr.

Council member Lindsay Bell

Council member Louis Franyi

Council member Philip King

Council member Thomas Reilly

Council member Harold Wise

Willow Creek Road Corridor Planning Committee Members

Douglas Bristol, Committee Chairman

Jean Colbert

Al Herron

Ty Myers

Ben Owens

Karol Vanzant

Phyllis Boris

Michael Haywood

Charles Lockwood

Joyce Nelson

Patricia Proper

Wes Stanfield

City of Prescott Staff

Mark Stevens, City Manager

Tom Guice, Community Development Dir.

Ramona Mattix, Assist. Comm. Dev. Dir.

Tom Long, Public Works Director

Julie McEuen Pindzola, Long-range Planner

Tim Smothers, GIS Specialist

Laurie Hadley, Neighborhood Services Coordinator

Anessa Grippe, Secretary II

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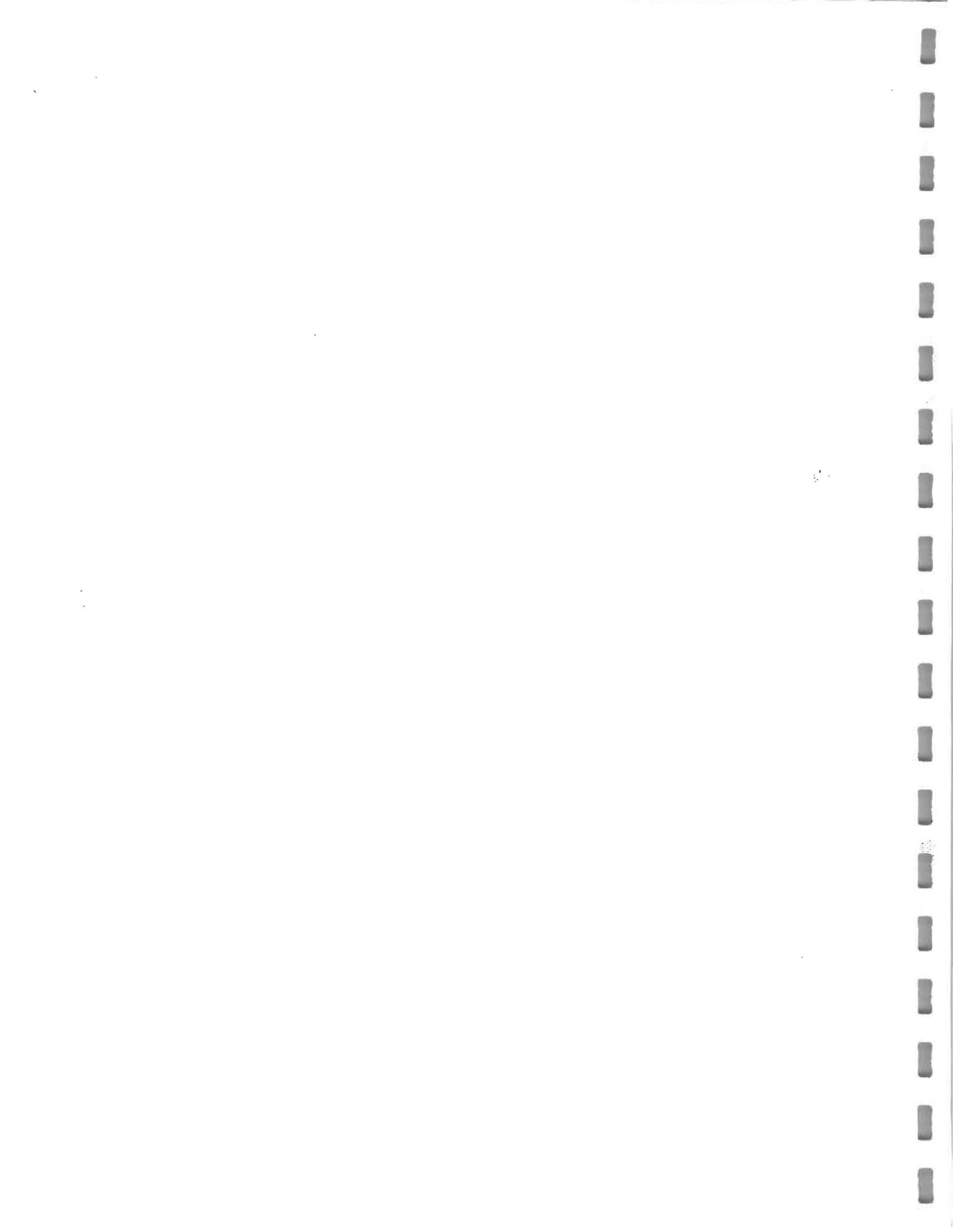
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EXECUTIVE SUMMARY

Scope and Process

The Willow Creek Road Corridor Study and Land Use Plan is prepared and submitted as a Specific Area Plan which, in turn, functions as a supplement to the City of Prescott General Plan. Anticipating increasing numbers of requests for commercial rezoning due to the pending widening of Willow Creek Road, the City Council in August 1997 directed staff to begin the Study and Plan. The process used to develop the plan included a citizen planning committee and a very rigorous public comment component. Plan parameters were established by Council and the Planning and Zoning Commission that were used to develop the Plan. These included: 1) a strong component of access management, 2) keeping the reach of the Corridor Plan to only properties fronting along Willow Creek Road, generally speaking, and 3) to include a study of the Corridor's character to further discussions on appropriate site and structure elements.

The planned area generally encompasses only lands fronting the entire length of Willow Creek Road from the intersection of Iron Springs Rd. (4-pts) at the south, extending +7 miles to the intersection of SR89 at the north. Some exceptions have been made, however, in order to create adequately sized redevelopment sites while still respecting depth of encroachment into residential blocks. A 1/2 mile buffer on either side of this major arterial was used to gain a better understanding of the Corridor and its land uses, integrated street system, and natural features. The road length was broken up into 4 segments for planning purposes, and for each segment an area meeting was held with property owners early on in the process. In addition, 4 mass mailings, 4 public meetings, and a focused effort to speak to all affected property owners have helped to define this project.

Plan Development and Recommendations

The recommended Plan includes approximately 30 policy statements addressing access management, land use, streetscape, and site development aspects of the Corridor. These policies helped identify which subareas along the Corridor were appropriate to support for future rezonings to business, understanding that certain preconditions must be met. Of the 28 subareas discussed, 7 have been recommended for no change due to site constraints.

Zoning and land use intensities recommended for selected subareas range from residential/office to industrial. To better fit uses and zones to the constraints of many subareas, 2 new zoning districts are proposed. A Residential/Office (RO) zone is proposed for use in the tightest areas where access is generally nonsignalized. The zone is drafted to allow offices and service type businesses without the threat of more intensive, undesirable uses also being enabled. A Neighborhood-Oriented Business zone is proposed for use at most of the to-be-signalized intersections along the Corridor. It allows offices, services, and retail businesses but with added development standards designed to increase the sensitivity of construction and reduce the impacts on nearby residential areas. Both the RO and NOB zones were drafted with the understanding that they could eventually be used elsewhere in the city in settings like those along Willow Creek Road.

The last zoning district proposed is the Corridor Overlay District which recommends higher development standards designed to ensure sound access management practices, improve the look of new commercial construction, and soften the impacts of new businesses on established neighborhoods. These standards would apply to new development or substantial redevelopment of properties zoned under the city's existing multi-family, business, commercial or industrial zoning districts. This zone also proposes to increase the sensitivity of design to better fit in and blend with the overall Corridor by adding new site design and building treatment provisions. It does not, however, seek to add or delete any allowed uses in the underlying zones.

Plan Implementation

The sequence of events for adopting and then fully implementing the Plan will include at least 3 public hearings. The first one is to adopt the Recommended Plan, with its Policies, Plan Map, and the RO, NOB zones and the Corridor Overlay District which are concepts attached to the Plan.

To implement the Plan will then require a second public hearing that adopts the new zoning districts into the Zoning Code. Further refinement of provisions included within these proposed districts is possible as they go through the full public hearing process. Adopting the Corridor Overlay District Map can be packaged with these code amendments to occur at the same time. Such action is considered a rezoning and so will require notification of all affected property owners.

The third public hearing(s) includes the incremental rezonings of targeted subareas. This is expected to be primarily property owner initiated. This type of action requires notification of property owners within 300' of the subject site with whom area meetings would be held before formal public hearings are held.

INTRODUCTION

The land use and access management planning that comprises this corridor study has been prompted by the increasing use of and pending improvements to Willow Creek Road. It is the road widening and anticipated traffic signals that will create and support reasonable opportunities for future land use changes. The study takes into account property owner plans and comments, the physical character of the corridor, and summaries of the Willow Creek Road Improvement Plan and the Granite Dells Community Plan. In addition, selected working assumptions were applied to existing and anticipated conditions to develop the plan.

The land use plan itself includes both a land use plan map and policy statements that help frame decision making for land use changes. The two are to be used together to help guide future land use and development decisions. Also included are 2 new zoning districts drafted to facilitate plan recommendations. The plan does not rezone properties but it does identify sites suitable for future rezoning should property owners wish to initiate requests. Last, it should be noted that the PLAN reflects the best understanding of existing and anticipated conditions, but may not fully cover unanticipated conditions. It is possible and appropriate that the Plan be amended in the future as new circumstances warrant.

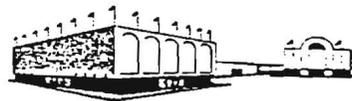
The plan was drafted by a citizen committee of 12 members who represent a broad spectrum of interests and knowledge. The city of Prescott wishes to thank these individuals for their hard work and cooperative spirit in devising a recommended plan for the collective benefit of Prescott.

Corridor Plan Area

The study area includes the entire 7-mile length of Willow Creek Road from its intersection with Iron Springs Road at the south to its intersection with SR 89 at the north (Figure 1). The depth of the planning area is approximately 1 block on either side of the roadway in order to focus attention on fronting properties soon to be impacted by the widened road. While the land use plan boundaries are relatively contained, the planning study goes beyond the 1-block depth to include a ½ mile buffer on either side to look at specific properties, uses, and streets that feed into the plan area itself. This has allowed the plan to evolve with an appreciation for its greater context.

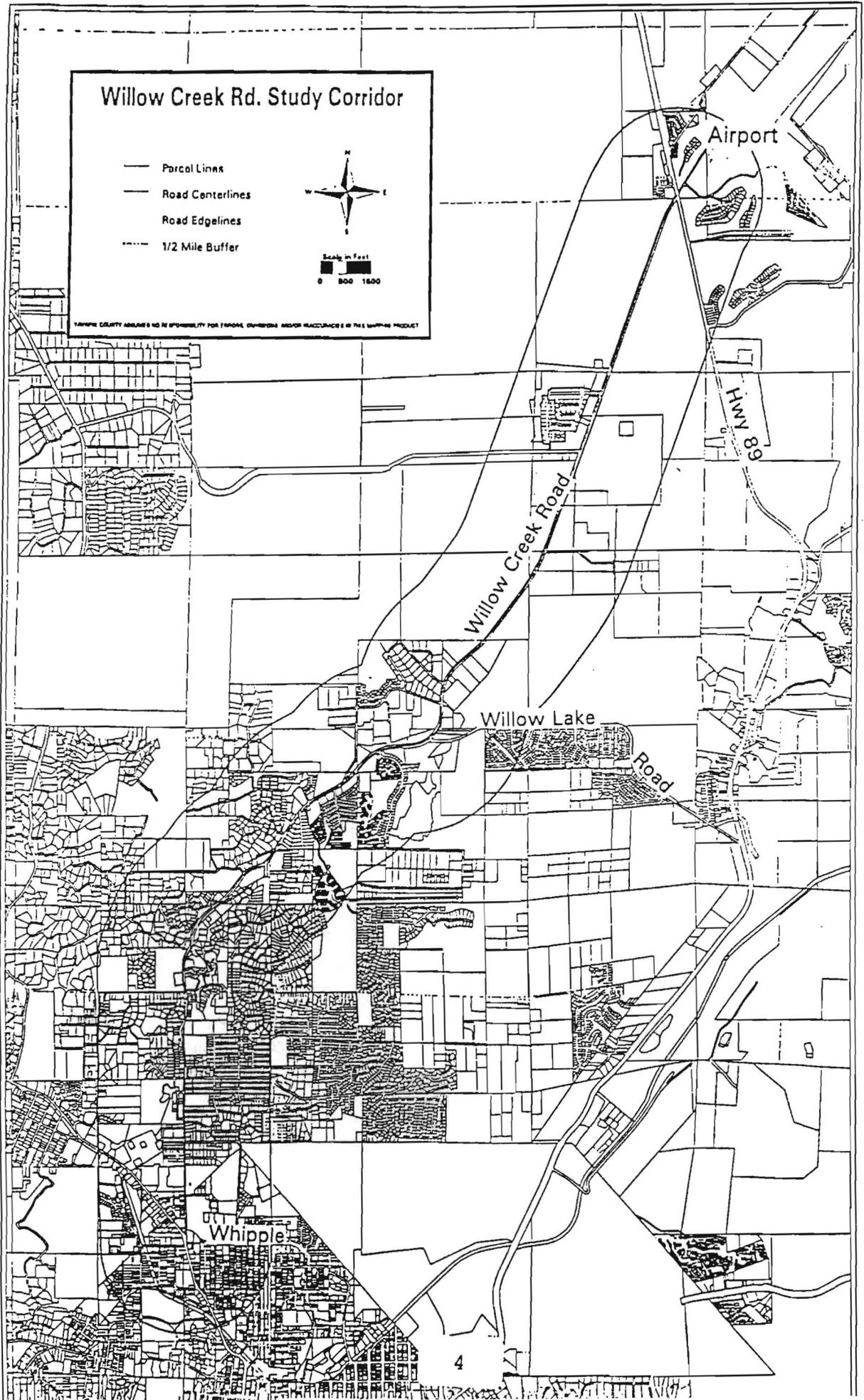


LAND USE



The predominant land use fronting Willow Creek Road is residential, offset by highly commercialized properties at the southern end and open range land at the northern end. Existing land uses within the 3,772-acre buffer that comprises the greater study area

Figure 1



breakdown as follows: Single-family Residential = 26%, Multi-family Residential = 4%, Churches = 1%, Government = 11%, Commercial = 14%, Industrial = 4%, Agricultural 21%, and Vacant = 19%.

Over the decades, residences have been removed as the hospital, related medical offices, and the nearby K-mart Shopping Center have evolved at the lower end of the corridor. More recently, there have been requests to rezone vacant and residential properties to allow for new construction of office complexes and retail and service businesses. The anticipated road widening has heightened interest in rezoning fronting properties to allow for offices and light businesses. And it is primarily due to the increased pressures for rezoning and future commercial use along the corridor that this study is undertaken. Identifying sites now that are suitable for eventual business use is necessary in order to better manage future land use change requests.

EXISTING CONDITIONS

Willow Creek Road has evolved from a country road to what is now an important north/south arterial. The narrative that follows describes the existing character of Willow Creek Road, moving south to north, and notes some of the opportunities and constraints affecting changes in land use. Segment maps are provided showing existing land use, zoning, school bus stops, and intersections anticipated for improvements. A color key to the existing conditions segment maps is provided (Figure 2).

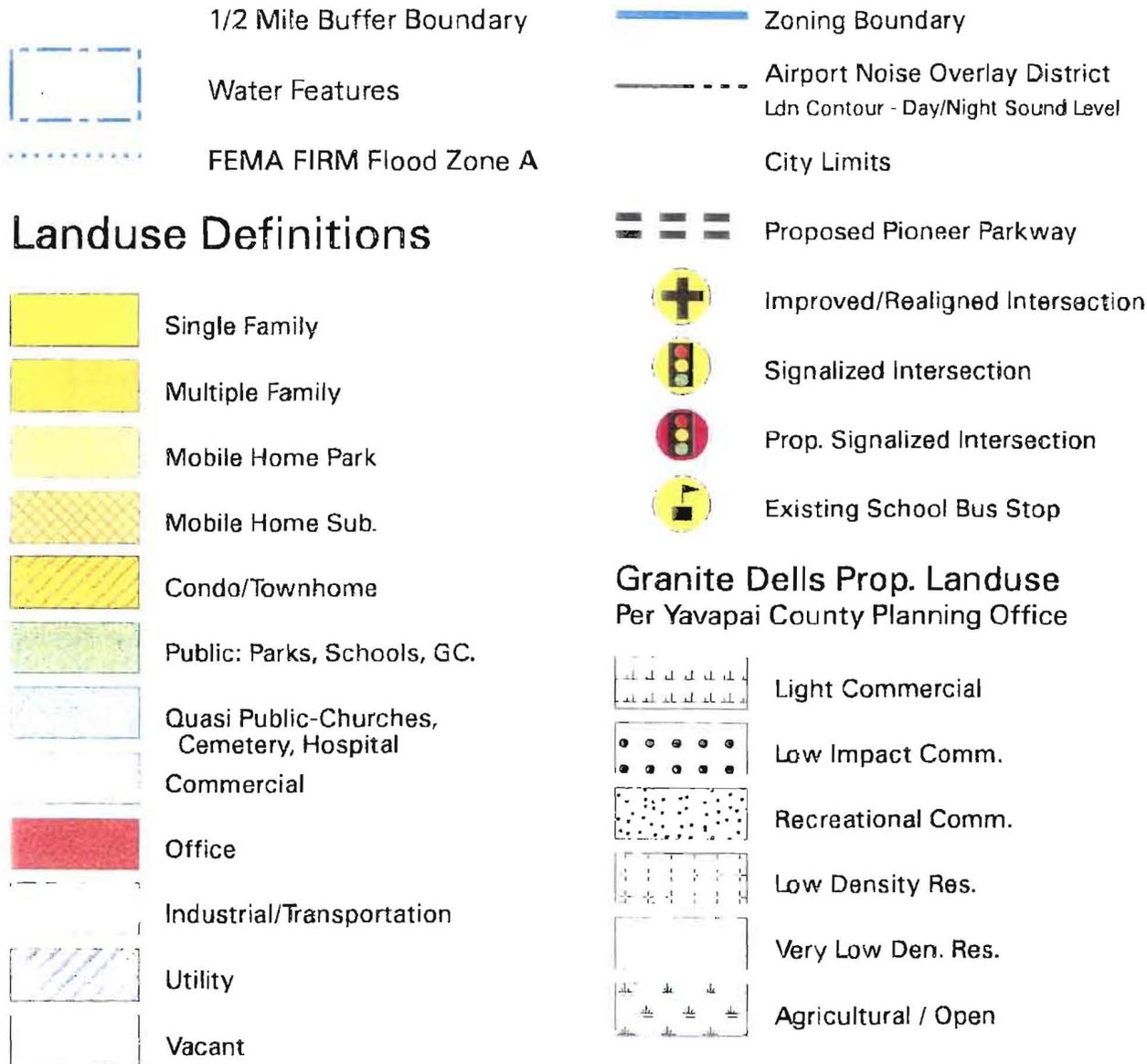
SEGMENT 1: 4-PTS. TO GREEN/PULLIAM

This segment coincides with Phase I of the road improvement project which will see most of the frontage landscaping lost - located both on private property and within the ROW. Several major developments front Willow Creek Road along its southern end, including the Yavapai Regional Medical Center (YRMC) and a cemetery on the east, and medical office buildings and the Kmart Shopping Center on the west. These traffic generators are sufficient to warrant 1 or more traffic signals, 1 at the north leg of Ainsworth and potentially 1 at the southern K-mart driveway. Moving northward from Danita Street, the land uses are less intensive with smaller scale businesses on the west and single-family residential on the east. Black Drive, which is offset where it intersects Willow Creek Road, provides a connection from this arterial to the Ponderosa Plaza Mall just west of the corridor plan area (Figure 3).

On this same west side of Willow Creek Road there is commercially zoned vacant land and a small professional office complex at Rosser. Single-family residences and churches primarily line the east side of Willow Creek Road, with a small professional office complex also located on the NE corner of Rosser Street and Willow Creek Road. Last, there are rows of single-family lots on either side of the road, between Rosser Street and Stevens Drive and between the city reservoir and Pulliam Drive, which take their access directly from Willow Creek Road. The intersection of Willow Creek Road at Green Lane is expected to have traffic volumes sufficient to warrant a traffic signal in the near future, and so conduit will be laid for this reason.



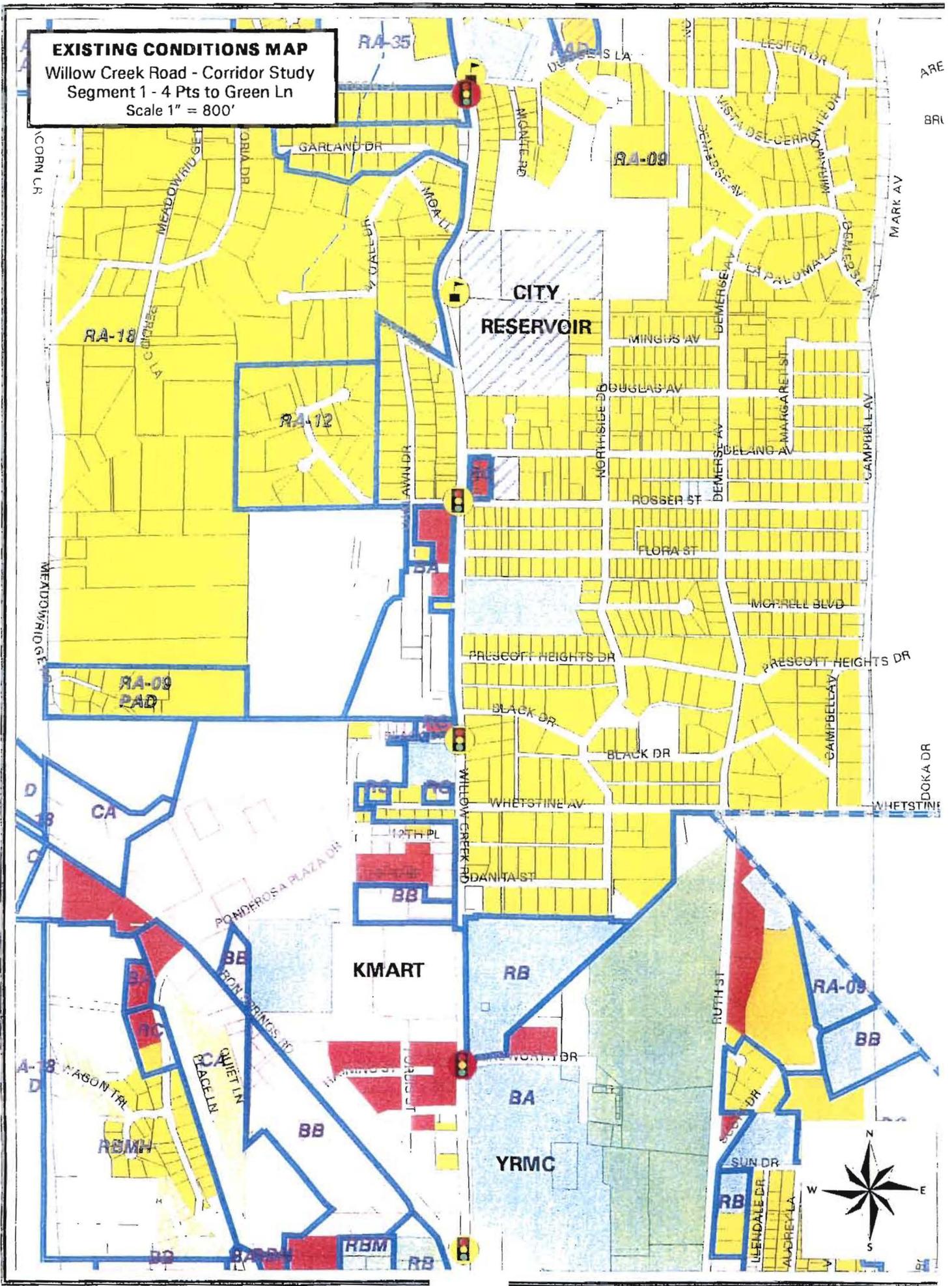
Willow Creek Rd Corridor Study Hwy 89 to Iron Springs



CAUTION
MAP IS BASED ON IMPRECISE
SOURCE DATA, SUBJECT TO
CHANGE, AND FOR GENERAL
REFERENCE ONLY



EXISTING CONDITIONS MAP
 Willow Creek Road - Corridor Study
 Segment 1 - 4 Pts to Green Ln
 Scale 1" = 800'





Opportunities and Constraints in Segment 1

This portion of Willow Creek is characterized by heavy commercial at the south end and by platted residential lots at the north. Opportunities exist for well-configured rezoning/redevelopment sites that have access from several of the 90° intersecting streets. Using incentives and disincentives to promote lot assemblage should be considered so that fully functioning site design can be obtained. In the near term, however, changing existing houses into offices or light businesses is more likely. Constraints exist for the rows of houses fronting Willow Creek Road south of Stevens and south of Pulliam, mentioned above, where minimal site depth and limited opportunity for side street access are at play. Promoting curb cut consolidation and shared accessways are major concerns associated with future business rezoning/reuse of these lots. These numerous, individual curb cuts, located every 75 feet, highlight one of the challenges of managing conversion to commercial use.

SEGMENT 2: GREEN/PULLIAM TO GENEVA DRIVE

Beyond Green/Pulliam, Willow Creek Road begins to climb and curve to the east near Country Park Road, where it becomes hemmed in by steep upslopes on the east and steep downslopes on the west. A tributary to Willow Creek parallels the road on this west side from below Country Park Road to Pleasant Valley Road, roughly 1 mile to the north (see Figure 4). This incised stream channel with its large riparian, pinon, juniper, oak and ponderosa trees provides visual, flood capacity, and wildlife habitat benefits. The eastern upslope side of the road is mainly covered in pinon trees, with major rock outcrops providing character and development constraints. Difficult terrain and lack of sewer tie in has kept much of this portion of the roadway open space or low-density residential, with most access taken off of side streets. The Willow Creek Inn restaurant is the only business fronting Willow Creek Road throughout this Segment 2.

Opportunities and Constraints in Segment 2

The most apparent opportunity for future land use change are the properties lying at the NW corner of Willow Creek Road and Green Lane - principally due to their viable site sizes and access to an anticipated signalized intersection. Otherwise, the segment is substantially constrained due to steep slopes and the stream channel, and to the vertical and horizontal curves that limit sight distance.

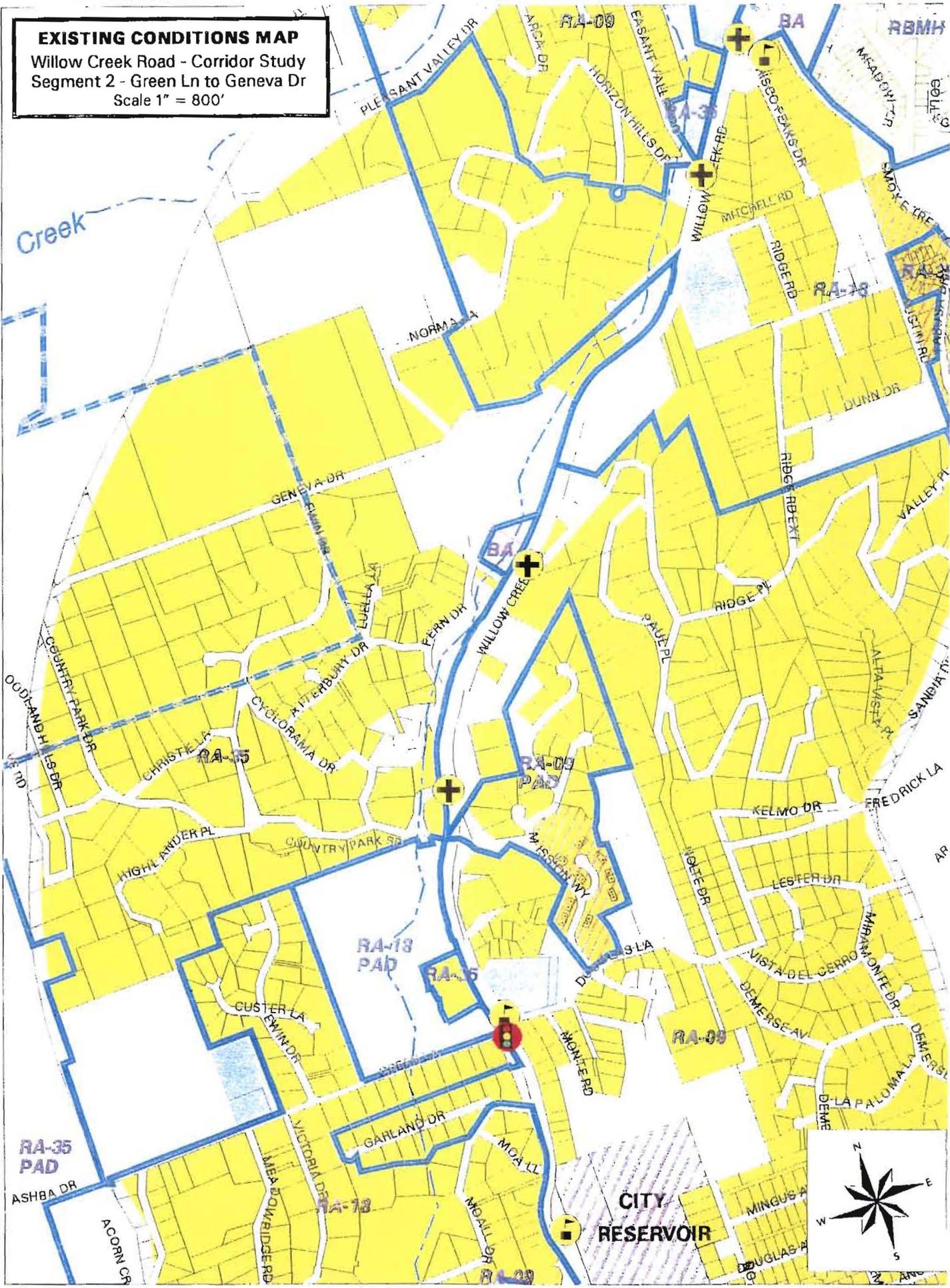
SEGMENT 3: GENEVA DRIVE TO COMMERCE DRIVE

North of Geneva Drive to about Pleasant Valley Road the terrain conditions are similar to those described above, although things do begin to flatten out and open up. Figure 5 maps the existing land uses within this segment. On the west lies Horizon Hills Subdivision with its lots taking access from internal streets. On the east side lies a church and a line of 7 residential lots fronting Willow Creek Road ending just south of Frisco Peaks Drive. A frontage road is planned to assist these lots with parking and maneuvering space for front yards impacted by right-of-way acquisition. Between Smoketree Lane and Willow Lake Road, there begins a string of neighborhood-oriented businesses, a church, and multi-family residential. Smoketree is planned as a major connector road within the Willow Lake South area, connecting Willow Creek Road with SR 89 via Prescott Lakes Boulevard. A traffic signal will be installed at the



EXISTING CONDITIONS MAP

Willow Creek Road - Corridor Study
Segment 2 - Green Ln to Geneva Dr
Scale 1" = 800'







Smoketree Lane intersection during construction of Phase 3. The same is likely true for the intersection at Montana Drive. Along the west side of Willow Creek Road within this same stretch, a large tract of vacant land straddles the floodway and 100-yr. floodplain of Willow Creek, though a portion of the tract closest to Willow Creek Road appears to be outside of both.

A 5-laned Willow Creek Road (and bridge) will cross Willow Lake Road at an improved, signalized intersection. North of Willow Lake Road on the west side lies vacant land, 2 major auto dealerships, and the Sandretto Hills commercial/industrial park. On the east side of Willow Creek Road lies the new Texaco convenience store, the site of York Motors RV sales, and a large power station. Willow Creek itself runs east-west through this section and is channelized in places where buildable areas have been created. The creek presents a physical barrier to new construction, although not an insurmountable one. Sandretto Drive is targeted for a traffic signal as part of Phase 2 of the road widening project.

Opportunities and Constraints in Segment 3

This segment has 2 strong opportunities for viable business rezoning. One is located opposite Smoketree Lane and the other is located opposite from Montana Drive; both intersections are anticipated for signalization thereby creating sufficient access. Constraints in this area relate mainly to drainage impacts, both by the unnamed tributary along the west side of Willow Creek Road and by Willow Creek itself. Another difficulty is finding sufficient access to allow rezoning of the houses north of Mitchell Street. Although a frontage road along Willow Creek Road is planned to access these front yards, they are generally too steep and shallow to provide for business parking.

SEGMENT 4: COMMERCE DRIVE TO STATE ROUTE 89

This segment is the longest and least developed area along Willow Creek Road. Much of the road and fronting lands are Yavapai County jurisdiction (see Figure 6). North of Commerce Drive beyond the edge of the Sandretto Hills light industrial park and the vacant CVID-owned parcel at the corner lies Embry Riddle Aeronautical University's 520-acre tract. Presently the property is developed as a college campus with numerous residence halls on site. The master plan for the site includes expansion of both of these traditional uses and also includes an area designated for a business/industrial park on the south end near Sandretto Hills; a 320-bed expansion of on-site dormitories is pending. Now annexed into the city, the zoning is tied to Business A PAD masterplan, which allows for this assortment of uses. Also located within the city limits is Pioneer Park, the 1,000-acre city-county owned tract which lies directly west of the ERAU campus, and which is targeted for regional recreational use including the new county fairgrounds.

Continuing north on the west side there are a few minor businesses and the new Pinon Oaks subdivision platted at 2 dwelling units per acre (du/ac). It is just north of this subdivision where Pioneer Parkway, the planned connector road tying Williamson Valley Road to Willow Creek Road, is planned to intersect Willow Creek Road. Also north of Pinon Oaks Subdivision lies open range land which extends west and north to SR89. The mixed use complex, Antelope Estates, lies at the signalized intersection of Willow Creek Road and SR89. On the east side of Willow Creek Road near Willow Lake is the power station, Willow Creek

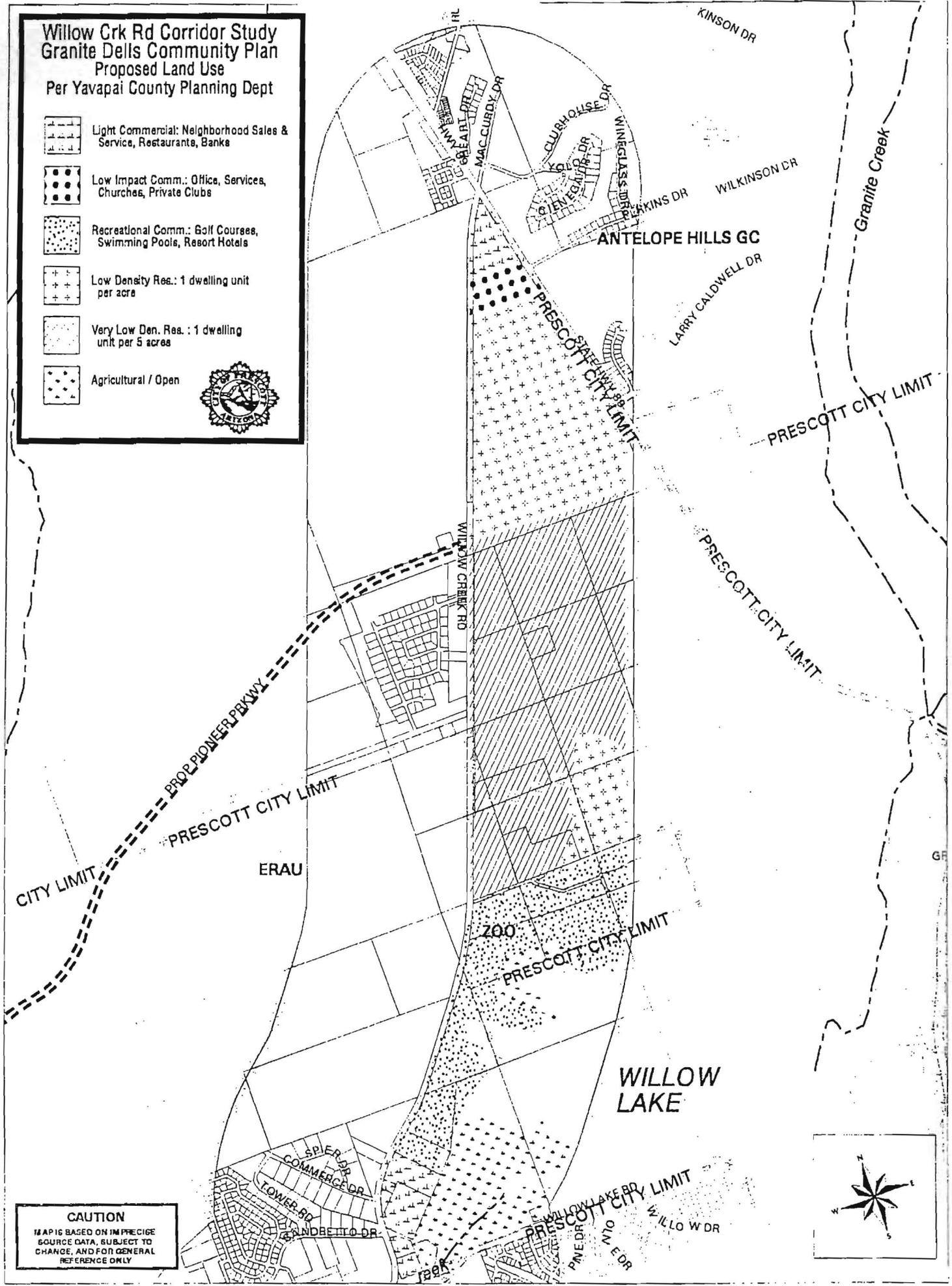




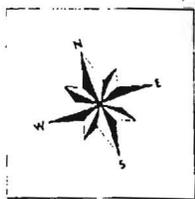
Figure 7

**Willow Crk Rd Corridor Study
Granite Dells Community Plan
Proposed Land Use
Per Yavapai County Planning Dept**

-  Light Commercial: Neighborhood Sales & Service, Restaurants, Banks
-  Low Impact Comm.: Office, Services, Churches, Private Clubs
-  Recreational Comm.: Golf Courses, Swimming Pools, Resort Hotels
-  Low Density Res.: 1 dwelling unit per acre
-  Very Low Den. Res.: 1 dwelling unit per 5 acres
-  Agricultural / Open



CAUTION
MAP IS BASED ON IMPRECISE SOURCE DATA, SUBJECT TO CHANGE, AND FOR GENERAL REFERENCE ONLY





Park and two undeveloped parcels south of the zoo. Willow Lake lies directly east of these fronting properties and is the subject of negotiations between the city of Prescott and Chino Valley Irrigation District. The two entities are pursuing ideas that can ensure that lake levels remain up to enhance the recreational value and use of the lake. Farther north lies Heritage Park, the Zoo, and a complex of recreational uses including an archery range, an RV park, and a mobile home park. This area is noted for its fine recreational value due to its close proximity to the Granite Dells, and especially when the lake level is up.

Beyond this area to the north lies open range land owned by the Wilkinsons of Rifle Ranch and the James family of Deep Well Ranch. The Granite Dells Community Plan includes these holdings where they lie east of Willow Creek Road. That plan targets "AG/open space" south of the lake, with "Light Commercial" at the intersection of Willow Creek Road and Willow Lake Road and "Recreation Commercial" south of Heritage Park Road. Beyond that approximate break line, "Very Low Density" (1du /5 ac) and "Low Density" residential (1 du/1 ac) transition northward to just below SR89 where there are limited areas designated for "Low Impact Commercial" and "Light Commercial". Some of these designations overlie land inside the city of Prescott. Figure 7 shows the adopted Granite Dells Community Plan map with a brief listing of allowed uses. Willow Creek Road ends at SR89 where the Ernest A. Love (Prescott) Airport is located. Noise contours mapped from the 1991 Airport Master Plan are indicated on Figure 7 which show minimal intrusion into the study area. These are being reassessed as part of the new airport master plan underway.



CIRCULATION

This part of the study describes the regional and the local reliance on Willow Creek Road, and draws from the JHK "Central Yavapai Regional Transportation Plan," adopted by all affected government jurisdictions in 1995-96, and the BRW "Willow Creek Road Final Traffic Report" and the follow-up "30% Designs for Willow Creek Road," issued in 1991. Presented below is a summary of the Willow Creek Road Widening Program, along with existing and anticipated signalized intersections. Last are provided the existing and projected traffic volumes and levels of service for Willow Creek Road which help to highlight the need for the widened road.

Regional Framework

As the principal route into the city center from Chino Valley and north-central Prescott, a widened Willow Creek Road is only a part of Phase I improvements recommended by the Central Yavapai Regional Transportation Plan (Figure 8). Also shown is the County Fairgrounds Road which is to tie Williamson Valley Road to Willow Creek Road. Referred to as Pioneer Parkway, it is proposed to ultimately extend to SR 89A in Phase II of the regional transportation plan (Figure 9). Initially this connection to SR 89A was planned for around 2005; it is now being fast tracked by Yavapai County and ADOT.

POPULATION: 97,000

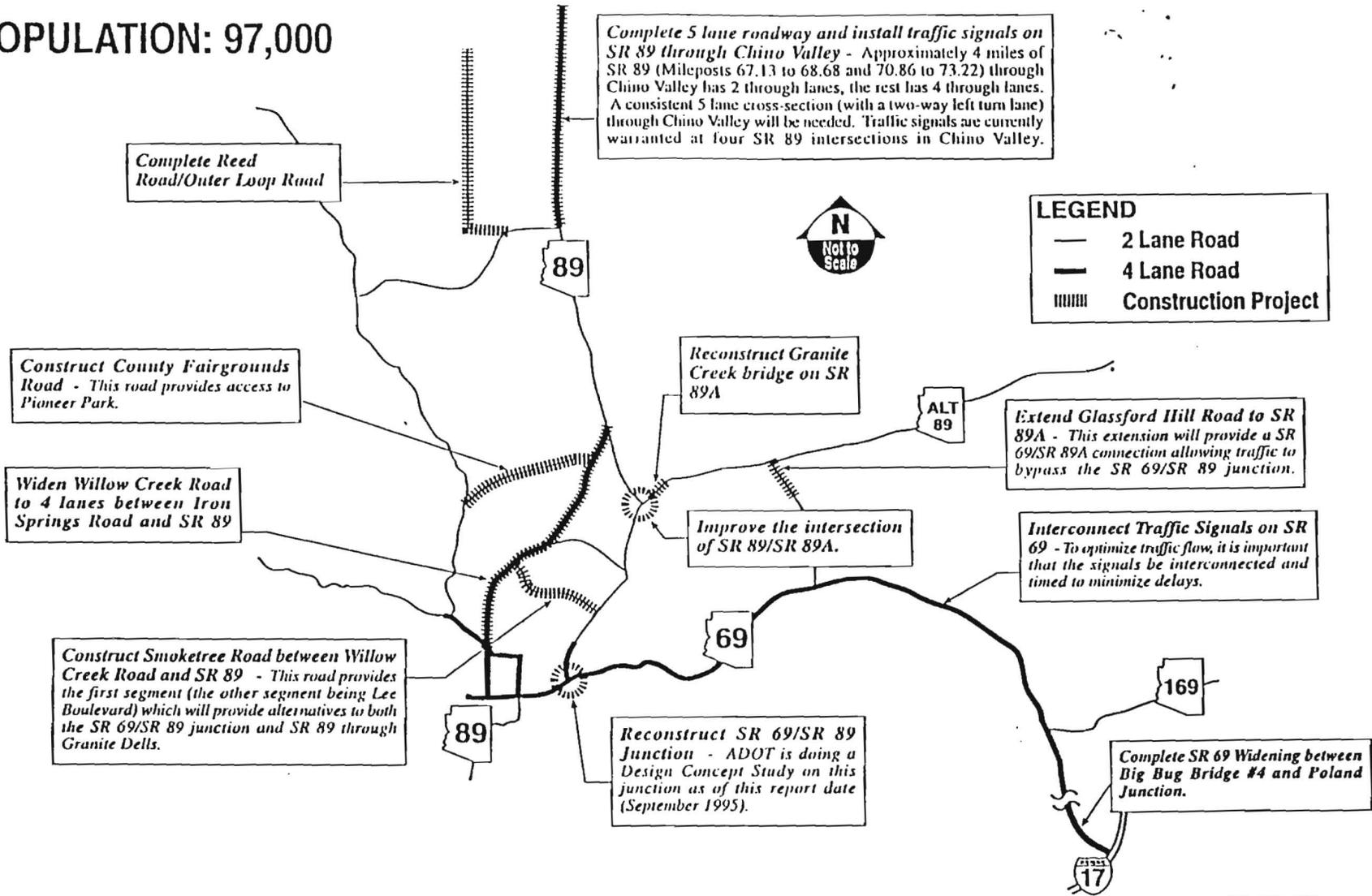


Figure 8

Exhibit D Phase I Plan - Construction
 Central Yavapai County Transportation Study



POPULATION: 125,000



LEGEND

- 2 Lane Road
- 4 Lane Road
- ||||| Construction Project

Construct County Fairgrounds Road - This road provides access to Pioneer Park.

Construct Glassford Hill Road from SR 89A to SR 89 at Outer Loop Road - This road provides alternative access from Chino Valley to Prescott Valley and beyond, providing a bypass to SR 89 through the Dells and the SR 69/SR 89 junction.

Widen SR 89A from Fain Road to County Fairgrounds Road.

Construct Fain Road between SR 69 and SR 89A - This road provides a SR 69 - SR 89A connector on the east side of Prescott Valley.

Widen SR 89 from north of the SR 69/SR 89 junction to Willow Lake Road

Construct a new roadway in the Lee Boulevard corridor between SR 69 and SR 89 - This road completes a Lee-Smoketree bypass of both the SR69/SR 89 junction and SR 89 through Granite Dells.

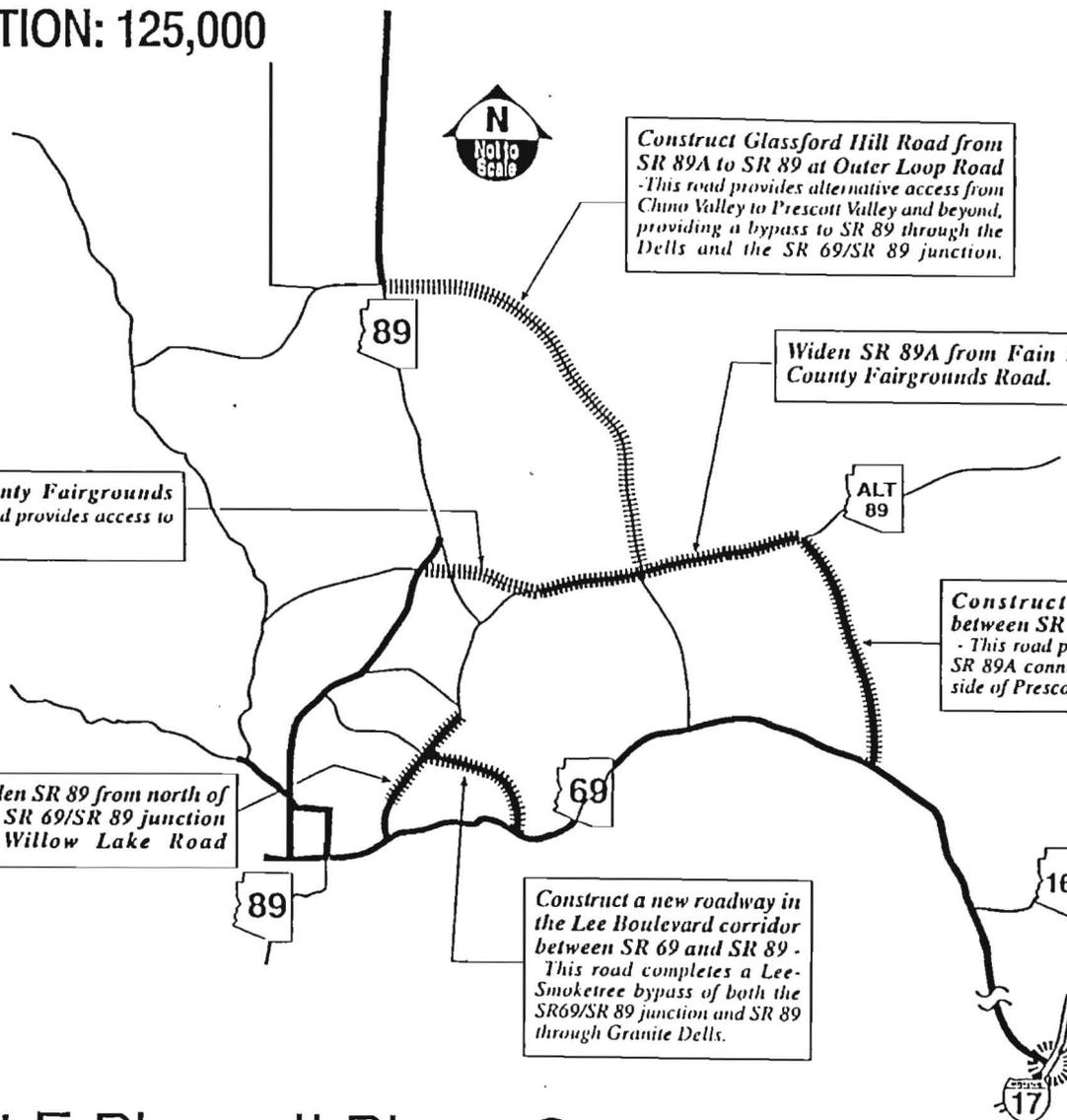
Construct I-17/SR 69 Traffic Interchange - This interchange will need to be reconstructed to improve traffic operations, especially as the Prescott region grows and development increases around the interchange.

Exhibit E Phase II Plan - Construction

Central Yavapai County Transportation Study



Figure 9



WILLOW CREEK ROAD WIDENING PROGRAM

Improving Willow Creek Road has been discussed for many years. With the growth of Prescott and the Central Yavapai County region, the use demands have increased without the benefit of significant improvements to the road. New residential developments in Chino Valley and in the Willow Lake South area have added appreciable numbers of vehicles to the road, felt most keenly during the morning and afternoon peak hours as workers commute to and from the central city.

The city's road widening project will be constructed in 4 phases in a pay-as-you-go funding program. The recently passed 1-cent sales tax increase will be used as the primary funding source, with a \$1 million contribution from Yavapai County. The road improvement project is anticipated to be completed sometime around 2005 at a total cost of roughly \$25 million. A brief description of construction phasing and improvements is provided in Table 1. Phases 2-4 are at a 30% design only at this time so details are somewhat subject to change, particularly the bike lane and sidewalk elements. The complete set of design details is available for review at the City of Prescott Public Works Department.

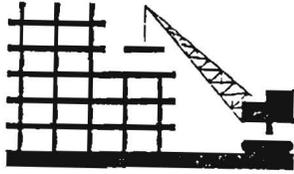
Table 1
Willow Creek Road Widening Program

Phase 1				
Iron Springs Rd to Green Ln	1.4 miles	5 lanes	sidewalk both sides	begin 1997
Phase 2				
WLR to Commerce (bridge)	0.4 miles	5 lanes	sidewalk one side	begin 1998
Phase 3				
Green Ln to Willow Lake Rd.	2.1 miles	4 and 5 lanes	sidewalk one side	begin 2001
Phase 4				
Commerce Dr. to ERAU	1.4 miles	4 lanes/median	6' shoulders beyond Willow Creek Park	begin 2004

Source: BRW Preliminary Design of Willow Creek Rd.

Phase 1, the segment between 4-points and Green/Pulliam, is designed for 5 lanes and due to begin construction in Spring of 1997. The outer lanes will be widened to 15.5' to accommodate 3-ft. wide, unstriped bike lanes. One cost saving measure is to contain right-of-way (ROW) acquisition costs by limiting its width, which in turn, limits the area available for landscaping. Retaining walls adjacent to sidewalks placed back-of-curb are used to minimize ROW requirements. While cost effective, the result is a wide expanse of hard surface and minimal greenspace. In addition, placing sidewalks directly behind the curb puts the pedestrian in close proximity to moving vehicles. Electric lines will remain overhead.

Phases 2-3 of the BRW preliminary plan calls for sidewalk on one side of the street only, from the Pulliam/Green Lane intersection northward to Commerce Drive. Phase 4, which extends



PLAN FORMULATION

This section of the Corridor Study discusses the goals, objectives, and working assumptions that went into assessing the suitability for rezoning selected subareas along the Corridor. Also discussed in this section are the concepts of a Residential/Office zoning district and a Neighborhood-Oriented Business zoning district, and a Corridor Overlay District that raises to an extent the development standards along the Corridor. Plan implementation will require amendments to the Zoning Code and the Zoning Map, and it is acknowledged that these additional public processes will allow an opportunity to further refine the proposed zoning districts and their provisions.

An effective planning process must know what it is trying to achieve. To get to a mutual understanding of the purpose, clear goals and objectives of the plan must be established. Goals are the desired outcomes of the plan, while Objectives are the assorted means to reach those desired outcomes. Below are the Goals and Objectives used to develop this corridor plan. Ultimately, these will be reflected in the plan map, policies, and recommended code amendments that comprise the plan itself.

GOAL 1

The safety and traffic carrying capacity of Willow Creek Road will be maintained to the fullest extent possible, even as commercial (re)development opportunities are provided, where appropriate.

- 1.A Roadway access management practices such as consolidating curb cuts and requiring side street access with cross easements for nearby properties will be used to protect the flow and function of Willow Creek Road. A minimum curb cut separation standard for commercial reuse shall be 200 feet, with an ideal separation of 300 feet.
- 1.B New projects of substantial traffic intensity (such as large multi-family developments, shopping centers, or significant employment centers) shall have at least one access from a signalized cross street.
- 1.C Pedestrian facilities are to be provided along both Willow Creek Road and throughout the corridor as streets and properties are improved or (re)developed. Sidewalks on both sides of Willow Creek Road are desired given the needs of walking students and the general public to access schools, bus stops, employment and shopping centers, the YMCA, and Pioneer Park. Crosswalks at unprotected points along Willow Creek Road are to be discouraged. Bike lanes are to be provided along all of Willow Creek Road.
- 1.D Suitable locations for school bus pullouts and public transit stops should be identified and facilitated.

- 1.E All (re)development shall provide an adequate amount of on-site parking and maneuvering area. Minimum standards shall be met per the Parking Standards of the city's Zoning Code.

GOAL 2

The improved arterial Willow Creek Road will provide a city gateway to the north and will serve as a major throughway.

- 2.A The city should create a gateway amenity at or near the intersection of Willow Creek Road and SR 89 to serve as an entry into Prescott.
- 2.B A comprehensive street signage package should be considered as part of the Willow Creek Road improvement project to increase the effectiveness and attractiveness of this public information.
- 2.C An evaluation of street light pole alternatives should be done to learn if there are more attractive alternatives to the standard used that also meet the low cost and maintenance needs of the city.
- 2.D To improve on the landscaping along the roadway (much of it to be lost due to road construction), the city should establish a partnership with area garden clubs, environmental groups, and fronting property owners to share in the cost and responsibility for acquiring plant materials, and for their installation and maintenance.
- 2.E Site planning of new developments should be designed with required frontage landscaping to further enhance the streetscape.

GOAL 3

The improved arterial Willow Creek Road will function as a significant commercial corridor interspersed with residential, institutional, and other land use types.

- 3.A Changes in land use allowed within the corridor shall be designed to integrate well with existing, established uses.
- 3.B Enhanced noise and visual screening methods should be used in areas under transition where single-family residential will abut commercial or other, more intensive development. Such buffers may include berms, landscape areas, physical separation, or walls.
- 3.C Use of step-down zones and/or other transitioning uses should be considered, where appropriate, to provide effective transitions between substantially different land use intensities.

GOAL 4

Development of properties, both multi-family residential and non-residential, within the Willow Creek Road corridor will be done so as to enhance, rather than detract from, the corridor's pleasing character.

- 4.A A detailed assessment of the Willow Creek Rd. corridor character(s) should be done to frame discussions on compatibility of design. Such an assessment should include zoning, uses, access, building scales and setbacks, security and street lighting, architectural styles, view sheds, terrain, and landscaping and natural features.
- 4.B Any site design and architectural treatments recommended as appropriate should be effective, easy to administer, and not burdensome to property owners.
- 4.C Preservation of the varied terrain, mature trees, stream channels, and major rock outcrops within the corridor is important.
- 4.D Identify areas of noteworthy cultural resources and provide incentives for their preservation, as appropriate.

GOAL 5

The plan will include recommendations for appropriate changes to the zoning code that make rezonings and (re)development more sensitive to the character of the corridor, including established neighborhoods, and that at the same time do not overly encumber the administration and development processes.

- 5.A A review of the city's zoning districts should be done to identify how modifications can enable appropriate uses to be allowed by right while eliminating more inappropriate uses from consideration. An example might be to create a Residential Office zoning district.
- 5.B Consider a lower density, multi-family residential district from the existing RB zoning district, which allows approximately 22 dwelling units/acre. A new zoning district that allows lower density, multi-family residential on formerly single-family lots (where access is sufficient) could provide a transitioning zone/use between established single-family neighborhoods and fronting commercial development.
- 5.C Where conditions do not support business use, utilize the option of Planned Area Development for sites now zoned low-density residential as a means of preserving significant natural features.



WORKING ASSUMPTIONS

An assortment of working assumptions were presented to the City Council and Planning Commission prior to the plan's initiation which were indicated as acceptable for use in the plan's formulation. These have been used as a measure to assess where and under what conditions properties might be considered for more intensive land uses. Access management policies make up the bulk of these working assumptions, understanding that safe access, at a minimum, must be a prerequisite for commercial development. Additional factors such as terrain, noise and visual impacts, incongruous land use intensities, buffering opportunities, and anticipated intersection improvements are also used in the evaluations for recommended land use change. The working assumptions are shown below.

1. The plan scope should include county jurisdiction lands that front Willow Creek Road.
2. That "character" of the corridor should be assessed so that discussion of compatibility of site and building treatments can be broached.
3. That the widened roadway will reduce the desirability for existing and potential single-family residential that fronts Willow Creek Road. This fact makes multi-family residential, commercial/office, and institutional uses more appropriate to consider.
4. Signalized intersections will generally be viewed as appropriate nodes to allow for consideration of rezonings to commercial. At least one access to such a site will be from the signalized side street.
5. Adequate access will be a determinant for land use plan designations. To support increases in land use intensity, there must be a minimum amount of frontage on Willow Creek Road to justify a commercial curb cut. A minimum separation of 200' to 300' between curb cuts must also be met prior to change of land use or zoning, per the Public Works Director.
6. To maintain the safety, flow, and function of Willow Creek Road, curb cuts will be consolidated as needed. The smaller lots fronting Willow Creek Road will be required to share accesses as a condition of rezoning.
7. Internal accessways, utilizing cross easements or alleys, and adequate on-site parking and maneuvering areas will be required prior to rezoning of individual platted lots fronting on Willow Creek Road.
8. Where adequate sight distance is adversely impacted by hills and curves in the road, changes in zoning or land use will be discouraged.
9. Where location of a commercial driveway would directly conflict with turn movements to or from a cross street, zoning or land use changes will be discouraged.
10. That at locations where safe and adequate access exist, allowances for greater land use development must also provide a sufficient buffering program where adjacent to a lesser intensive use or zone.
11. Where reasonable and effective buffering cannot be achieved rezonings to higher intensity use shall be discouraged.
12. Where established neighborhoods exist, additional buffering and setbacks on higher intensity zoned property shall be required in an effort to preserve existing neighborhood character.

13. The number of curb cuts accessing sites from residential side streets shall be kept to the minimum necessary for adequate service, and their location shall take into consideration traffic safety and impacts on nearby residences.
14. Contiguous rezoning to higher intensity use shall be encouraged along the corridor.
15. The major arterial intersection created by the planned Pioneer Parkway should be considered for higher intensity uses.
16. For areas where small residential lots are targeted for rezoning, a rule of thumb of $\pm 300'$ of site depth shall be used to better ensure an adequate area for a future redevelopment site that can accommodate all required site improvements.
17. For sites naturally buffered from the road and which have significant development constraints such as stream channels, steep slopes, and close proximity to established neighborhoods, rezonings to higher intensity use shall be discouraged.

PROPOSED NEW ZONING DISTRICTS

It is the consensus of the planning committee that for many of areas identified as appropriate for change to more intensive land uses, new mechanisms are needed to fit the constraints of the sites and their surrounding neighborhoods. Zones with less intensive uses and building heights would help reduce the off-site impacts of new commercial development. New, less intensive business zones would also simplify the rezoning process by reducing the growing use of development agreements to customize Business A zoning.

Two new zoning districts have been drafted for consideration as suitable for some of the properties designated in this Corridor Plan - a RESIDENTIAL/OFFICE DISTRICT (R/O) and a NEIGHBORHOOD-ORIENTED BUSINESS DISTRICT (NOB). Conceptually these proposed districts are hybrids of the existing Business A and Residential C zoning districts. Besides having a more sensitive list of permitted uses, these districts would have greater screening standards, a non-negotiable frontage landscaping requirement, and a modest provision for exterior building treatment - all of which makes them more compatible for use adjacent to residential districts. It is further intended that these new zoning districts be made available for locations elsewhere in the city where they may be appropriate.

These proposed zoning districts are presented conceptually as a part of the Willow Creek Road Corridor Plan; however implementing the recommended rezonings will first require that the RO and NOB zoning districts be adopted by the City Council as amendments to the zoning code. Understanding that adopting new zoning districts might be better done as a more comprehensive code amendment package, timeliness remains important. It is noted that further refinement of these code drafts may be expected during the formal adoption process.

Converting Residences To Business

Most of the subareas discussed in this section are presently zoned Residential A, which is single-family residential only. And most of these are developed as such, hence the issue of near-term conversion of these residences. It is expected that fully adequate screening, shared access/easements, off-site improvements, and adequate parking and maneuvering will be required immediately upon conversion to a nonresidential use, following rezoning. Long-term, the houses may be razed and new buildings constructed, though only at the property

owners' instigation. At the time of major redevelopment, all remaining site and building requirements would apply. A few areas have been identified by the city's historic preservation specialist as likely eligible for the National Historic Register (**Appendix B**). Several are homes built in the W.W. II era that can be converted to small businesses and offices, which is encouraged but not a recommended requirement. All properties referred to in Appendix B are noted on the segment maps to follow.

PROPOSED CORRIDOR OVERLAY DISTRICT

To raise the sensitivity of site and building design along the entire Corridor, an overlay district is proposed. Intended to apply to most properties fronting on Willow Creek Road, it would set higher development standards for subareas supported for RO and NOB rezonings. It would also apply to properties developing under Residential B, Residential C, Residential BMH, Business A, Business B, Commercial A, and Industrial A. The proposed overlay district would not change any of the allowed uses or densities under these existing zoning districts, but it would recommend provisions to make new construction more sensitive to nearby residential areas and to the Corridor as a whole. This can be accomplished by increasing screening; requiring frontage landscaping; limiting outdoor lighting, skylight, and roof reflectivity; limiting building heights to 35'; and by providing incentives for more sensitive roof step back treatments and the use of earth tone colors for building exteriors. These added provisions also help to address some of the concerns stated by the Granite Dells Community. By directing new development or substantial redevelopment to better fit the contour, color, and character of the greater area, a more integrated corridor can be created. Through this concerted effort all property owners can benefit - both commercial and residential.

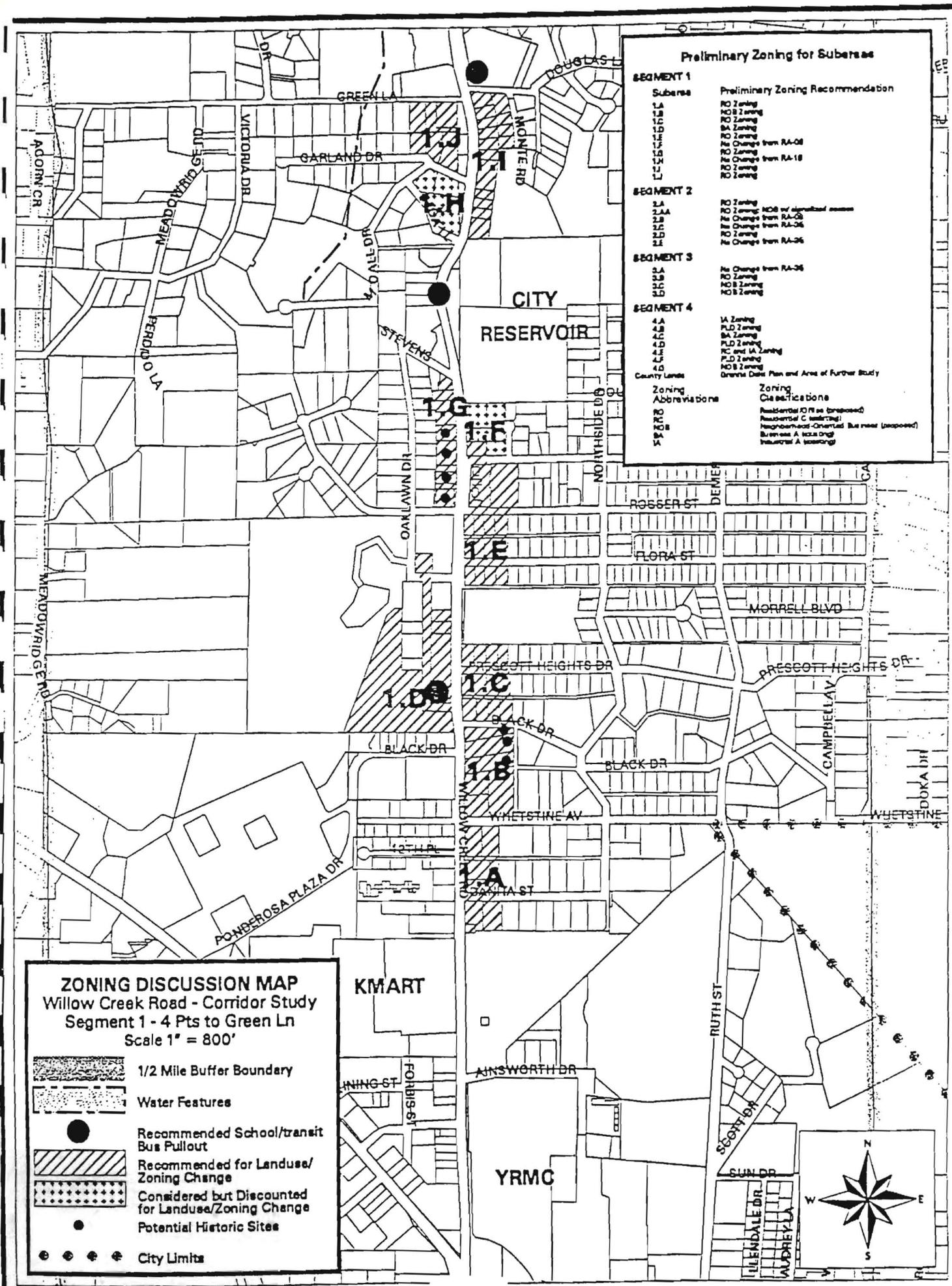
DISCUSSION OF CORRIDOR'S LAND USE PLAN

A discussion is provided below for each subarea considered by the planning committee for rezoning support, organized by corridor segment. Not all subareas considered are recommended for future rezoning. Figure maps are included which show the location of each subarea, and the associated discussion indicates what classification of land use intensity/zoning is appropriate. Also attached to each segment discussion is a section on "Transportation and Transit/School Bus Pullouts" that identifies transportation-related issues and makes recommendations pertaining to that segment of the road.

Segment 1 - 4-Pts to Green/Pulliam

Given the working assumptions, comments from citizens, and the collective opinion of the planning committee, 11 subareas were considered for change of land use opportunities between 4-pts and Green/Pulliam. Of these, 9 are actually recommended for possible future rezoning if certain screening and access conditions are met. Figure 10 highlights the 11 subareas considered; a discussion of each is provided here.

Figure 10



Preliminary Zoning for Subareas

Subarea	Preliminary Zoning Recommendation
SEGMENT 1	
1A	RO Zoning
1B	NOB Zoning
1C	RO Zoning
1D	BA Zoning
1E	RO Zoning
1F	No Change from RA-08
1G	RO Zoning
1H	No Change from RA-18
1I	RO Zoning
SEGMENT 2	
2A	RO Zoning
2B	NOB Zoning
2C	No Change from RA-08
2D	No Change from RA-08
2E	RO Zoning
2F	No Change from RA-08
SEGMENT 3	
3A	No Change from RA-08
3B	RO Zoning
3C	RO Zoning
3D	NOB Zoning
SEGMENT 4	
4A	IA Zoning
4B	PLD Zoning
4C	BA Zoning
4D	PLD Zoning
4E	RC and IA Zoning
4F	PLD Zoning
4G	NOB Zoning
County Lands	General Data Plan and Area of Further Study
Zoning Abbreviations	Zoning Classifications
RA	Residential R (R) as (proposed)
NOB	Residential C (center)
BA	Neighborhood-Oriented Business (proposed)
IA	Business A (existing)
PLD	Industrial A (existing)

ZONING DISCUSSION MAP
 Willow Creek Road - Corridor Study
 Segment 1 - 4 Pts to Green Ln
 Scale 1" = 800'

-  1/2 Mile Buffer Boundary
-  Water Features
-  Recommended School/transit Bus Pullout
-  Recommended for Landuse/Zoning Change
-  Considered but Discounted for Landuse/Zoning Change
-  Potential Historic Sites
-  City Limits

Subarea 1.A Recommended for R/O zoning

This subarea includes 7 residential lots, zoned RA-9, and extends just over 200' into the blocks of Danita Ave. and Whetstine Avenue. The close proximity to neighboring residences limits the appropriate uses of this 3.4-acre subarea to offices and personal/professional service type uses such as are conceived for the Residential/Office zoning district. Recommended conditions of rezoning approval for any of these properties include: 1) that cross easements be established to ensure that all access is taken from side streets only, and that all necessary off-site improvements be provided (such as sidewalks, curb and gutter, and turn lanes on the side streets). Screening for the benefit of the adjoining residences is critical, and should be required prior to any change of use following rezoning. New construction would be expected to meet all of the additional site and building design minimums as indicated in the drafted R/O zoning district.

Subarea 1.B Recommended for NOB zoning

The subarea, zoned RA-9, extends 300' into the block between Whetstine Ave. and Black Drive and up to the unpaved alley to the east. The total acreage is 4.2 acres, which coupled with access at the Black Drive traffic signal could make this area quite desirable for business use. The block includes 10 lots, of which 7 are built upon, and of these 7 residences, 3 are believed to be eligible for the National Historic Register (see map). Two of the lots take access from Willow Creek Road via a shared driveway. Any rezoning of the area must stipulate that cross easements be provided for shared access to the traffic signal and to side street curb cuts. This subarea should be considered for a Neighborhood-Oriented Business type zoning which would include moderate retail uses as well as office and personal/professional services.

Subarea 1.C Recommended for R/O zoning

This subarea, zoned RA-9, extends eastward 300' into the northern half block of Black Drive, and 300' into the full block between Black Drive and Prescott Heights Drive. Twelve residential lots, totaling nearly 3.5 acres, are indicated for rezoning to Residential Office allowing for low-intensity business conversion. As with Subarea 1.A, this one must also be subject to all screening, access sharing and curb cut consolidation, and side street access as conditions of rezoning approval.

Subarea 1.D Recommended for rezoning to BA

An area roughly 9 acres in size, most of it has recently been rezoned to Business A for the stated purpose of a retail center. The BA zoning was customized through a development agreement to create a list of allowed uses much like those proposed in the Neighborhood-Oriented Business zoning district. Off-site improvements and access requirements, including access to a signalized intersection, were included in the rezoning approval. Frontage landscaping and tree preservation should be made requirements of the site plan approval process per recommended Policy 2.E. Further, the building treatment is recommended to adhere to the minimum standards set out in the proposed Corridor Overlay District. Two residences are included in this Subarea 1.D that are not a part of the larger rezoning action. For completeness sake, they are designated here for future rezoning support should those property owners ever wish to undertake such a request. Whether rezoned or not, no change in the existing residential use would be required.

Subarea 1.E Recommended for R/O zoning

About 300' deep, this subarea includes both sides of Flora Street, both sides of Rosser Street, and both sides of Delano Street. The 5-acre subarea is predominantly zoned RA-9, with the established medical office complex zoned RC (with a conditional use permit). Due to proximity to an established neighborhood, offices, and a church, the recommended rezoning is to the Residential/Office district for the entire subarea. The same conditions of rezoning approval, including shared curb cuts and side street only access as indicated for Subarea 1.A apply here. Rezoning the existing medical office complex and the adjacent APS power station to R/O would leave those uses conforming and make the zoning map easier to administer. Access to the Rosser Street signal is available for the portion of this subarea between Rosser and Flora, should that area ever undergo substantial redevelopment.

Subarea 1.F Recommended for no change to the existing RA-9 zoning

The area considered includes the 6 lots between Willow Creek Road, Delano Avenue, the city reservoir, and the short cul-de-sac Pinon Drive. These parcels are also zoned RA-9, and were considered mainly due to the impacts of the road widening on the corner lot located at Willow Creek Road and Delano. This block was found to be inappropriate for rezoning support because 1) the steepness of Pinon Drive which would have to provide the access, and 2) the vertical separation of the subarea from Willow Creek Road which makes for a natural buffer. The exception is the corner lot which is designated for support for future R/O zoning, taking its access from Delano. It is tied into 1.E to keep it from being a tiny island. Again, on-site parking and maneuvering room is critical for any future land use change.

Subarea 1.G Recommended for R/O zoning

This stretch of 11 residential lots (2.4 acres) are zoned RA-9, and lie between Rosser and Stevens. Nearly all take their access from Willow Creek Road, although there is limited access to the signalized Rosser Street to the south. Stevens Drive is slated to be closed off from Willow Creek Road when the curbs are poured during Phase I of road construction. There is an established neighborhood along Oaklawn Drive adjacent to the west that has expressed concern about impacts of commercial, and the fear of encroachment onto their street. For this reason, the designated subarea includes only those lots fronting Willow Creek Road, leaving a fairly shallow area to accommodate the necessary parking and maneuvering areas. Consolidating curb cuts for these properties so that they may be rezoned is the particular challenge that helped to define the proposed Residential/Office zoning district. Converting these houses to office/services is reasonable, but only justifiable if driveways are sufficiently consolidated. Easements and commitments to consolidate curb cuts must be a precondition of rezoning. The southernmost 4 of the 9 houses indicated are believed to be eligible for the National Historic Register. However, it will take removal of most of these structures before substantial internal cross access can be gained to the Rosser Street signal.

Segment 1.H Recommended for no change from existing RA-18 zoning

This 1.7-acre subarea was considered at the request of the property owner at the northwest corner, whose lot sits about 15' below the elevation of Willow Creek Road (a high retaining wall is planned along this stretch). There are 4 residences in the area considered, the other 3 of which are situated on flatter lots. Moall Dr. and Garland Drive, both unpaved, would provide the side street access necessary for rezoning. Moall is quite steep where it intersects Willow Creek Road, while Garland Drive is flat. The area is characterized by large homes on large lots with much of the natural chaparral vegetation still in tact; this describes the

established neighborhood directly west and across Moall and Garland from Subarea 1.H. Reasons for recommending against rezoning this subarea include: 1) the poor access from Moall for the parcel most interested in business use, 2) the limited impact of the widened road on fronting properties due to the elevation difference which tends to act as a natural buffer, and 3) the concern for impacts to facing residences located a full block from Willow Creek Road.

Segment 1.I Recommended for R/O rezoning

This subarea, zoned RA-9, includes the row of residential lots lying across from Moall Drive on the east side of Willow Creek Road, northward to Pulliam Drive. In addition to these lots fronting Willow Creek Road, the 4 lots behind them fronting Monte Road were included at neighbors' request to allow for greater lot depth. Doing so increases the feasibility of future redevelopment. Curb cut consolidation is an issue for this block much like the conditions for Subarea 1.G. The most viable area for change of use is the 2-lot depth area closest to Pulliam Drive, which is anticipated for signalization within the next few years. The impact of redevelopment on the residences fronting the east side of Monte Road should be considered and screening should be a priority. Using Pulliam Dr. as the primary access is one way to minimize this impact. In any case, as conditions of rezoning, there should be easements established so that the shared access and curb cut consolidation can be facilitated and guaranteed, and paving Monte Road if it is to provide access.

Segment 1.J Recommended for R/O zoning

The last subarea identified for Segment 1 includes a portion of the block lying between Green Lane and Garland Drive. Zoned RA-18 and RA-9, the area extends 3 lots (about 300') westward from Willow Creek Road. This combined 3.5-acre area could be accessed from Green Lane and/or Garland Drive, with Green Lane anticipated to become signalized in the relatively near future. This subarea differs from Subarea 1.H (which is not recommended for future rezoning) in that 1) there is an opportunity for a comprehensive future redevelopment that takes access from a signalized side street, 2) the properties fronting Willow Creek Road will be more impacted by the widening because they are at road grade, and 3) the encroachment into established neighborhoods is not as extreme. Again screening adjacent to existing residences is vital, and sole access from side streets should be mandatory.

Transportation and Transit/School Bus Pullouts - Segment 1

This segment is certainly the most urbanized, and calls for at least one transit stop to be provided should a public or private transit service be enacted. The most feasible spot is within Willow Creek Road right-of-way located on the west side of the road just south of Moall Drive. This same area has been targeted by the Prescott Unified School District (PUSD) as a suitable school bus pullout. The proximity of Prescott High School and Taylor Hicks Elementary School make additional school bus pullouts unnecessary in this Segment 1. Another bus pullout is recommended, more for transit use, on the BA-zoned property located as part of Subarea 1.D, and which is expected to develop as a shopping center. The addition of sidewalks on both sides of the street and at least one more traffic signal near YRMC will make walking safer and easier for students and shoppers. This traffic signal and all others anticipated for Willow Creek Road should be pedestrian activated to help ensure pedestrian safety.

Segment 2 - Green/Pulliam-to-Geneva Drive

This segment is by far the most difficult to develop, given its steep slopes and stream channel. Inadequate sight distance due to vertical and horizontal curves is also constraint to development. Given these conditions and the concerns stated by many of the residents/property owners in the area, the Plan is fairly conservative in its recommendations for land use/zoning changes within this segment. Figure 11 highlights the 6 subareas discussed for Segment 2, only two of which are recommended for future rezoning.

Subarea 2.A and 2.AA Recommend R/O rezoning

The 3.8-acre site indicated includes 2 parcels at the NW corner of Willow Creek Road and Green Lane, an intersection due to become signalized within the next couple of years. The parcels are zoned RA-35 and RA-18. The depth of encroachment west on Green Lane is about 400' because of the large rock outcrop at that point which acts as a natural break. This subarea is supported for future Residential Office zoning, anticipating screening and driveway placement along Green Lane to be the most sensitive issues with (re)development. The corner parcel (2.A) is undeveloped while the northernmost parcel (2.AA) has a sizable home, stables, and out buildings. There is a good chance that the two properties will jointly land plan and share access.

Should Subarea 2.AA gain guaranteed access across 2.A to the Green Lane traffic signal, the planning committee recommends support for future NOB rezoning. This shared cross access may also include right turn in/right turn out opportunity at the one curb cut on Willow Creek Road, which would benefit both developments and reduce some of the traffic on Green Lane itself. Justification for this NOB support is based on 1) the site's natural buffering from nearby residences which includes heavy vegetation and a stream channel, 2) its length of frontage on Willow Creek Road, and 3) the precondition for signalized access.

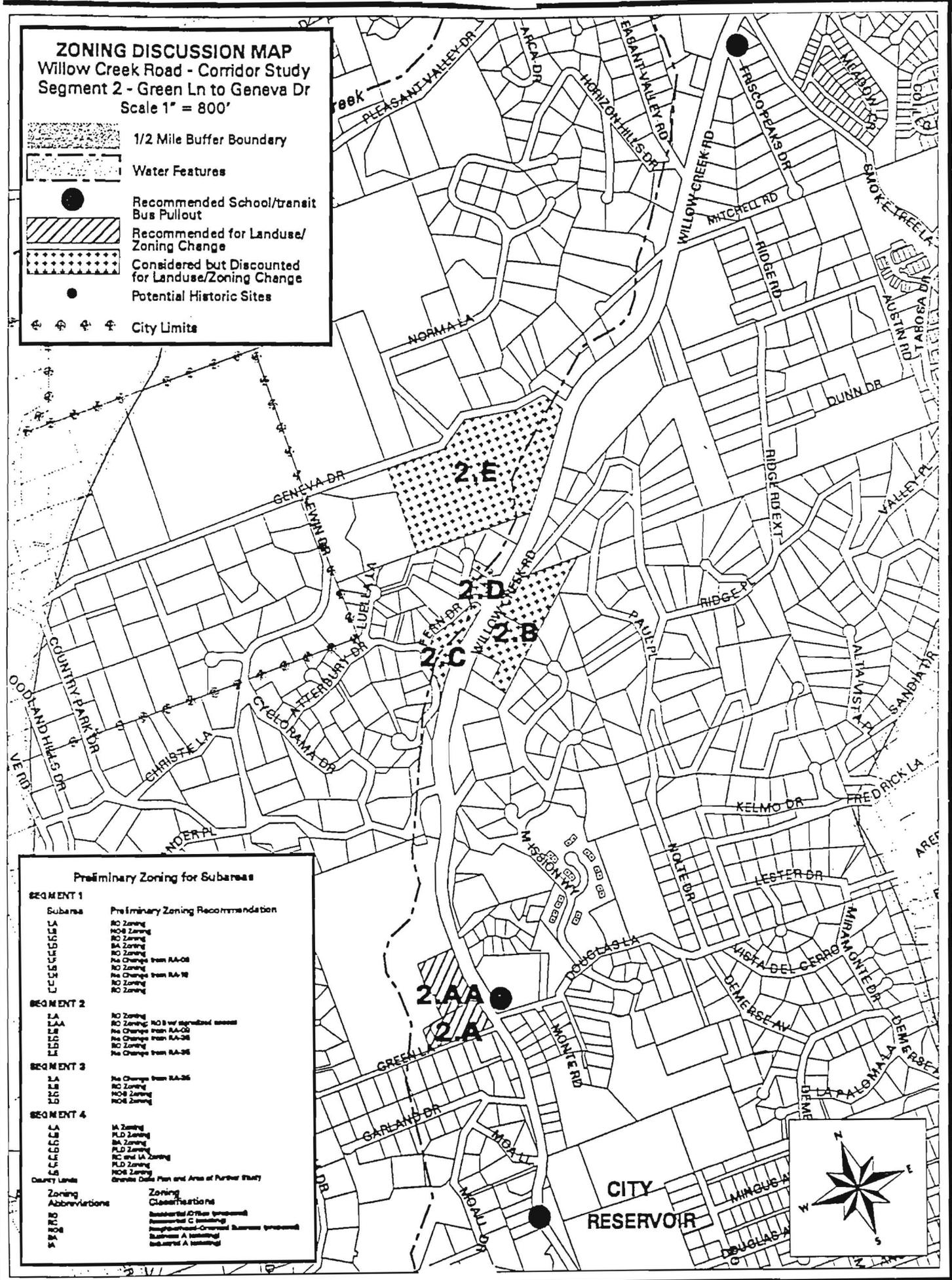
Subarea 2.B Recommended for no change from existing RA-9 zoning

This 2-parcel subarea, zoned RA-9, is located south of Nolte Drive which is slated to be extended southward to line up with Fern Drive on the west side of Willow Creek Road. These properties, totaling 4.8 acres, were considered because of a previous rezoning effort and the fact that the extension of Nolte Dr. would take a swath ± 50 ft. wide across the adjoining property, leaving the single-family home perched above a newly paved side street. The constraints to commercial development, however are significant. The sight distance at this section of Willow Creek Road is poor, and grade changes between properties makes accessing Nolte difficult without easements that would create stacking room. Last, the concept of a separate driveway entrance on Willow Creek Road designed to address the stacking problems at Nolte (realigned) was found to create turn movement conflicts at the Fern/Nolte intersection. For these reasons, the recommendation is to leave the RA-9 zoning in place, which leaves both properties the option of residential PAD (re)development.

Subarea 2.C Recommend no change to the existing RA-35 zoning

This area includes one undeveloped parcel, about 1.7 acres in size and zoned RA-35 - allowing 2 dwelling units (du). The site lies about 15' below the street elevation of Willow Creek Road, and was considered because: 1) it has frontage along Fern Drive, which could provide access, and 2) the property owners have asked for something greater than the single-family residential now allowed. There are difficulties with the site, however, as it is primarily

Figure 11



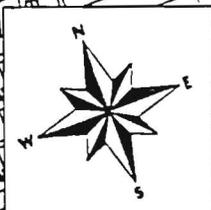
ZONING DISCUSSION MAP
 Willow Creek Road - Corridor Study
 Segment 2 - Green Ln to Geneva Dr
 Scale 1" = 800'

- 1/2 Mile Buffer Boundary
- Water Features
- Recommended School/transit Bus Pullout
- Recommended for Landuse/Zoning Change
- Considered but Discounted for Landuse/Zoning Change
- Potential Historic Sites
- City Limits

Preliminary Zoning for Subareas

SEGMENT 1	Subarea	Preliminary Zoning Recommendation
1	1A	RC Zoning
	1B	MOB Zoning
	1C	RC Zoning
	1D	RC Zoning
	1E	RC Zoning
2	2A	RC Zoning
	2B	RC Zoning
	2C	RC Zoning
	2D	RC Zoning
3	3A	RC Zoning
	3B	RC Zoning
	3C	RC Zoning
4	4A	IA Zoning
	4B	PLD Zoning
	4C	PLD Zoning
	4D	PLD Zoning

County Lands
 Zoning Abbreviations
 Zoning Classifications
 Residential/Office (openland)
 Residential C (existing)
 Neighborhood-Owned Business (openland)
 Business A (existing)
 Industrial A (existing)



drainageway. The 30% road design shows a 20' to 30' slope easement along Willow Creek Road which will concentrate the flows somewhat and probably take out some of the large trees along the frontage. Development of anything beyond a residence will only add additional parking pavement, culverts, and loss of riparian area. Because preservation of the open creek system is a goal of this Plan, and the fact that the site sits well below street elevation and is thereby buffered to some extent, the recommendation is for no change to the zoning. As well, most of the site is shown as 100-yr. floodplain in the city's FEMA maps, which would make any proposed development of the property undergo a full hydrologic analysis.

Subarea 2.D Recommend no change to existing RA-35 zoning

This subarea includes 3 individual lots, zoned RA-35, which taken together sum about 35,000 sq. feet. The 3 parcels lie between Fern Drive and the Willow Creek Inn, which is zoned BA. How these substandard-sized lots came to be is not known, and there is a house located on the center lot. The unnamed tributary referred to above runs along the western perimeter, and the balance of the site is within the 100-yr. floodplain and so would require a full hydrologic analysis. The stream would need to be culverted to provide safe access from the rear of the site because Fern Drive is not viable for direct access due to its short length and elevation difference. These conditions leave the street deficient for autos stacking.

Subarea 2.E Recommend no change to existing RA-35 zoning

The area considered is one parcel approximately 14.6 acres in size and zoned RA-35. Located at the SW corner of Geneva Drive and Willow Creek Road, the site was considered because it has side street access and is largely undeveloped. There is a large home with several outbuildings near Geneva Dr. and west of the stream channel. The stream channel runs along the frontage generally 100' to 200' from the existing Willow Creek Road where a substantial riparian area has evolved; a tree-covered hillock lies in the center of the property. The property sits well below the elevation of Willow Creek Road, for which a 60' slope easement is called. The site is also part of the old Willow Creek Ranch, and has historic integrity sufficient to likely qualify for the National Historic Register. The factors leading to the recommendation for no change in zoning include: 1) that the vertical separation between the site and Willow Creek Road provides significant natural buffering from the widened road, 2) that the intersection of Geneva Drive at Willow Creek Road is on a grade and in a curve where sight distance is poor, 3) that preserving the open stream channel would be more likely with a low intensity land use, and 4) that the existing RA-35 zoning could allow for a cluster development on the forested hillside which seems a reasonable use of the land, or a church by conditional use permit as the property is owned by Prescott Fellowship Church.

Transportation and Transit/School Bus Pullouts - Segment 2

This segment is highly constrained by the steep slopes and a stream channel that line the roadway. This makes it difficult to create transit/bus pullouts. One exception is the flat area just north of Pulliam Drive where a bus pullout has been designed in front of the Nazarene Church parking lot. With this intersection due to become signalized in the near future, placing a bus stop here makes it accessible to users walking from either side of Willow Creek Road, and can be used both school buses and any future transit bus. The traffic signal should be pedestrian activated and sidewalks on both sides of Willow Creek Road are strongly recommended to serve the safety and access needs of the community. This recommendation is also endorsed by PUSD.

Segment 3 - Geneva Drive to Commerce Drive

This stretch of Willow Creek Road is also winding, with rounded hills and ravines on much of the east side, opening up to Willow Lake frontage north of Willow Lake Road. Lower hills and flat, floodprone areas lie along the west side of Willow Creek Road. Although terrain is certainly a factor here, the constraints are not as extreme as those found in Segment 2. In this area, however, Willow Creek itself becomes a factor in the use of certain properties identified (Figure 12). Four subareas have been considered, of which one is recommended for no change in zoning.

Subarea 3.A Recommend no change from the existing RA-35 zoning

This single parcel, zoned RA-35, was identified for consideration because it is occupied by a paving and grading business. How it came to locate in a single-family-only zoning district is unclear but is considered to be grandfathered. The 2-acre site lies at the SW corner of Willow Creek Road and Willow Creek Lane, which is an unpaved cul-de-sac that intersects Willow Creek Road at a sharp, oblique angle. There are no plans to straighten out this intersection during Phase III of the road widening project, although a high retaining wall and 10' slope easement are indicated along part of the frontage. A second driveway has been created south of Willow Creek Lane to allow for a better access to the site; however a bend in Willow Creek Road to the south inhibits safe sight distance. The unnamed tributary cuts through the property and runs adjacent to Willow Creek Road in the southern half. For these reasons, the recommendation is leave the existing RA-35 zoning in place. The existing use would be allowed to continue or convert to residential.

Subarea 3.B Recommend R/O rezoning

This area includes a stretch of 7 residential lots all fronting Willow Creek Road, and which total 4.2 acres. These properties, zoned RA-18, are located between Mitchell and Frisco Peaks Drive. The road widening plans indicate a short frontage road being built to accommodate the access needs of these homes. They sit 10± feet above the present street elevation of Willow Creek Road, and will become more perched when additional right-of-way is acquired. Also because the houses are so close to the road, there will be limited space available for parking and maneuvering in the front yards. This is why access from the rear is critical for successful change of use (unless major redevelopment occurs). There is an existing gas easement about 10' wide that runs along the rear of these lots, northward from Mitchell that may provide necessary rear access, if its width and use were expanded. Guaranteeing such a rear access should be an outright condition of rezoning, which has been discussed with some of the effected property owners.

Subarea 3.C Recommend NOB rezoning

This 1-parcel subarea is located at the SW corner of Willow Creek Road and Nicolet Trail. Zoned RA-35, the 3.2-acre home site is well situated for business use. Some of the justifications for recommending Neighborhood-Oriented Business zoning include: 1) that the site is located between two churches and across the street from a small convenience store, 2) it lies across from Smoketree Lane which is anticipated for signalization in the relatively near future, 3) there is adequate sight distance in this section of Willow Creek Road, 4) required frontage landscaping along Nicolet Trail would help to buffer future business from the few, nearby residences, and 5) the unnamed tributary lies just west of the site and so is not a factor.

ZONING DISCUSSION MAP
 Willow Creek Road - Corridor Study
 Segment 3 - Geneva Dr to Commerce Dr
 Scale 1" = 1000'

1/2 Mile Buffer Boundary

Water Features

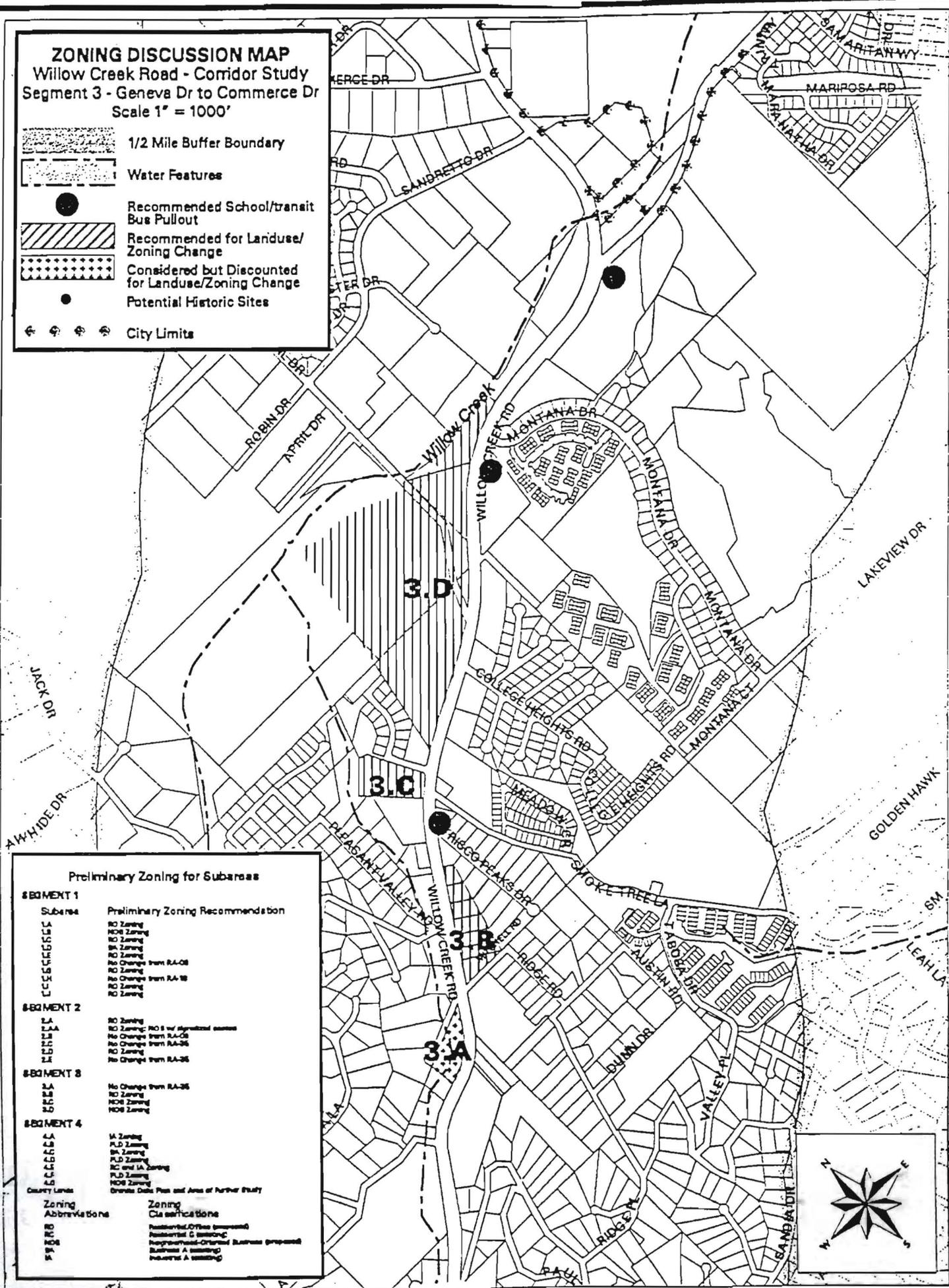
Recommended School/transit Bus Pullout

Recommended for Landuse/Zoning Change

Considered but Discounted for Landuse/Zoning Change

Potential Historic Sites

City Limits



Preliminary Zoning for Subareas

Subarea	Preliminary Zoning Recommendation
SEGMENT 1	
Subarea 1	NO Zoning
Subarea 2	NO Zoning
Subarea 3	NO Zoning
Subarea 4	NO Zoning
Subarea 5	NO Zoning
Subarea 6	NO Zoning
Subarea 7	NO Zoning
Subarea 8	NO Zoning
Subarea 9	NO Zoning
Subarea 10	NO Zoning
Subarea 11	NO Zoning
Subarea 12	NO Zoning
Subarea 13	NO Zoning
Subarea 14	NO Zoning
Subarea 15	NO Zoning
Subarea 16	NO Zoning
Subarea 17	NO Zoning
Subarea 18	NO Zoning
Subarea 19	NO Zoning
Subarea 20	NO Zoning
Subarea 21	NO Zoning
Subarea 22	NO Zoning
Subarea 23	NO Zoning
Subarea 24	NO Zoning
Subarea 25	NO Zoning
Subarea 26	NO Zoning
Subarea 27	NO Zoning
Subarea 28	NO Zoning
Subarea 29	NO Zoning
Subarea 30	NO Zoning
Subarea 31	NO Zoning
Subarea 32	NO Zoning
Subarea 33	NO Zoning
Subarea 34	NO Zoning
Subarea 35	NO Zoning
Subarea 36	NO Zoning
Subarea 37	NO Zoning
Subarea 38	NO Zoning
Subarea 39	NO Zoning
Subarea 40	NO Zoning
Subarea 41	NO Zoning
Subarea 42	NO Zoning
Subarea 43	NO Zoning
Subarea 44	NO Zoning
Subarea 45	NO Zoning
Subarea 46	NO Zoning
Subarea 47	NO Zoning
Subarea 48	NO Zoning
Subarea 49	NO Zoning
Subarea 50	NO Zoning
Subarea 51	NO Zoning
Subarea 52	NO Zoning
Subarea 53	NO Zoning
Subarea 54	NO Zoning
Subarea 55	NO Zoning
Subarea 56	NO Zoning
Subarea 57	NO Zoning
Subarea 58	NO Zoning
Subarea 59	NO Zoning
Subarea 60	NO Zoning
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Subarea 62	NO Zoning
Subarea 63	NO Zoning
Subarea 64	NO Zoning
Subarea 65	NO Zoning
Subarea 66	NO Zoning
Subarea 67	NO Zoning
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Subarea 72	NO Zoning
Subarea 73	NO Zoning
Subarea 74	NO Zoning
Subarea 75	NO Zoning
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Subarea 87	NO Zoning
Subarea 88	NO Zoning
Subarea 89	NO Zoning
Subarea 90	NO Zoning
Subarea 91	NO Zoning
Subarea 92	NO Zoning
Subarea 93	NO Zoning
Subarea 94	NO Zoning
Subarea 95	NO Zoning
Subarea 96	NO Zoning
Subarea 97	NO Zoning
Subarea 98	NO Zoning
Subarea 99	NO Zoning
Subarea 100	NO Zoning

The property owner has indicated an interest in office and/or light retail uses, both of which would be allowed within the proposed NOB zoning district.

Subarea 3.D Recommend NOB rezoning

This area, zoned RA-35, lies generally between Montana Drive and Nicolet Trail on the west side of Willow Creek Road. The area indicated is roughly 35 acres and includes several small parcels and a portion of a larger one that extends beyond Willow Creek itself. The 100-yr. floodplain and floodway of Willow Creek have been taken into account with this subarea's delineation. It is intended that the area targeted for Neighborhood-Oriented Business zoning be kept to that part of the tract outside of floodplain, and a flood study should be required of the applicant to define that edge prior to any rezoning. The portion within floodplain is recommended to remain undeveloped under its existing RA-35 zoning so that it continues to provide storage capacity for Willow Creek flood waters. Factors supporting this recommendation include 1) the ability to use signalized access at the future Montana Drive light, 2) the 2,400' long expanse of frontage along Willow Creek Road, 3) adequate sight distance, and 4) the close proximity to retail and higher density residential developments.

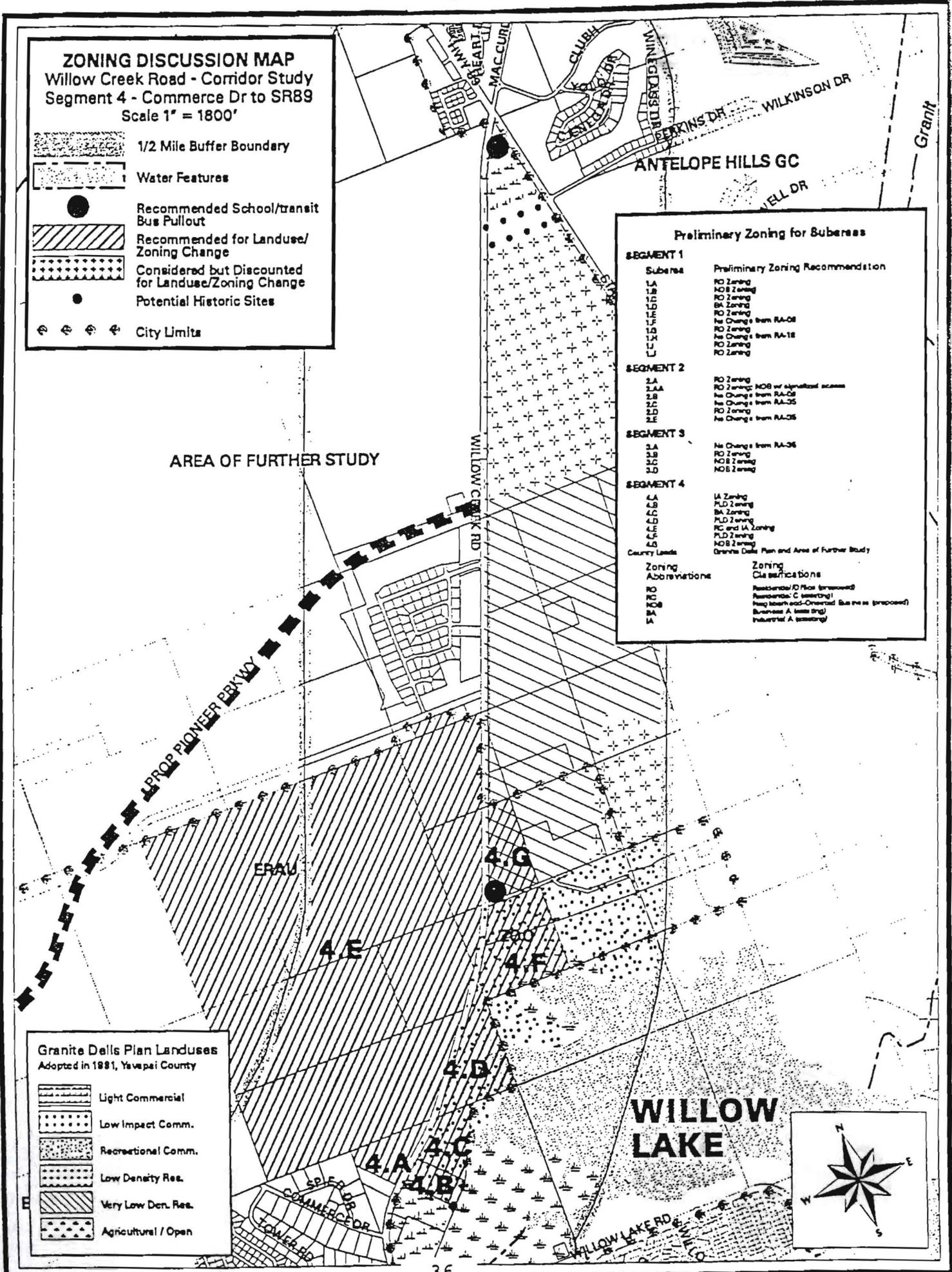
Transportation and Transit/School Bus Pullouts - Segment 3

Segment 3 includes opportunities for consolidating a few of the existing school bus pullouts. Recommended sites include one within the expected right-of-way remnant created just north of Frisco Peaks Drive when it is realigned. This will need to meet PUSD's 100' separation from the anticipated traffic signal at Smoketree Lane. Another school bus pullout is recommended at least 100' from the Montana Drive intersection (also anticipated for signalization), probably south near the Prescott Community Church. Opportunities for future transit stops include the recommended school bus pullouts, in addition to one at the SE corner of Willow Creek Road and Willow Lake Road. This last location is zoned Business A and is reportedly to be developed as a grocery store based shopping center. Again, sidewalks on both sides of Willow Creek Road is recommended, as are pedestrian activated traffic signals, to serve the safety and access needs of the community. This recommendation is also endorsed by PUSD.

Segment 4 - Commerce Drive to SR89

This portion of the Corridor is largely undeveloped, with most of the area used as range land and under county jurisdiction. An added factor is that much of this area east of Willow Creek Road is subject to the Granite Dells Community Plan (summary found in Exhibit C). The Dells Plan was adopted in 1991 and was the result of a grassroots effort by area property owners, assisted by Yavapai County staff. The Plan calls for mostly low-intensity development patterns designed to retain the rural and unique environmental quality of the Granite Dells Community. Given the scenic beauty of the area and the close ties between members of that community, one can appreciate the recommendations of the adopted plan. The recommendations for land use/zoning change for this segment honors the Dells Plan for lands outside of the Prescott city limits. However, changes are recommended for selected parcels inside the city limits that differ from the Dells Plan (see Figure 13). The county lands west of Willow Creek Road are not included in the Granite Dells Plan, and are recommended for FURTHER STUDY. Such a future study should include representatives from the city, county, airport, and property owners and conducted under an Intergovernmental Agreement.

Figure 13



ZONING DISCUSSION MAP
 Willow Creek Road - Corridor Study
 Segment 4 - Commerce Dr to SR89
 Scale 1" = 1800'

- 1/2 Mile Buffer Boundary
- Water Features
- Recommended School/transit Bus Pullout
- Recommended for Landuse/Zoning Change
- Considered but Discounted for Landuse/Zoning Change
- Potential Historic Sites
- City Limits

Preliminary Zoning for Subareas

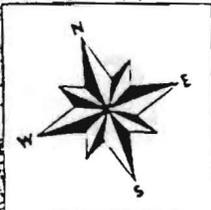
Subarea	Preliminary Zoning Recommendation
SEGMENT 1	
1A	RO Zoning
1B	NOB Zoning
1C	RO Zoning
1D	BA Zoning
1E	RO Zoning
1F	No Change from RA-08
1G	RO Zoning
1H	No Change from RA-18
1I	RO Zoning
1J	RO Zoning
1K	RO Zoning
SEGMENT 2	
2A	RO Zoning
2AA	RO Zoning; NOB or agricultural access
2B	No Change from RA-08
2C	No Change from RA-08
2D	RO Zoning
2E	No Change from RA-08
SEGMENT 3	
3A	No Change from RA-08
3B	RO Zoning
3C	NOB Zoning
3D	NOB Zoning
SEGMENT 4	
4A	IA Zoning
4B	PLD Zoning
4C	BA Zoning
4D	PLD Zoning
4E	RO and IA Zoning
4F	PLD Zoning
4G	NOB Zoning
4H	NOB Zoning
County Lands	
County Lands	Granite Dells Plan and Area of Further Study

AREA OF FURTHER STUDY

Granite Dells Plan Landuses
 Adopted in 1981, Yavapai County

	Light Commercial
	Low Impact Comm.
	Recreational Comm.
	Low Density Res.
	Very Low Den. Res.
	Agricultural / Open

WILLOW LAKE



Subarea 4.A Recommended for Industrial A rezoning

This approximately 11-acre undeveloped parcel is located north of the expanding Tim's auto dealership. Owned by Chino Valley Irrigation District (CVID) and zoned Agricultural A, it lies across Willow Creek Road from the Willow Creek Park and an undeveloped 12-acre site zoned Business B. It adjoins both the Sandretto Industrial Park and that portion of the ERAU master-planned property identified for a large business/industrial park. Its proximity to these neighboring land uses makes similar develop opportunities reasonable, and rezoning to Industrial A is recommended. Higher development standards are also recommended, per the proposed Corridor Overlay District, causing new projects to be better integrated into the landscape as requested by some in the Granite Dells Community. Similar changes to the Code may be appropriate to consider for commercial and industrial developments elsewhere in the city.

Subarea 4.B Recommend for Public Lands District (PLD) zoning

This site is the city-owned Willow Creek Park, which is roughly 7.5 acres in size and fronts on Willow Lake. Improved with one lighted ball field with bleachers, a ramada, a playground and restrooms, it conforms with the existing RA-35 zoning. A better zoning, however, would be the Public Lands District which is specifically designed for parks and recreation uses. Again the Corridor Overlay District would apply here, as well as to the other subareas identified in Segment 4.

Subarea 4.C Recommended for Business A rezoning

Zoned Business B to reflect county zoning when it was annexed in 1995, this 12-acre parcel is arguably over zoned. The site has been filled and leveled and has excellent frontage on Willow Lake. Uses compatible with its lake frontage, such as hotels, restaurants, RV parks, and retail/services are allowed by right in the lesser Business A zone. Whereas the existing BB zoning allows uses these in addition to fender and body shops, billiard rooms, dance halls, and contractor businesses by right. The BB zone also allows a building height maximum of 100 feet which would over power the site and its setting. In addition, this parcel, though zoned more intensively commercial by the county (hence the BB zoning applied upon annexation), is targeted for Recreation Commercial in the Dells Plan with a far more limited assortment of uses recommended. This recommended downzoning designation has been suggested to the property owners, who envision eventual recreation-oriented development but, who wish to retain their existing BB zoning at this time.

Subarea 4.D Recommend for Public Lands District (PLD) zoning

This 23-acre property is presently zoned RA-35 and adjoins the Zoo property at its NE corner. It has over 1,000 ft. of frontage on Willow Creek Road and enjoys excellent frontage on Willow Lake. Owned by the city of Prescott, it is currently undeveloped and thereby provides a welcome natural buffer for the Zoo. The property is governed by Bureau of Land Management (BLM) restrictions that require it to be developed for recreational use only. Any future development of the site should seek to enhance the Zoo and other recreational uses nearby.

Subarea 4.E Recommended for combined Residential C and Industrial A rezoning

This is the 520-acre Embry Riddle Aeronautical University tract that is undergoing annexation into the city of Prescott. The property is presently zoned by the county as a Planned Area

Development that contains an assortment of uses including campus, residential/dormitories, a business park, a conference center, and open space. The revised master plan submitted with the annexation request (**Appendix D**) proposes to consolidate these uses into 3 separate use/zoning classifications, which would require a rezoning. This information has been considered in making the recommendation for RC and IA zoning. The RC zoning would include the northern 2/3 of the tract, and would allow the college and all of the various residential developments by right. RC also allows fraternities/sororities and hotels by conditional use permit, which should accommodate the desired conference center. The recommendation for Industrial A zoning rather than the Commercial A indicated for the southernmost 127 acres is designed to increase the type of uses allowed for an area that adjoins existing industrial uses and zoning. This tract would also be subject to the provisions of the proposed Overlay District, which officials at ERAU have reported as acceptable to them. It is further recommended that connected open spaces be provided to act as visual and noise buffers as well as wildlife corridors.

Subarea 4.F Recommend for Public Lands District (PLD) zoning

This 32-acre site is city owned and subject to the BLM restrictions allowing only recreation-oriented uses. The property is occupied by the Heritage Zoo. Given the investments in the existing recreation facilities and the entrance fees taken by the Zoo, it is appropriate to consider rezoning the property from its present RA-35 to Public Lands District (PLD). The PLD zone allows for public parks and recreation facilities that may operate as a business, which is not true of the existing RA-35 zoning.

Subarea 4.G Recommended for NOB rezoning

This 14-acre site, zoned RA-35, is flat and has good frontage and visibility on Willow Creek Road. Located on the north side of Heritage Park Road, the site also has good access from a side street allowing for commercial use. The site's close proximity to the Heritage Park Zoo, Willow Lake, and the campgrounds and city parks supports a type of business development that will serve these recreation and residential uses. A shopping center that includes personal and professional services along with selected retail would also serve the needs of the growing ERAU campus, as well as the nearby Pinon Oaks subdivision. Such uses are allowed in the envisioned Neighborhood-Oriented Business zoning district. It is the committee's opinion that more intensive, industrial-like uses should be encouraged to locate within the proposed ERAU business/industrial park across the road.

Transportation and School/Transit Bus Pullouts for Segment 4

This segment offers opportunities for a transit stop at Subarea 4.G in conjunction with a commercial center, and a transit stop/park and ride facility near the intersection of Willow Creek Road and SR89. The park and ride facility might be expected in conjunction with the road widening project and/or with future commercial development at the intersection of the two arterials; given the mutual benefits to such facility, it is possible that a public/private co-venture could be enacted for cost sharing in the construction of a park and ride. Should Pioneer Parkway be extended across SR 89 to SR 89A (per the regional transportation plan), this could provide an even stronger node at which to locate a park and ride. Such a facility could serve Antelope Hills residents and Chino Valley residents commuting into downtown Prescott where parking is limited. PUSD advises that no school bus pullouts are needed in the segment. There is an opportunity for a community trail through Subarea 4.E, tying Pioneer

Park to Willow Lake via ERAU, as is indicated in the city's proposed Citywide Trail Map (Exhibit E). Sidewalks or multi-use paths on both sides of Willow Creek Road are recommended and viewed as critical to serve the safety and access needs of the community. This recommendation is also endorsed by PUSD. Further, any future traffic signals are recommended to be pedestrian activated.



Willow Creek Rd. Corridor RECOMMENDED PLAN

The final recommended Willow Creek Road Corridor Plan contains 5 primary components, and a few recommendations related to transportation and roadway design. Beginning with the latter:

Sidewalks and Bus Pullouts

The Corridor Plan recommends that bus pullouts be created as specific locations shown on the Plan Maps. These pullouts are targeted for both PUSD school bus needs and the potential of transit opportunities. Another strong recommendation of the Plan is that sidewalks or other pedestrian paths be created on both sides of Willow Creek Road for its entire length. Pedestrian-activated traffic signals are also promoted.

Proposed Street Signage

To improve readability of street name signs, a sign face and print type larger than the ADOT standard is needed in some cases. The ADOT standard includes 8" white reflective lettering on green background for traffic signal mast-mounted locations, and 4" white reflective lettering on green background for all other intersections. The Plan endorses the planned 8" high lettering for signalized intersections, and recommends increasing to 6" high lettering, if possible, signs at all other intersections. Also recommended are that block numbers be added, and that signs be mounted to street light poles and utility poles to the extent possible to reduce the clutter along city streets.

PRIMARY PLAN COMPONENTS

The five major components that make up the recommended Plan are summarized below.

- The Policies that have helped guide the Plan formulation and that will help guide decision making for the Corridor in the years to come.
- The Plan Map which includes the subareas recommended for rezoning and the assorted RB, RBMH, RC, BA, BB, CA, IA, and AGA zoned properties fronting Willow Creek Road, all of which are subject to the Corridor Overlay District development standards and incentives.

- The Willow Creek Road Corridor Overlay District that specifies the access management and other development standards expected of new commercial development along the Corridor.
- The Residential Office (RO) zoning district, attached to the Plan as a conceptual zoning classification that describes the intended allowed uses and other specific development standards for RO-designated subareas on the WCR Corridor Plan Map.
- The Neighborhood-Oriented Business (NOB) zoning district, which like the RO is also attached to the Plan as a conceptual zoning classification that describes the intended allowed uses and other specific development standards for NOB-designated subareas on the WCR Corridor Plan Map.

POLICIES

1. Access Policies

The safety and traffic carrying capacity of Willow Creek Road will be maintained to the fullest extent possible, even as commercial (re)development opportunities are provided, where appropriate.

- 1.A Roadway access management practices such as consolidating curb cuts and requiring side street access with cross easements for nearby properties will be used to protect the flow and function of Willow Creek Road. A minimum curb cut separation standard shall be 200 feet, with an ideal separation of 300 feet where individual residential lots are seeking to convert to a business use.
- 1.B New developments of substantial traffic intensity, such as large shopping centers or significant employment centers, shall have at least one access from a signalized cross street. This requirement may be waived by the Public Works Director where there is generous frontage length, good sight distance, and no turn-movement conflicts from nearby side streets or driveways.
- 1.C Pedestrian and bicyclist facilities are to be provided along both sides of Willow Creek Road and throughout the corridor as streets and properties are improved or (re)developed. These may include traditional sidewalks with bike lanes located in the outer travel lane, or multi-use paved paths at least 8 ft. wide and separated from the street by a vertical curb.
- 1.D Locations identified as suitable for school bus pullouts and public transit stops shall be facilitated as improvements are made to Willow Creek Road and the associated properties which front it.
- 1.E All (re)development shall provide an adequate amount of on-site parking and maneuvering area. Minimum standards shall be met per the Parking Standards of the city's Zoning Code.

- 1.F Where adequate sight distance is adversely impacted by hills and curves in the road, zoning changes allowing for higher intensity uses will be discouraged.
- 1.G Where location of a commercial driveway would directly conflict with turn movements to or from a cross street, zoning changes allowing for higher intensity uses will be discouraged.
- 1.H The number of curb cuts accessing commercial sites from residential side streets shall be kept to the minimum necessary for adequate service, and their location shall take into consideration traffic safety and impacts on nearby residences.
- 1.I Dedication of public right-of-way and associated easements necessary to implement the Willow Creek Road widening program will be sought for any property rezoned per this PLAN.

2. Streetscape Policies

Because the improved arterial Willow Creek Road will serve as both a major throughway as well as a city gateway from the north, its streetscape warrants more attention to appearance and function.

- 2.A The city should create a landscaped gateway amenity at or near the intersection of Willow Creek Road and SR 89 to serve as an attractive entry into Prescott.
- 2.B A comprehensive street signage package should be considered as part of the Willow Creek Road improvement project to increase the effectiveness and attractiveness of this public information. Minimizing the visual clutter of directional signage should also be a consideration.
- 2.C To help replace landscaping on private property fronting the roadway that is due to be lost to construction, the city shall seek to establish a partnership with area garden clubs, private businesses, environmental groups, and fronting property owners to share in the acquisition and installation of plant materials at a reduced cost. Maintenance of such plantings is to be the responsibility of fronting property owners. Appointing a city volunteer to coordinate this effort should be considered.
- 2.D Creative use of unpaved right-of-way for landscaping shall be incorporated into each Phase's design. To the extent possible, this landscape area should be placed between curb and sidewalk to better separate pedestrians from traffic. Principal use of native, drought tolerant plant species is required to maintain the dominant character of the corridor and to reduce maintenance costs. There should be a conscious commitment by the city to maintain such right-of-way landscaping to ensure its establishment, ongoing health, and routine trimming.
- 2.E Site planning of new developments along Willow Creek Road shall be designed with required frontage landscaping to further enhance the streetscape. Tree preservation and use of native plant species are strongly recommended.

3. Land Use Policies

The improved arterial Willow Creek Road will function as a significant commercial corridor interspersed with residential, institutional, and other land use types.

- 3.A The widened roadway will reduce the desirability for existing and potential single-family residential that fronts on and takes access from Willow Creek Road. This fact makes multi-family residential, commercial/office, and institutional uses more appropriate to consider, generally speaking.
- 3.B Use of step-down zones and/or other transitioning uses should be considered, where appropriate, to provide effective transitions between substantially different land use intensities.
- 3.C A review of the city's zoning districts should be done to identify how modifications can enable appropriate uses to be allowed by right while eliminating more inappropriate uses from consideration. Examples might be to create a Residential/Office zoning district and a Neighborhood-Oriented Business District.
- 3.D Contiguous rezoning to higher intensity use shall be encouraged along the corridor where conditions permit.
- 3.E For areas where small residential lots are targeted for rezoning, a standard of 300 ft. maximum of site depth shall be used to better ensure adequate site area for future redevelopment and to limit commercial encroachment into established residential neighborhoods.
- 3.F For sites naturally buffered from the road and which have significant development constraints such as stream channels, steep slopes, and close proximity to established neighborhoods, rezonings to higher intensity use shall be discouraged.
- 3.G The major arterial intersection created by the planned Pioneer Parkway may be appropriate for higher intensity uses. Further study of this future intersection is recommended once the final alignment is established.
- 3.H Where conditions do not support business use, utilize the option of Planned Area Development for sites now zoned low-density residential as a means of preserving significant natural features.
- 3.I The Granite Dells Community Plan shall be replicated in this Willow Creek Road Corridor Plan for applicable lands outside of the Prescott city limits. Should conditions change in the future (i.e. annexation for purposes of development), the city of Prescott may allow for alternative land uses that respect the primary goal of the Dells Plan of retaining the scenic value and rural character of the area.
- 3.J To further honor the Granite Dells Community Plan, the city should automatically notice the Granite Dells Homeowners Association representative of all proposed

annexations, rezonings, and major site plan reviews in the area north of Commerce Drive.

- 3.K To minimize the possible blighting influence of a busy arterial on existing residences targeted for rezoning, use of incentives by the city should be considered to assist and encourage packaging small residential lots for the purpose of redevelopment for commercial use.
- 3.L Any future planning for expansion of the Heritage Park Zoo, beyond the 10 acres now available, will be considered along with other recreation opportunities in the area as they develop. Recreation facilities at Embry Riddle Aeronautical University, Heritage Park, the Zoo, and the community trail system should be planned as a multi-use recreation area that may expect to be influenced by Willow Lake should it become a true recreation-oriented amenity.

4. Site Development Policies

Properties developed for both multi-family residential and non-residential will be done in such a way that complements the nearby neighborhoods and enhances the corridor's pleasing character.

- 4.A New or substantial redevelopment of sites recommended for rezoning by this Plan shall be designed to integrate well with existing, established uses. Such integration shall include effective and attractive screening and a concerted attempt to preserve mature trees and to integrate them into the site's landscape design.
- 4.B Enhanced noise and visual screening methods should be used in areas under transition where single-family residential will abut commercial or other, more intensive development. Such buffers may include berms, landscape areas, physical separation, and walls.
- 4.C The building mass, height, setbacks and exterior treatments are important considerations for the new commercial development along the Corridor. For those items not currently regulated, which include roof treatments, exterior colors and materials, incentives should be created to foster quality designs that are sensitive to nearby neighborhoods and to the Corridor as a whole.
- 4.D Preservation of the varied terrain, mature trees, stream channels, and major rock outcrops within the corridor is important, and integration of these features into the site design should be required.
- 4.E Identify areas of significant cultural resources and provide incentives for their preservation, where appropriate.

WILLOW CREEK ROAD CORRIDOR PLAN MAP

The following 4 segments of the Recommended WCR Plan Map show the areas along the Corridor that are supported for rezoning and those properties that are subject to the Corridor Overlay District. A summary list of the subareas identified as suitable for greater land use opportunities is provided, with an indication of the zoning classification recommended. These have been renumbered accordingly based on the discussion in the Plan Formulation section of the WCR Corridor Study.

Segment 1 Plan Map

Subarea 1.A	Danita/Whetstine	RO zoning
Subarea 1.B	Whetstine/Black Dr.	NOB zoning
Subarea 1.C	Black/Prescott Heights Dr.	RO zoning
Subarea 1.D	Black/Flora St. (west)	BA zoning
Subarea 1.E	Flora/Delano	RO zoning
Subarea 1.F	Rosser/Stevens (west)	RO zoning
Subarea 1.G	Pulliam/Monte Rd.	RO zoning
Subarea 1.H	Garland/Green (west)	RO zoning

Segment 2 Plan Map

Subarea 2.A	Green Lane (west)	RO zoning
Subarea 2.AA	north of 2.A (west)	RO zoning; allowing NOB w/ signalized access

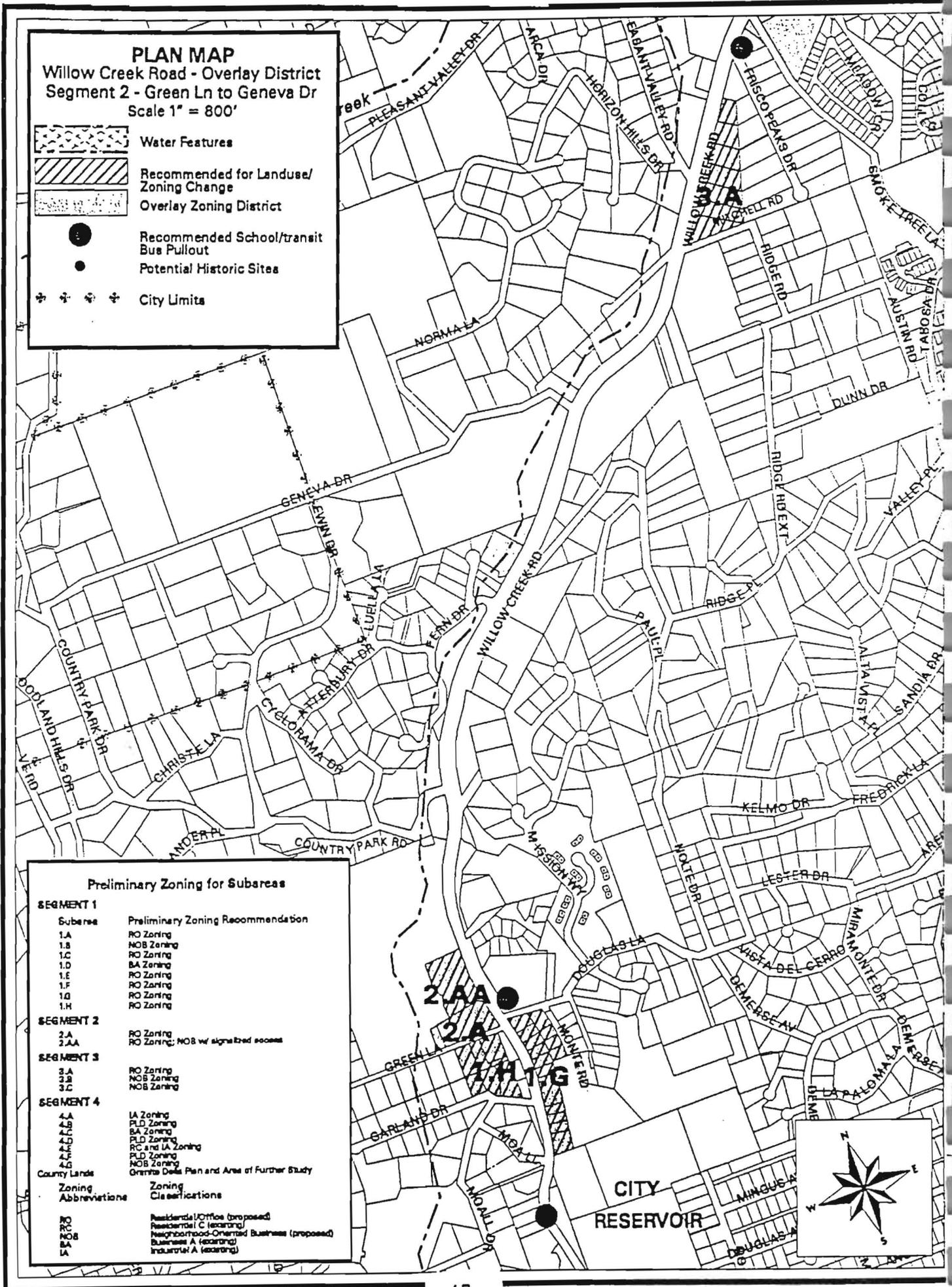
Segment 3 Plan Map

Subarea 3.A	Mitchell/Frisco Peaks	RO zoning
Subarea 3.B	Smoketree/Nicolet (west)	NOB zoning
Subarea 3.C	Nicolet/Montana dr. (west)	NOB zoning

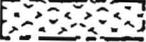
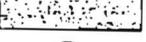
Segment 4 Plan Map

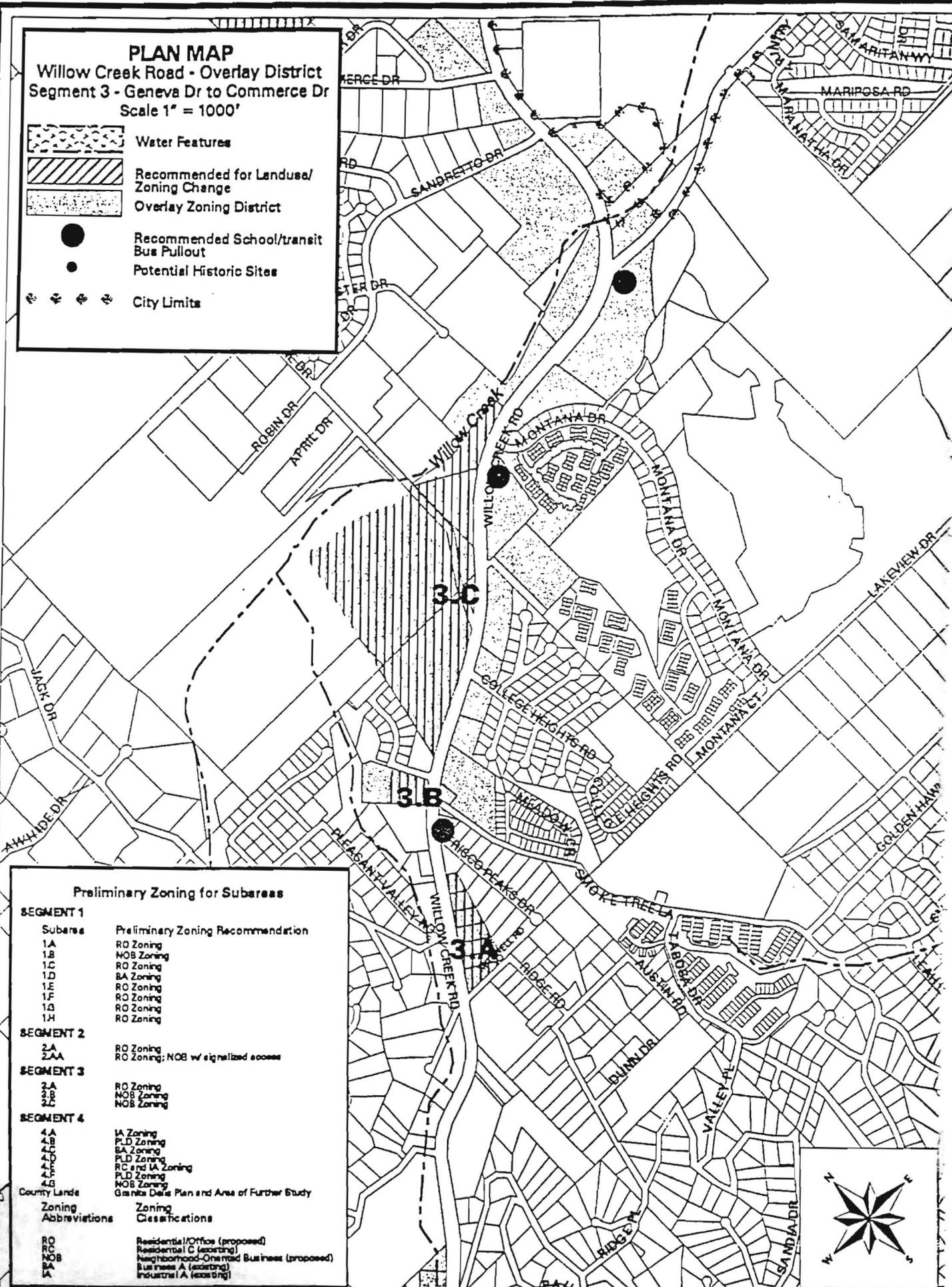
Subarea 4.A	CVID property (west)	IA zoning
Subarea 4.B	Willow Creek Park	PLD zoning
Subarea 4.C	Mission Resources	BA zoning
Subarea 4.D	City-owned parcel	PLD zoning
Subarea 4.E	ERAU campus tract (west)	IA and RC zoning
Subarea 4.F	Heritage Park/Zoo	PLD zoning
Subarea 4.G	ERAU-owned parcel	NOB zoning

figure 15



PLAN MAP
 Willow Creek Road - Overlay District
 Segment 3 - Geneva Dr to Commerce Dr
 Scale 1" = 1000'

 Water Features
 Recommended for Landuse/
 Zoning Change
 Overlay Zoning District
 Recommended School/transit
 Bus Pullout
 Potential Historic Sites
 City Limits

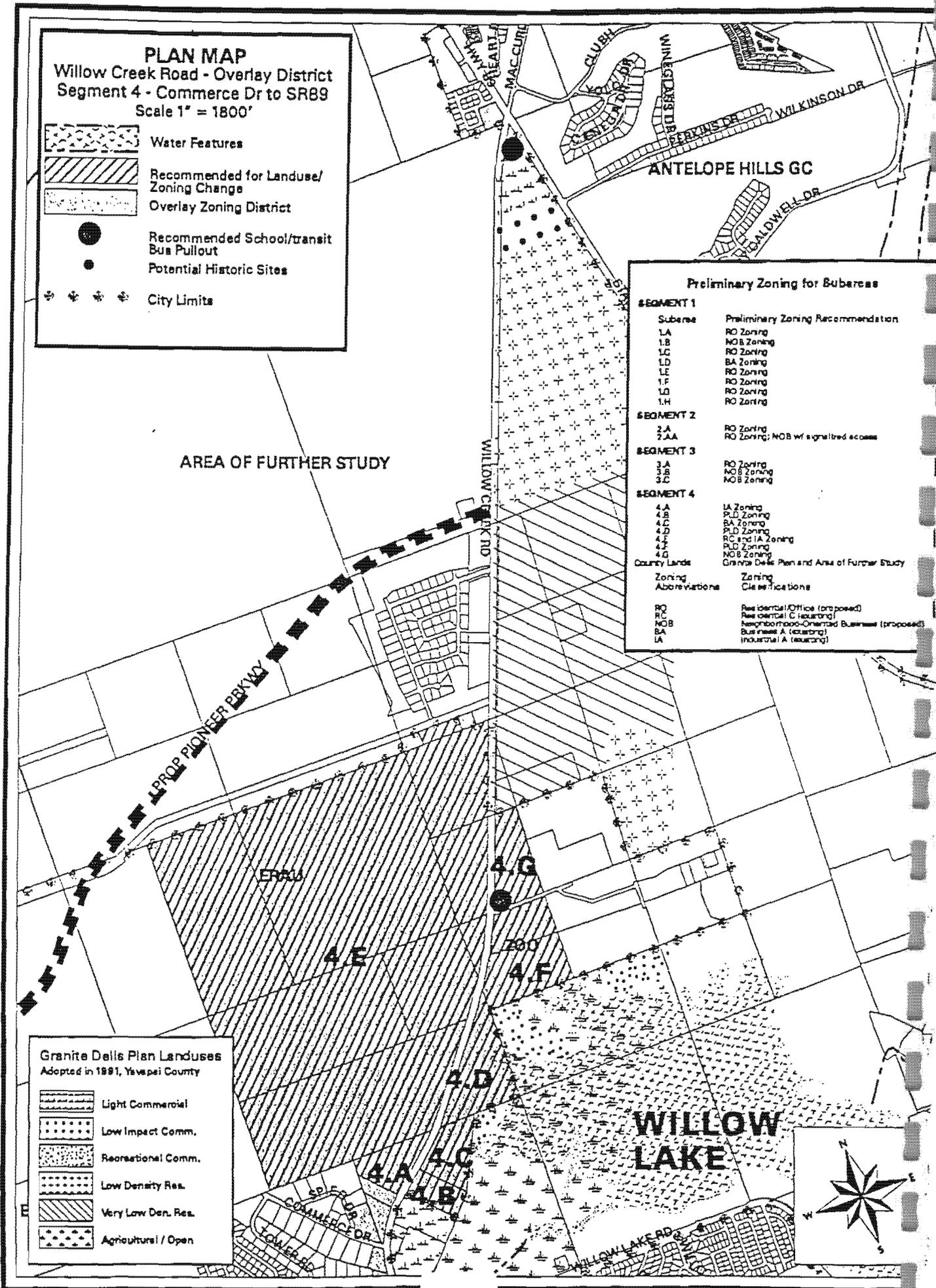


Preliminary Zoning for Subareas

SEGMENT	Subarea	Preliminary Zoning Recommendation
SEGMENT 1	1A	RO Zoning
	1B	NOB Zoning
	1C	RO Zoning
	1D	BA Zoning
	1E	RO Zoning
	1F	RO Zoning
	1G	RO Zoning
	1H	RO Zoning
SEGMENT 2	2A	RO Zoning
	2AA	RO Zoning; NOB w/ signalized access
SEGMENT 3	3A	RO Zoning
	3B	NOB Zoning
	3C	NOB Zoning
SEGMENT 4	4A	IA Zoning
	4B	PLD Zoning
	4C	BA Zoning
	4D	PLD Zoning
	4E	RC and IA Zoning
	4G	PLD Zoning
4H	NOB Zoning	
County Lands		Genita Data Plan and Area of Further Study
Zoning Abbreviations		Zoning Classifications
RO	Residential/Office (proposed)	
RC	Residential C (existing)	
NOB	Neighborhood-One Road Business (proposed)	
BA	Business A (existing)	
IA	Industrial A (existing)	



Figure 17



ADOPTED NEW ZONING DISTRICTS

Attached are the newly adopted zoning districts as of August 20, 1998:

Willow Creek Road Corridor Overlay District
Neighborhood Service District
Residential Office District
Neighborhood-Oriented Business Zoning District



4.79 WILLOW CREEK ROAD CORRIDOR OVERLAY DISTRICT

(Amended ORD 3659 8/12/97)

A. Purpose

The Willow Creek Road Corridor Overlay District increases the design standards of new commercial development for properties generally fronting on Willow Creek Road (see WCR Corridor Overlay District Map). These added standards are to supplement the regulations set out in the underlying zones; where the two differ, the more restrictive shall apply. The allowed uses in the underlying zone are unchanged by this overlay district; however, it is to apply to all commercial and industrial developments and multi-family residential developments greater than 4 dwelling units. The purpose of these added standards is to minimize the impacts of new commercial development on nearby neighborhoods and to help protect the character of the corridor in areas still largely undeveloped, which is mainly defined by surrounding residential neighborhoods and scenic natural features. To better preserve the safety and carrying capacity of Willow Creek Road, the number and placement of curb cuts will be controlled; shared access via cross easements and ensuring adequate parking and maneuvering areas are primary considerations of this Overlay District.

B. Applicability

1. The following regulations apply under the following circumstances:
 - a. When a new building is being constructed.
 - b. When an addition to an existing building is being constructed.
 - c. When a substantial interior or exterior remodeling is done. Substantial means 50% or more of the building's value prior to the time of the addition or remodel.
 - d. Whenever there is a change in use for which any City approvals are required.
 - e. In the event that there are buildings or structures which existed as of the effective date of this Section, the Community Development Director may grant minor waivers or make minor adjustments to the requirements as set forth herein if, because of special circumstances applicable to the property, the strict application of this Section will create an undue hardship on the property owner.
2. This section shall apply to those properties identified in the attached Exhibits A and B.



C. Development Regulations

- Access:** Development of properties within this corridor overlay district shall provide safe and adequate access. Compliance with Subsection D shall be required.
- Height/bulk:** 35' maximum building height is permitted at the 20-ft front and rear building setback lines. Buildings or portions of buildings not exceeding 18' in height are permitted at the 10-ft. minimum front and rear setbacks when in full compliance with Subsection G(1). See Subsection G(4) for details.
- Front setback:** 20 ft. minimum, which is to be landscaped. See Subsection G for offsets.
- Side setback:** 5 ft. minimum (measured to the eaves).
- Corner side setback:** 10-ft. minimum, which is to be landscaped.
- Rear setback:** 15 ft. minimum. See Subsection G for offsets.
- Sight Distance:** Placement of all buildings, signs and other structures shall meet the minimum sight distance requirements as determined by the Public Works Director.
- Screening:** The goal is to visually reduce the impact of commercial development on existing residential neighborhoods. A visual buffer may be required between any P.A.D. multi-family, or business use lying directly adjacent to a more restrictive zoning district. The purpose is to provide an opaque barrier which effectively screens the more intense use.
- Mechanical Equip:** Equipment is encouraged to be ground mounted. Any roof-mounted equipment shall be screened from view from the adjoining street(s) or alley(s) in a manner integrated with the roof structure and color.
- Dumpsters:** Dumpsters and large garbage bins must be fully screened from view off site.
- Storage of Materials:** All materials must be screened from view off site.
- Lighting:** Adherence to the Outdoor Lighting Code shall be required.
- Recreation Area:** The goal is to promote usable open space when multi-family developments are constructed. Site area that is designated and improved for uses such as outdoor seating, dining or playground may be credited toward up to 2% of the overall landscape or open space square foot requirements.
- Off-site Improvement:** Compliance with the Off-site Improvement Code shall be required whenever there is a change in zoning, a change in use, or other action for which any City approvals are required.

D. Parking and Access

1. Parking and maneuvering areas shall be required per Sect. 7.10.
2. Curb Cut Separation: A guarantee of commercial curb cut separation along Willow Creek Road of a minimum of 200 feet, with 300 ft. separation preferred, will be required prior to building permit issuance where a lot assemblage under common ownership is undergoing site plan approval for the uses allowed in the underlying zone, and if these lots have not already guaranteed curb cut consolidation and shared access as conditions of rezoning approval. Shared access and internal cross easements will also be required to better ensure safe ingress and egress from fronting streets.
3. Curb Cut Separation At Time of Rezoning: A condition of rezoning shall be a limitation on curb cut separation along Willow Creek Road to insure a minimum of 200 feet between commercial curb cuts, with 300 ft. separation preferred where a parcel(s) within the overlay district is considered for rezoning, and as a result of the new allowed uses there may be an increase in traffic generation. Recorded easements or agreements to insure the foregoing shall be required prior to approval of said rezoning.
4. Major employment sites and retail centers shall have access to a signalized intersection, unless waived by the Public Works Director.
5. Pedestrian accessways shall be provided within and between business use sites. Outdoor seating areas are encouraged to serve employees and clientele and to promote pedestrian activities.

E. Landscaping

Landscaping shall be required per Sect. 7.19(E), in addition to the following added requirements:

1. The goal is to create pedestrian shade, screen parking lots and provide a high quality appearance along the Willow Creek Road Corridor as the area develops. Commercial development sites, including multi-family, shall devote setback area adjacent to the right-of-way to landscaping. A minimum of two trees and four shrubs per 50' of frontage shall be provided. Modification of the configuration of the landscaped area due to site considerations may be approved by the Community Development Director.
2. All surface drainageways shall be located and designed so as not to compromise those landscape areas targeted for planting. If a greater landscape area is necessary to accommodate both drainage and planting functions, then such will be required. This may be expected in cases where the tree replacement provision applies.
3. In all cases, retaining existing trees and shrubs is encouraged especially where they are visible from the street. A credit towards the tree replacement requirement (7.19.D.1.A) shall be granted for retaining and preserving healthy trees 4" or

greater in caliper size, excluding Siberian Elm. Preserved trees shall include an area of land equal to no less than 50% of the tree canopy which shall remain undisturbed during construction activity. The total caliper size of the trees preserved shall be subtracted from the total caliper of trees removed from outside of the building envelope. The tree replacement is 50% of this remainder. Such preserved trees that die shall become subject to the tree replacement requirement.

F. Signage

Signage shall be allowed per Sect 6.12E.

G. Building Treatment

To better integrate the commercial uses supported along the Corridor with both the established neighborhoods nearby and the natural backdrop of Prescott, all buildings and structures (unless exempted by Subsection B) must address the following:

1. Buildings, roofs, and fences should be constructed, finished, and/or painted so that the light reflectivity is no greater than 60 Light Reflectance Value (LRV), and metal roofs should be coated in a matte finish to reduce light reflectivity to no greater than 60 LRV. Wall and roof paint colors that are muted and of the natural earth tone palette are also highly encouraged. Using such colors and an LRV of no greater than 60 shall allow a reduction of 10' from the 20-ft. minimum front setback, and 5' from the required 15-ft. minimum rear building setback. A reduction to 1 tree and 2 shrubs per 50' of frontage shall be allowed in cases where the front setback has been reduced to 10 ft. through use of muted and natural earth tone colors and an LRV of no greater than 60. Under this building color incentive, trim work using colors outside of the recommended palette may be allowed if kept to no more than 5 percent of the building body area. This incentive item shall not apply to buildings covered more than 1/3 in glass.
2. Roofs are encouraged to be pitched similarly to those found in the vicinity. Flat roofs shall be painted or rocked the same color as the body of the building.
3. To goal is to reduce daytime glare and night time glow of skylights in commercial buildings. Commercial development proposals, including multi-family, in the overlay district shall be reviewed for potential skylight daytime glare and nighttime glow. When the roof is visible to adjacent neighborhoods, the applicant must demonstrate control of glare and nighttime glow acceptable to the Community Development Director.
4. Buildings should be designed to avoid a single, large dominant building mass, particularly along the street frontage. To mitigate the impacts of a large building mass, deeper setbacks shall be required. The diagrams below show the setback and landscape requirement alternatives based on compliance with Subsection G(1) above and the building height/bulk design.

SUBSECTION G (4)
**CROSS SECTIONS REPRESENTING MINIMUM BUILDING SETBACKS &
 LANDSCAPE AREAS BASED ON EARTH TONE COLORS,
 LRV COMPLIANCE & BUILDING HEIGHT
 (ASSUMES NO SCREENING REQUIREMENT)**

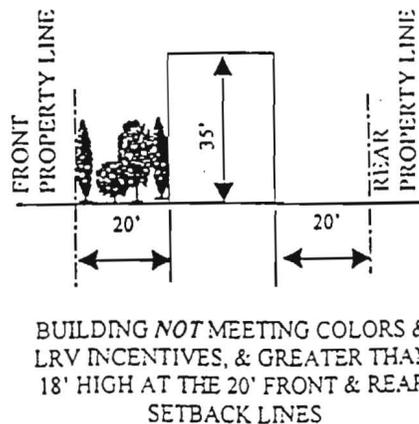
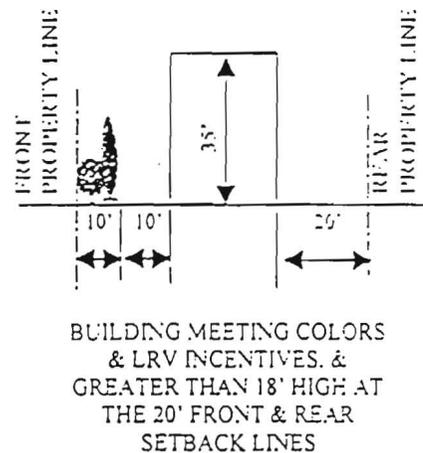
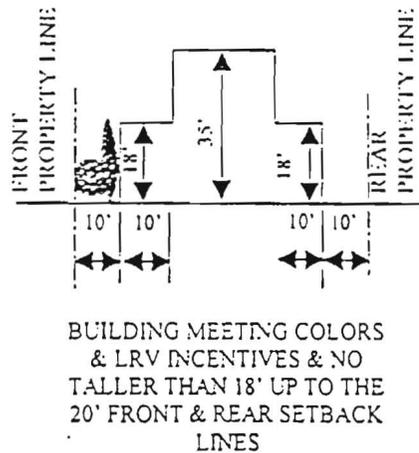
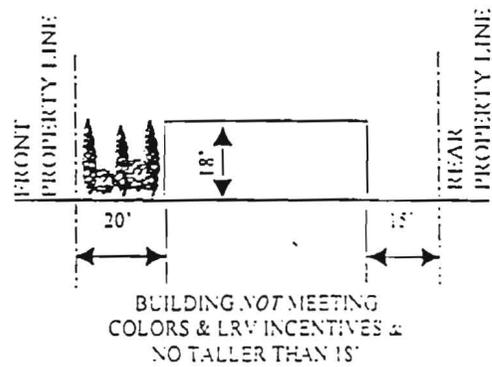
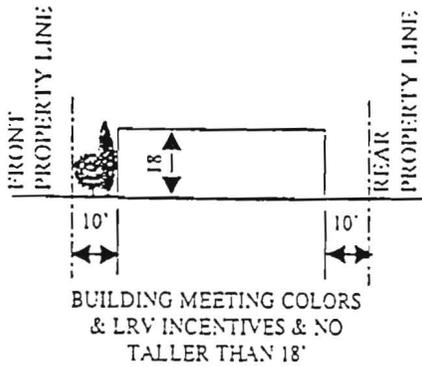




EXHIBIT A

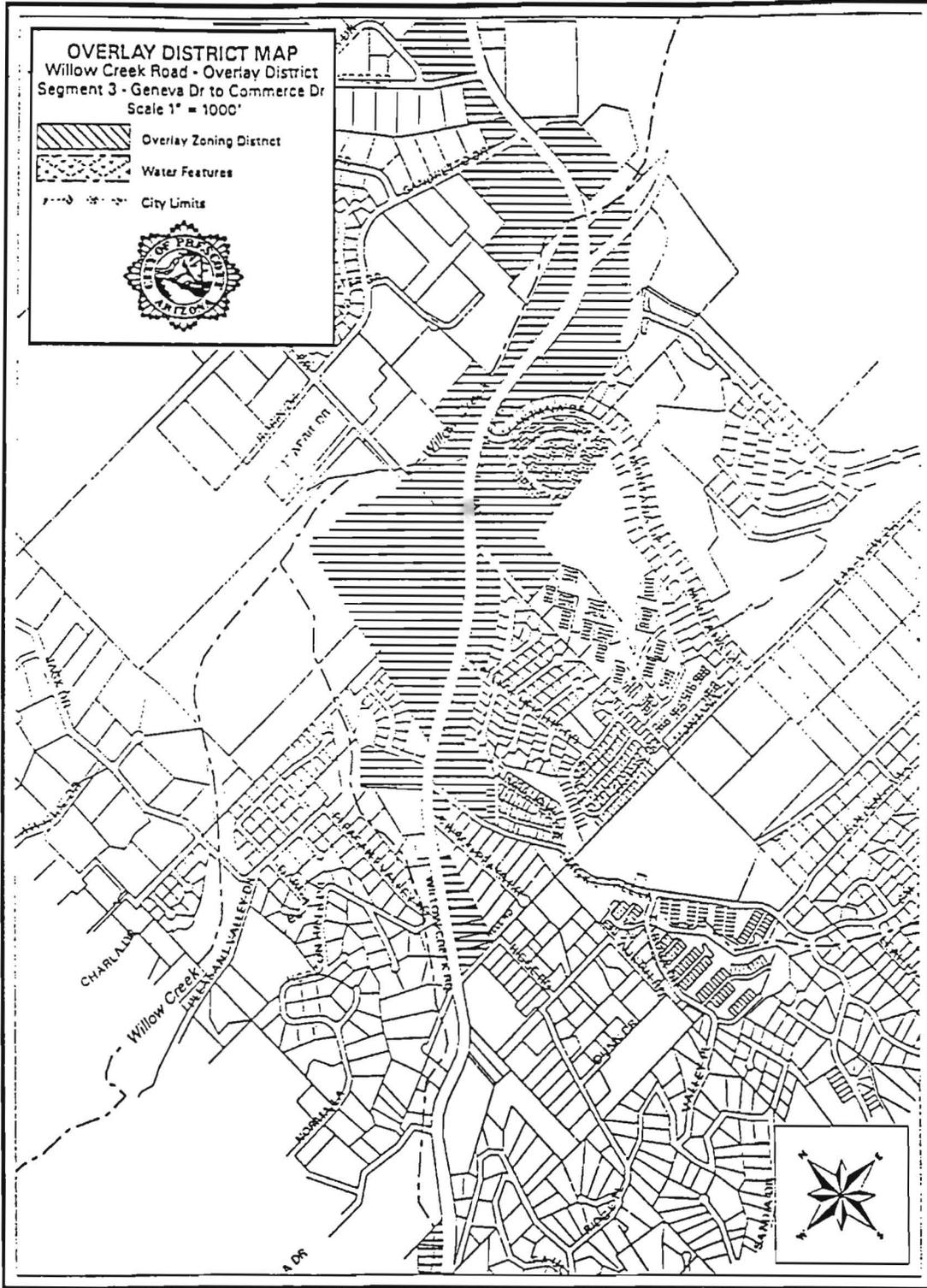


EXHIBIT A

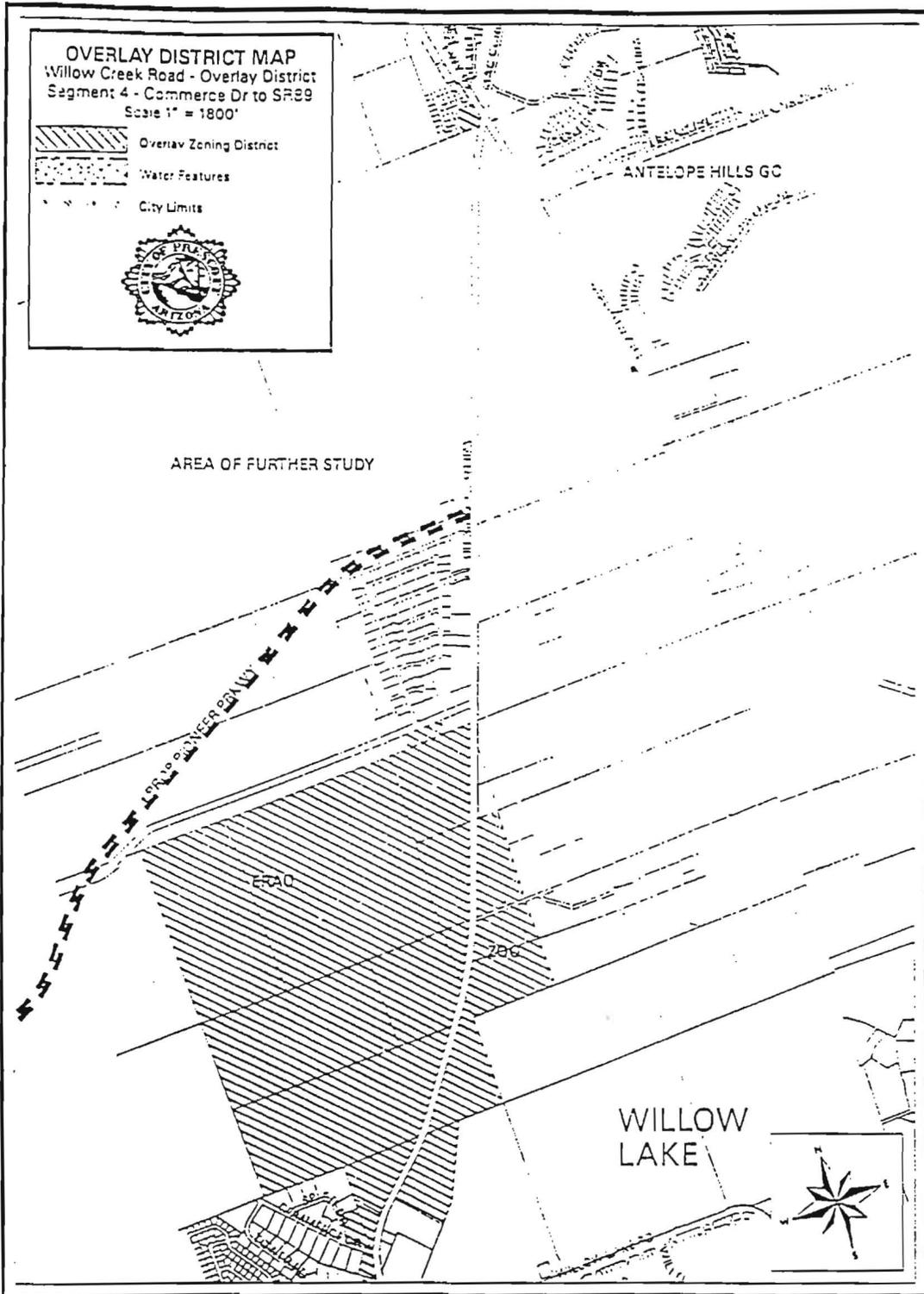


EXHIBIT A

4.41 NEIGHBORHOOD SERVICE DISTRICT

(ORD 3666 8/26/97)

A. Purpose

The purpose of this district is to maintain a neighborhood scale, while providing for mitigation of non-residential uses so the character of a neighborhood is not compromised. The district is designed to accommodate adaptive use of residential housing and would allow small retail, small service and small office uses that would be appropriate at and near intersections of residential collectors and where natural topography provides an adequate buffer. The district promotes neighborhood service opportunities of convenience to residents, while remaining in keeping with the character of Prescott and the residential aspects of an area. It is anticipated that many of the allowed uses will be ancillary to a residence.

B. Uses Permitted

Permitted uses in this district include all uses in R/O, NOB and BA, except multi-family uses, however these uses will be permitted only in existing residential construction or new structures of not more than 1,800 square feet on one lot. This square foot restriction effectively precludes any large scale uses or activities. No outside storage or associated activity is permitted for any use (such as outside telephones, gas pumps, outdoor dining, drive-through restaurants) and all business must be conducted entirely within the building. No more than six parking spaces will be allowed for any one building.

C. Development Regulations

- Minimum Lot size: 7,500 square feet
- Lot width: 50 feet of street frontage
- Building Size: Maximum of 1,800 square feet
- Building Height: 35 feet
- Front and rear yards: For new construction retain previous residential district front and rear yard requirements or those of the adjoining residential district. (Front and rear: 30 feet - RA 35; 25 feet - RA 18 - 9; 20 feet - RA 6)
- Side yard: 10 feet
- Landscaping: A density of one tree and two shrubs for every 250 square feet of required front yard; one half the frontage width of the required front yard depth must be landscaped.
- Parking: No more than 6 spaces per lot. Only one half of the square footage of the required front, side and rear yards may be used to accommodate parking. Conversion of existing residential structures will not require additional maneuvering room for automobiles in order to minimize the impact of use conversion on existing landscaping. Pavers or other dust free surface is preferred over asphalt for surfacing.
- Signage: One wall mounted, non-illuminated sign no larger than 6 square feet.

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4.42 RESIDENTIAL OFFICE

(ORD 3666 9/26/97)

A. Purpose

A zone that provides a transitioning use between general commercial, major roadways, or other similarly intensive land uses and established single-family neighborhoods. The intention of this district is to allow for an assortment of uses that do not overly impact nearby residential areas.

B. Permitted Uses

Permanent buildings placed in permanent locations, and housing the following uses:

1. Single-family residences
2. Multi-family residences
3. Planned Area Development (PAD)
4. Home Occupation
5. Residence sharing an allowed Residential Office District use
6. Bed and Breakfast
7. Boarding and Rooming Houses
8. Adult Day Care
9. Child Care
10. Day Care Group Home
11. Supervisory Care Home
12. Personal and Professional Services with only a minor component of retail sales including, but not limited to, such uses as barber and beauty shops, shoe repair, florists, tailors, photographic studios, electronics and small appliance repair, mail-and-go, interior design studios, pet grooming.
13. Offices
14. Medical and dental offices, regular operating hours limited to 8am-6pm, M-Sat
15. Artisan studios, including wood working, ceramics, jewelry making, sign making, ornamental metal working, and similar uses and which may include galleries and show rooms, when ancillary to the principal residential use.
16. Music, dance, and tutoring lessons, limited to 1,000 sq. ft. of floor area and hours of operation from 9am to 9pm, Monday - Saturday.
17. Veterinary clinic, no boarding.

C. Conditional Uses

1. Churches
2. Preschools associated with a church and day care centers approved by the State of Arizona, operated by a church from within the approved church facility.
3. Public utility buildings, high voltage power transmission lines, and other similar structures otherwise prohibited where, in the opinion of the Board of Adjustment, such are in the public interest. Visual buffering and an appropriate separation between such a facility and schools and residences may be required.

D. Development Regulations

- Lot size: 9,000 sq. ft. minimum
- Lot width: 50 feet minimum at frontage
- Density: Duplex on a 9,000 sf lot and 10 units per acre with a one acre minimum site.
- Lot coverage: 40% maximum of the lot area may be under roof.
- Front yard: 10 ft. minimum, which is to be landscaped.
- Side yard: 5 ft. minimum, measured to the eaves.
- Street side yard: 10-ft. minimum, which shall be landscaped.
- Rear yard: 10 ft. minimum.
- Sight Distance: Placement of all buildings, signs and other structures shall meet the minimum sight distance requirements as determined by the Public Works Director.
- Building Height: 25 ft. maximum
- Screening: The goal is to visually reduce the impact of commercial development on existing residential neighborhoods. A visual buffer may be required between any PAD, multi-family, or business use lying directly adjacent to a more restrictive zoning district. The purpose is to provide an opaque barrier which effectively screens the more intense use.
- Mechanical Equip: Equipment is encouraged to be ground mounted. Any roof-mounted equipment shall be screened from view from the adjoining street(s) or alley(s) in a manner integrated with the roof structure and color.
- Dumpsters: Dumpsters and other garbage bins must be fully screened from view off site.
- Storage of Materials: All materials must be screened from view off site.
- Lighting: Adherence to the Outdoor Lighting Code shall be required.
- Recreation area: The goal is to promote usable open space when multi-family developments are constructed. Site area that is designated and improved for uses such as outdoor seating, dining or playground may be credited toward up to 2% of the overall landscape or open space square foot requirements.

E. Landscaping

Landscaping shall be required per Sect. 7.19(E), in addition to the following added requirements:

1. A minimum 10-ft. deep landscape area, for the purposes of plantings, is required on site along all frontages per Sect. 7.19(E), disregarding any references to waivers stated therein.
2. Along interior property lines abutting a like or less restrictive zoning district: a 5-ft. wide planting strip with 1 tree and 2 shrubs per 50 feet of property line is required.
3. All surface drainageways shall be located and designed so as not to compromise those landscape areas targeted for planting. If a greater landscape area is necessary to accommodate both drainage and planting functions, then such will be required. This may be expected mainly in cases where the tree replacement provision applies.
4. In all cases, retaining existing trees and shrubs is encouraged, especially where visible from public streets. A credit toward the tree replacement requirement (7.19.D.1.A) shall be granted for retaining and preserving healthy trees 4" or greater in caliper size, excluding Siberian Elm. Preserved trees shall include an area of land equal to no less than 50% of the tree canopy which shall remain undisturbed during construction activity. The total caliper size of the trees preserved shall be subtracted from the total caliper of trees removed from outside of the building envelope. The tree replacement is 50% of this remainder. Such preserved trees that die shall become subject to the tree replacement requirement.

F. Signage

Total aggregate of freestanding and wall signage allowed is 40 sq. feet. One freestanding sign is permitted with maximum sign area of 24 sq. ft. and a maximum height of 5 feet. Freestanding signs must be setback a minimum of 5 feet from any property line. Freestanding signs shall be landscaped at the base.

Back-lit, freestanding signs are not permitted. In addition, each tenant may be allowed 3 sq. ft. of non-illuminated sign area adjacent to the tenant's business. Also in addition to the above signage allowances, a directory with a maximum sign area of 6 sq. ft. and a maximum height of 7'6" may be permitted behind the required front yard setback. Signage treatments are encouraged to be consistent between individual properties lying within the same block.

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4.43 NEIGHBORHOOD-ORIENTED BUSINESS ZONING DISTRICT

(ORD 3666 9/26/97)

A. Purpose

The NOB zone is designed to provide an assortment of uses and scale of uses appropriate for location along collector and arterial streets in close proximity to residential neighborhoods. It is the intent of this district to allow for a variety of retail and services that complement the residential areas with respect to location, access, building mass and treatment, buffering and screening, noise, and lighting. Residential uses are also permitted so as to support a mix of uses, including multi-family residential, in these transitioning areas. For these reasons, no building may be larger than 10,000 sq. ft. total floor area except by Conditional Use Permit.

B. Permitted Uses

Permanent buildings placed in permanent locations, and housing the following uses.

1. Single-family Residential
2. Multi-family Residential
3. Planned Area Development (PAD)
4. Home Occupation
5. Residence sharing an allowed Neighborhood-Oriented Business district use
6. Bed and Breakfast
7. Adult Day Care
8. Child Care
9. Day Care Group Home
10. Day Care Center
11. Group Foster Home
12. Supervisory Care Home
13. Artisan studios, including wood working, ceramics, jewelry making, sign making, ornamental metal working, and similar uses and which may include galleries and show rooms, when ancillary to the principal residential use or to an established retail operation.
14. Personal and Professional Services including, but not limited to, such uses as barber and beauty shops, shoe repair, florists, tailors, photographic studios, electronics and small appliance repair, mail-and-go, copy shops, clothing alterations, interior design studios, pet grooming (no boarding), and other uses of similar intensity.
15. Offices
16. Medical and dental clinics
17. Private music and dance schools
18. Gymnasiums
19. Parking Lots
20. Churches
21. Crisis Centers
22. Institutions, public
23. Convalescent and Rest home
24. Retail sales including electronic equipment and small appliances, fabric shops, antique and consignment shops, furniture stores, gift shops, craft stores, pet shops, video outlets, drug stores book and magazine stores - excluding adult book stores,

25. Banks
26. Department stores
27. Grocery stores, including stand-alone bakeries, produce, and meat markets
28. Hardware stores
29. Laundry, self and full service
30. Mobile caterers, subsidiary to an established restaurant
31. Libraries, Museums, and Conservatories/green houses
32. Restaurants and delicatessens excluding dancing or entertainment. Drive-through restaurants and stand alone bars are not permitted.
33. Studios, including movie and fine arts
34. Veterinary clinics; no boarding of animals

C. Conditional Uses

1. Car Washes, provided all buildings and power equipment maintain a minimum distance of 100 ft. from any residence or more restrictive zoning district. Hours of operation are generally limited to 7am to 6pm.
2. Family game center, providing no alcohol beverages are consumed or sold on site. Operations must be contained to indoors.
3. Public utility buildings, high voltage power transmission lines, and other similar structures otherwise prohibited where, in the opinion of the Board of Adjustment, such are in the public interest. Visual buffering and an appropriate separation between such a facility and schools and residences may be required.
4. Any building for any Permitted Use listed in 4.43(B) above that exceeds 10,000 sq. ft. in total floor area. To minimize the impacts of the larger building, street frontage landscaping shall be increased to 20 in width, and required screening areas shall be also increased to 20' in width.

D. Development Regulations

Lot size:	10,000 sq. ft. minimum
Lot width:	50 feet minimum at frontage
Density:	14 dwelling units per acre maximum
Lot coverage:	60% maximum of lot area allowed under roof
Building size:	10,000 sq. ft. maximum total floor area
Building height:	35 ft. maximum
Front yard:	10 ft. minimum, which is to be landscaped.
Side yard:	5 ft. minimum (measured to the eaves).
Street corner:	10-ft. minimum, which is to landscaped.
Rear yard:	10 ft. minimum.

- Sight Distance:** Placement of all buildings, signs and other structures shall meet the minimum sight distance requirements as determined by the Public Works Director.
- Screening:** The goal is to visually reduce the impact of commercial development on existing residential neighborhoods. A visual buffer may be required between any PAD, multi-family, or business use lying directly adjacent to a more restrictive zoning district. The purpose is to provide an opaque barrier which effectively screens the more intense use.
- Mechanical Equip:** Equipment is encouraged to be ground mounted. Any roof-mounted equipment shall be screened from view from adjoining street(s) or alley(s) in a manner integrated with the roof structure and color.
- Dumpsters:** Dumpsters and large garbage bins must be fully screened from view off site.
- Storage of Materials:** All materials must be screened from view off site.
- Lighting:** Adherence to the Outdoor Lighting Code.
- Recreation area:** The goal is to promote usable open space when multi-family developments are constructed. Site area that is designated and improved for uses such as outdoor seating, dining or playground may be credited toward up to 2% of the overall landscape or open space square foot requirements.

E. Landscaping

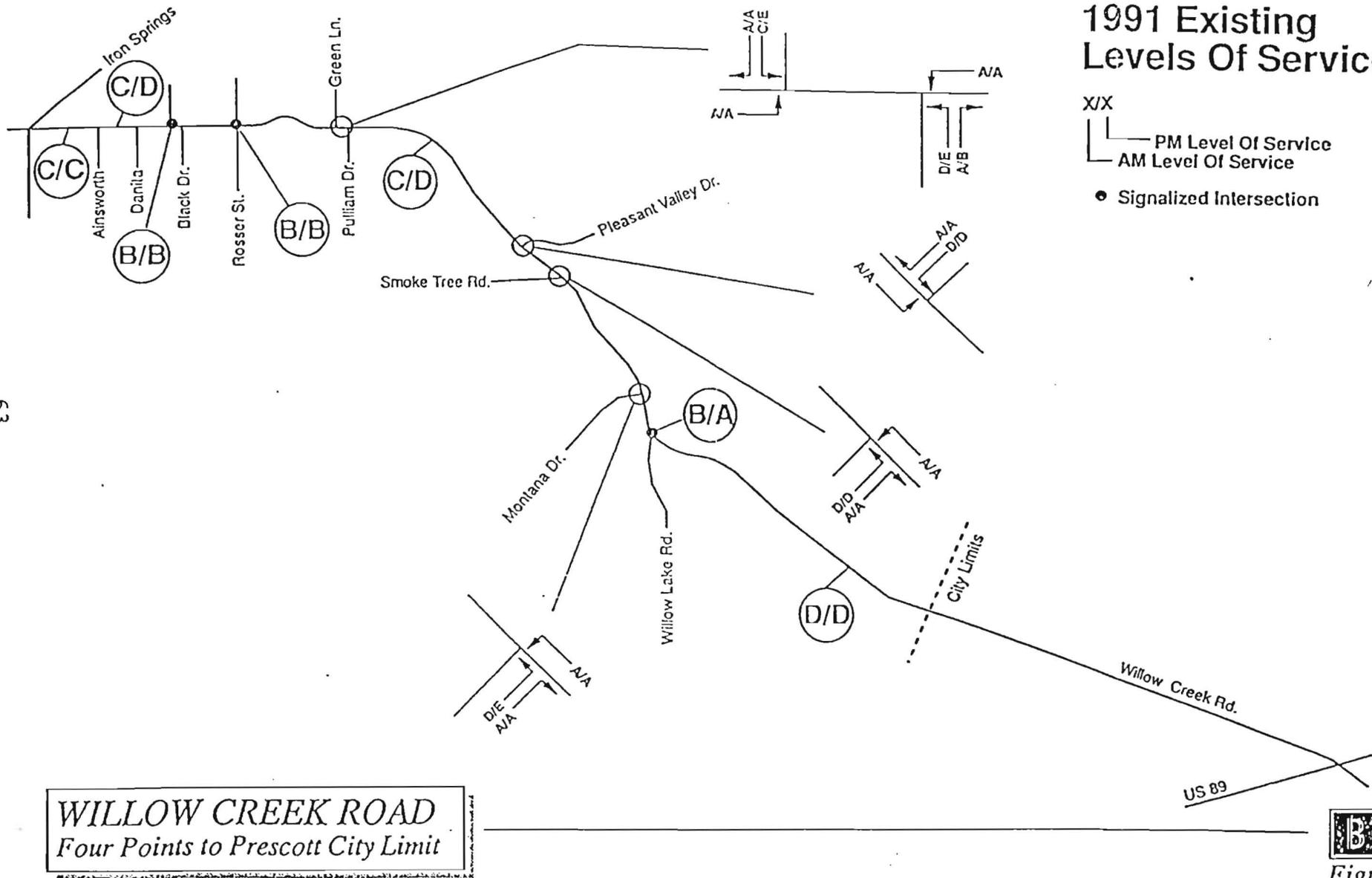
Landscaping shall be required per Sect. 7.19(E), in addition to the following added requirements:

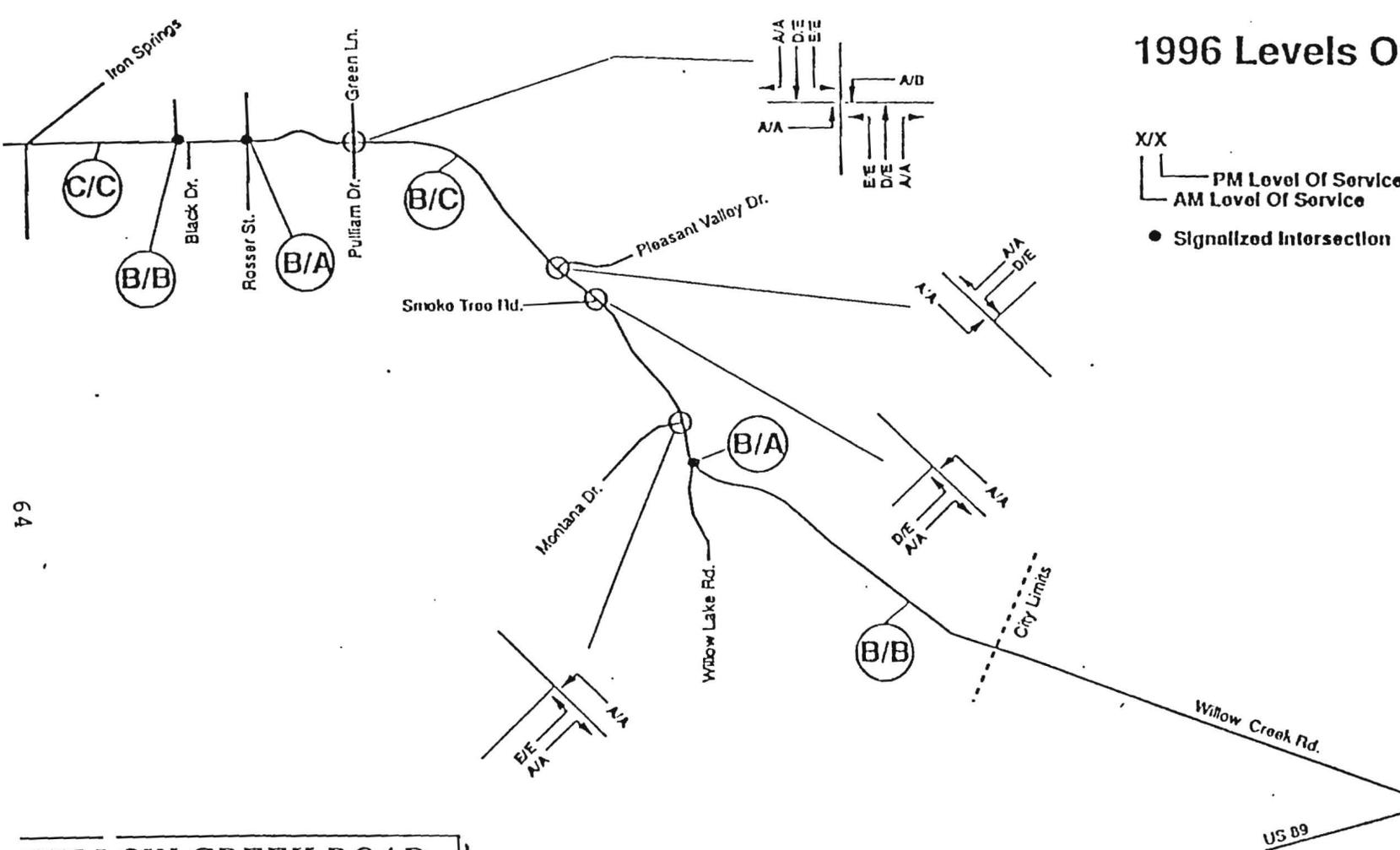
1. A minimum 10-ft. deep landscape area is required along all frontages, in accordance with Section 7.19(E). No waivers may be granted for this requirement.
2. Along interior property lines not requiring SCREENING: a 5-ft. wide planting strip with 1 tree and 2 shrubs per 50 feet of property line is required.
3. All surface drainageways shall be located and designed so as not to compromise those landscape areas targeted for planting. If a greater landscape area is necessary to accommodate both drainage and planting functions, then such will be required. This may be expected mainly in cases where the tree replacement provision applies.
4. In all cases, retaining existing trees and shrubs is encouraged, especially where visible from public streets. A credit towards the tree replacement requirement (7.19.D.1.A) shall be granted for retaining and preserving healthy trees 4" or greater in caliper size, excluding Siberian Elm. Preserved trees shall include an

area of land equal to no less than 50% of the tree canopy which shall remain undisturbed during construction activity. The total caliper size of the trees preserved shall be subtracted from the total caliper of trees removed from outside of the building envelope. The tree replacement is 50% of this remainder. Such preserved trees that die shall become subject to the tree replacement requirement.

F. Signage. Per Section 6.12E

APPENDICES





1996 Levels Of Service

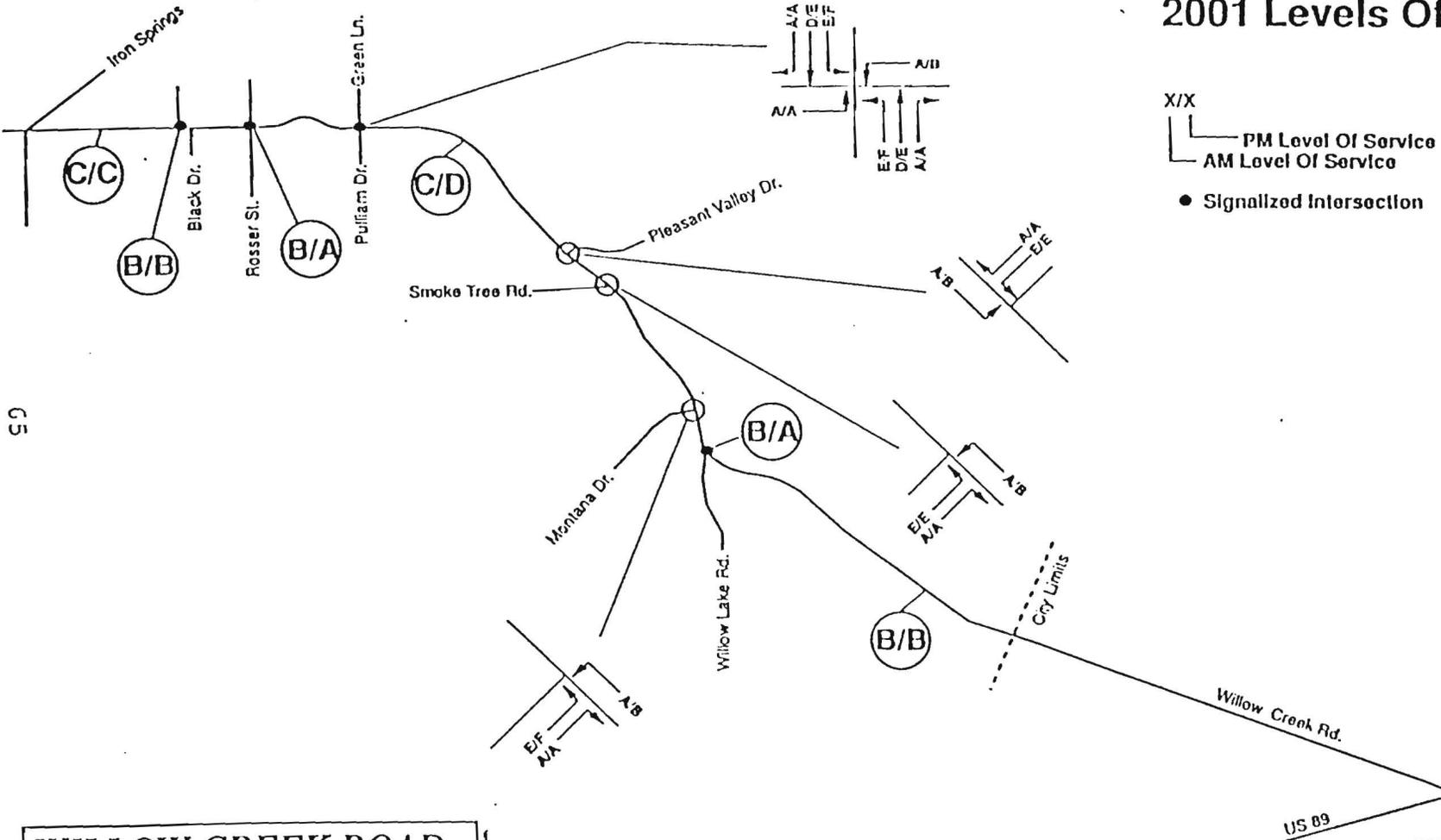
- X/X
└── PM Level Of Service
- └── AM Level Of Service
- Signalized Intersection

WILLOW CREEK ROAD
Four Points to Prescott City Limit



Figure 6

2001 Levels Of Service

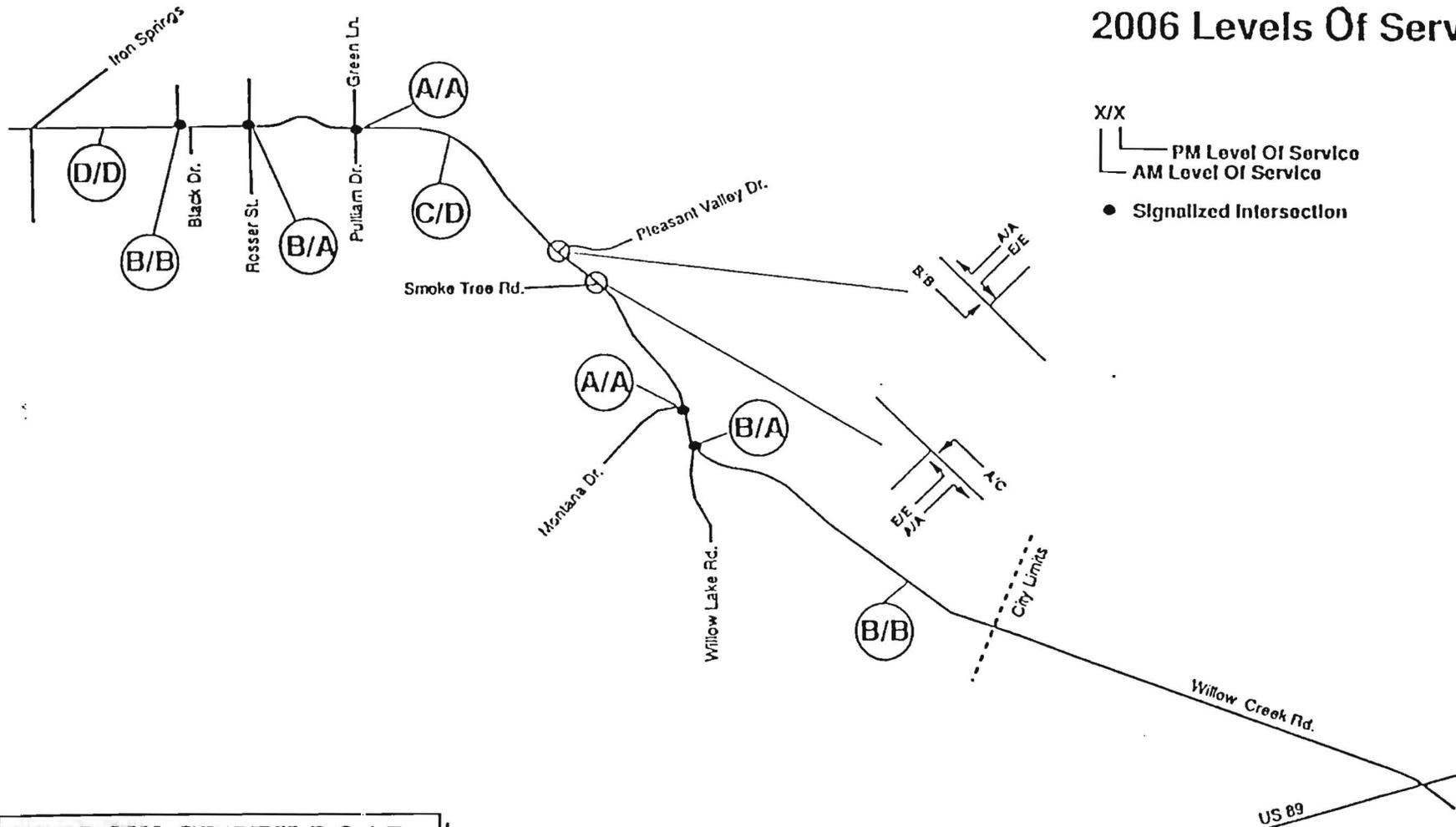


X/X
 └── PM Level Of Service
 └── AM Level Of Service
 ● Signalized Intersection

WILLOW CREEK ROAD
 Four Points to Prescott City Limit



Figure 9



2006 Levels Of Service

X/X
 ┌── PM Level Of Service
 └── AM Level Of Service

● Signalized Intersection

WILLOW CREEK ROAD
Four Points to Prescott City Limit



Figure 12

Appendix B

MEMORANDUM

TO: Julie Pindzola

FROM: NB

DATE: November 19, 1996

RE: Willow Creek Road plan

On November 18, I did a "windshield assessment" of Willow Creek Road from Danita Drive to Geneva Drive with Ben Owens, a member of the Willow Creek Road planning committee. The purpose of the assessment was to identify cultural resources, particularly buildings which might be of historic significance, and to assess the impact the plan might have on those resources at this stage of the planning process. I have identified eight properties which have the potential to be eligible for the National Register of Historic Places and one property which I feel is likely to yield archaeological resources if and when it is developed. These properties are as follows:

Parcel #116-06-001

Parcel #116-06-002

Parcel #116-06-003

Parcel #116-06-004

These four parcels are located in a row from south to north starting at the northwest corner of Willow Creek Road and Rosser Street. The structures, all residences, appear to be from 50 to 70 years in age. One is stucco, three are stone. All four appear to have historic integrity.

Parcel #116-17-130

Parcel #116-17-131

Parcel #116-17-132

These three parcels are located in a row from south to north on the east side of Willow Creek Road directly opposite the "T" intersection with Black Drive. The structures, all residences, appear to be 50 to 70 years in age and appear to have historic integrity.

Parcel #106-22-008

This parcel is approximately 14 acres and is all that remains of Willow Creek Ranch on the southwest corner of Geneva Drive and Willow Creek Road. There are numerous structures on the property, including several mobile homes, however, there is also a stone ranch house, bunk house, barn, tack house, well and cistern and stone walls, all of which appear to be 60 to 80 years old and have historic integrity.

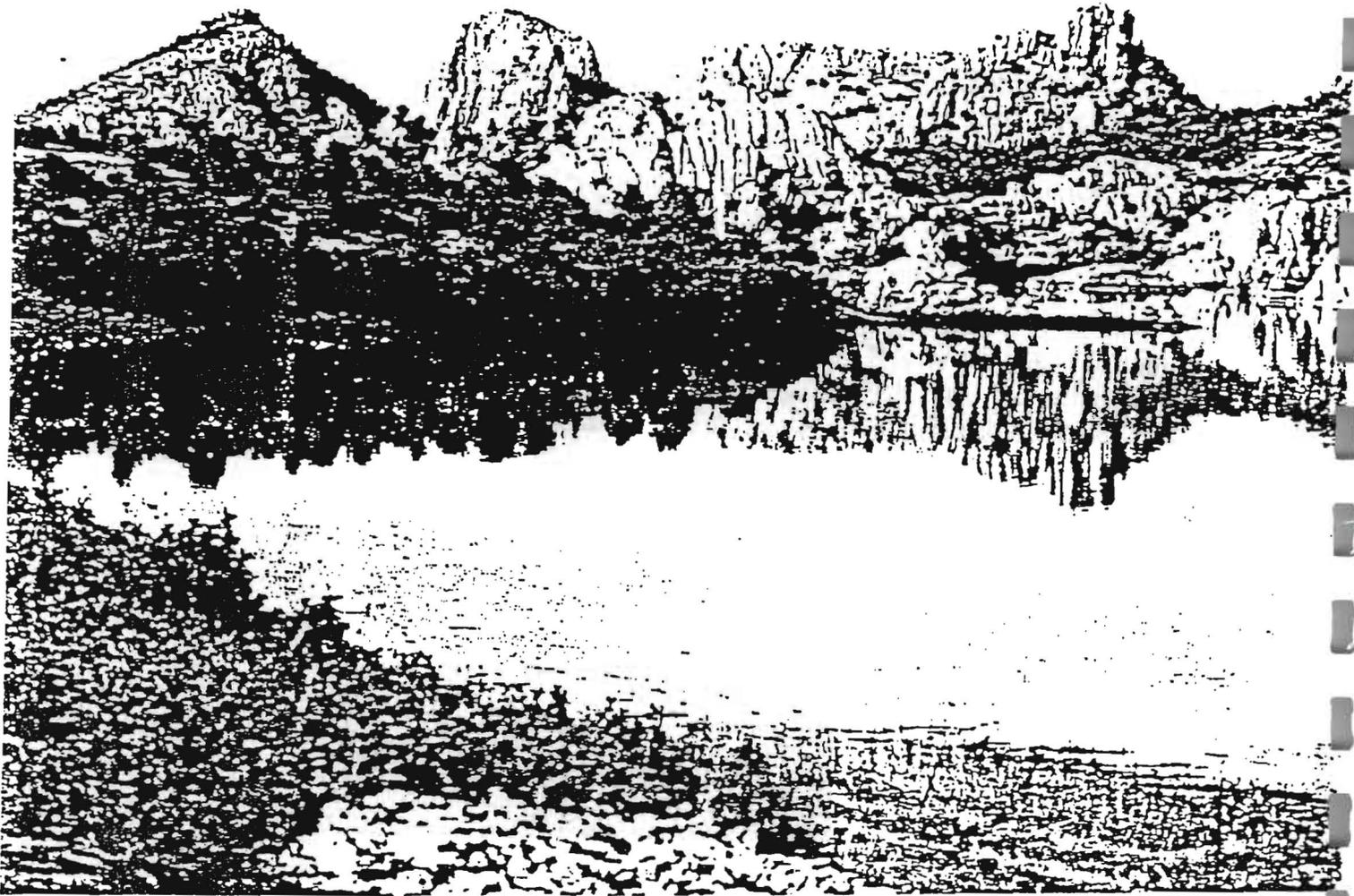
These properties all represent historic resources of the community and should be retained if at all possible. A change in use would not be detrimental to the structures if

the historic integrity could be retained. Demolition for redevelopment would be the least acceptable approach and should be discouraged or prevented.

I believe that the property known as the "L.U.R.A.D." site north of Black Drive on the west side of Willow Creek Road is probably the former location of an early dairy. I would anticipate that it would have a high likelihood of yielding both historic and prehistoric archaeological resources. I would recommend a Class I study prior to any development on this site. Further, I would also anticipate the same situation with the Willow Creek Ranch site.

In addition, the site of Sandretto Ranch, on the west side of Willow Creek Road west of the intersection with Willow Lake Road is a very large and very significant archaeological site (both historic and prehistoric) and any future development in this area would also be highly likely to yield significant archaeological resources.

In support of Goal 2 of the Willow Creek Road Corridor Study draft, retention of these historic resources would serve to set the pattern for buffering and transitioning from commercial to residential while retaining a residential look along Willow Creek Road with historic residences and mature front yard landscaping. Retention of these structures should be facilitated and encouraged wherever possible and demolition should be discouraged.



GRANITE DELLS COMMUNITY PLAN

SEPTEMBER 1991

LAND USE PROPOSAL JUSTIFICATION

The location of proposed land use designations for the study area was determined by taking into account factors such as: survey results, existing land use, adjacent existing or proposed land use, proximity to a major arterial Highway (for commercial uses), traffic circulation, terrain, drainage and riparian area locations, etc. The following specific issues were considered with each designation.

AGRICULTURAL/OPEN SPACE (Classification I)

Areas east of the railroad tracks have been designated agricultural since they will probably not experience development pressures in the near future due to the problems of limited access to many locations and because the area is some distance from Highway 89, Willow Lake Road and Willow Creek Road, where much of the development is now occurring. An area between the railroad and Highway 89, north of the Highway 89/89A intersection, has also been designated Agricultural/Open Space since the owner does not expect to discontinue the existing ranching operation in order to develop the property in the foreseeable future. The acres within, and in some instances surrounding, the Willow and Waton Lake irrigation reservoirs has also been designated Agricultural/Open Space since much of the property is flood prone. The agricultural classification, therefore, serves as a "holding" classification for the area until such time as development pressures may cause a re-evaluation of the holding recommendation.

RECREATIONAL NON-COMMERCIAL (II)

The Recreational Non-Commercial classification includes parks, trails etc. The areas along the creeks and the railroad R.O.W. have been designated for such use. The creek banks provide ideal scenic hiking and passive recreation areas while the railroad R.O.W. contains an existing bed that, with the tracks removed, could create a ready made trail, without blasting and disturbing the pristine environment of the area.

VERY LOW DENSITY RESIDENTIAL (III)

Very Low Density Residential allows one single family house per five acres. An area north of the major rock formations, along both sides of Highway 89, and along a portion of the East side of Willow Creek Road, have been designated for this use. These areas seem suitable for very low density residential housing since the terrain is generally gently rolling, offering buildable sites with easy access off of Highway 89 and the area does not fall within the airport flight path. The rationale for not proposing a commercial designation for this area is so that a continuous commercial strip along both

sides of Willow Creek Road and Highway 89, from their intersection with Willow Lake Road, to the airport, can be avoided. Allowing such a commercial strip would detract from the scenic beauty of the area and cause additional traffic congestion for through traffic.

LOW DENSITY RESIDENTIAL (IV)

Low Density Residential allows one single family home per acre. An area adjacent to an existing mobile home/RV park, north of Willow Lake, has been proposed for this classification. The proximity to existing high density residential, easy access from Highway 89 and buildable sites throughout the area are the justifications used by the Land Use Subcommittee for designating this area Low Density Residential.

The other area recommended for Low Density Residential development is that property located between Willow Creek Road and Highway 89. The property is not encumbered with boulder outcroppings which can limit development, as are many areas throughout the study area, and is easily accessible due to its location between two major highways. The density designation of one single family residence per acre also provides a transition between the Very Low Density designation to the South, allowing only one single family residence per 5 acres, and the Low Impact Commercial to the North.

MEDIUM DENSITY RESIDENTIAL (V)

The Medium Density Residential classification, which is the highest housing density proposed by the Land Use subcommittee, allows two single family homes per acre (1/2 acre lots). Medium Residential Housing is proposed for a very limited area located behind the existing commercial district along Highway 89, where such housing densities now exist. This proposed residential density district is expanded, only slightly beyond the existing "higher" density residential development, so as to provide a location where a small village may evolve around the existing commercial/residential district, along both sides of Highway 89 between Willow lake Road and Granite Dells Road, in order to encourage the formation of an identifiable center for the community. Granite Gardens subdivision, an existing subdivision with lot sizes less than 1/2 acre in size, located east of Granite Creek and north of Granite Dells Road, has also been designated Medium Density Residential.

LOW IMPACT COMMERCIAL VI

The Low Impact Commercial category allows services such as barber & beauty shops, photography services, private clubs, etc. This category has been designated for a location near the Highway 89/89A intersection where some commercial activity presently exists. Low

Impact Commercial is also proposed for a location near the Highway 89/Willow Creek Road intersection where a commercial corner is developing and behind the light commercial designation along Highway 89.

LIGHT COMMERCIAL VII

The Light Commercial category allows retail sales, business offices, restaurants, etc. These types of uses have been designated for locations where such commercial activity presently occurs, such as along both sides of Highway 89, between Willow Lake Road and Granite Dells Road; at the intersection of Willow Creek Road and Willow Lake Road and near the airport intersection of Willow Creek Road and Highway 89.

PLEASE NOTE: In the case of both commercial designations, an attempt has been made to provide a district with depth from the highway so as to create a "shopping center" type of development with limited highway access, rather than promoting a commercial strip with numerous driveway access points.

RECREATIONAL COMMERCIAL (Classification VIII)

The Recreational Commercial land use category is unique from other proposed land use designations, in that it does not fall within the hierarchical order as to other classifications (see explanation page 36) and, although numbered "VIII", an area designated Recreational Commercial does not allow uses found in all preceding classifications I through VII but rather allows only additional uses as described in classifications I through III.

Land uses described in the Recreational Commercial category include recreational uses often associated with resorts such as tennis, swimming, golf, etc. Much of the area covered with boulder outcroppings, as well as areas around the lakes, has been designated Recreational Commercial since the views and private settings, nestled amongst the boulders, appear to be conducive to resort development, which is in keeping with survey results and subcommittee recommendations. The entire area designated Recreational Commercial can not, of course, be covered with structures since much of the area is unbuildable. Buildable pockets within the boulder outcroppings may, however, be built upon, with rock outcroppings preserved as open space, within the guidelines of a site plan specific, planned area development. The area along the ATS&F Railroad right-of-way has also been designated Recreational Commercial as it is recommended to be considered for a scenic railroad.

OTHER LAND USE CONSIDERATIONS

When the survey, that was distributed throughout the study area, asked the question - "Would you support condominium, townhouse or apartment development in the Dells?" - the majority of those who responded, answered "No". Since this question included the wording

"in the Dells" - the Advisory Committee interpreted the response to mean that multiple family housing was inappropriate throughout the "Dells" (major rock formations). Rather, therefore, than propose that multi-family housing not be allowed anywhere within the study area, the Land Use Subcommittee and Advisory Committee recommends that multi-family housing be considered throughout those few limited areas designated commercial (Low Impact Commercial and Light Commercial) which are located near to major arterial highway intersections.

CVID

The Chino Valley Irrigation District is a municipal corporation formed in the 1920's for the purpose of containing and delivering to agricultural lands in the Chino Valley area the appropriated waters from Granite Creek (including Willow Creek) drainage basin.

The district has expressed concerns about the liability issues raised if CVID property is made available to the public for the purposes of recreational enjoyment. The Advisory Committee recommends that some governmental entity, trust, conservation group, etc. assume such liability through conservation easements, for example, or compensate CVID, for liability incurred by way of tax incentives, development incentives, etc. The committee also recommends that CVID submit a master plan for Yavapai County review that depicts those areas where future development is proposed. A master plan would be helpful in order for the County to assist CVID with a more comprehensive, as opposed to a piecemeal, approach to the development of their land holdings.

(CVID Land holdings depicted on map in Appendix B)

IMPLEMENTATION

It is the recommendation of the Granite Dells Advisory Committee that applications presented for public hearing before the P&Z Commission and Board of Supervisors, that are not in keeping with the land use recommendations of this report, should be considered only if the appropriate amendment to the plan has been approved through the public hearing process.

While numerous recommendations have been proposed throughout this plan, specific implementation strategies and techniques, priorities, timetables, etc. have not been addressed. The means of implementation are very issue-specific with many possible alternatives for achieving a desired recommendation. The process of implementing many of the recommendations proposed can begin by circulating this plan to the appropriate governmental agencies for their review and assessment. In many instances agencies may not be aware that a situation exists where they can be of assistance. The Advisory Committee does recognize, however, that it may be necessary to develop and adopt specific, detailed plans or studies prior to

implementation of certain recommendations. Members of the Dells community need to be vigilant regarding adherence to the plan, and commit to being involved in it's implementation. Only through citizen involvement will the full value of this plan be realized.

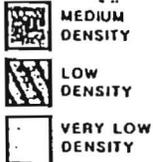
PLAN INTERPRETATION

It has been suggested by those reviewing earlier drafts of this plan that terms used throughout this plan to describe development limitations such as: "appropriate size & scale" and "substantial impact" are very much open to interpretation and provide little concrete guidance to those attempting to implement plan recommendations. The plan recommends that interpretations of appropriate size, scale and impact would be determined by the Dells community on a case by case basis through the public hearing process as development proposals are reviewed.

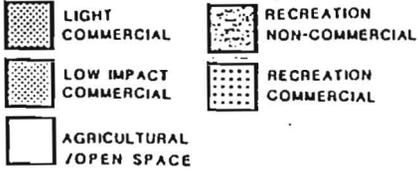
The Advisory Committee would like to remind the Dells community that the assessment of development proposals with regards to appropriate size, scale and impact should be consistent for all proposals and should be assessed using criteria such as traffic impacts along with other environmental impacts as outlined throughout this plan that may change the rural character of the area. Community approval of a given project, therefore, could set a precedent for what is appropriate, thus making it difficult for the community to object to similar proposals in the future.

GRANITE DELLS COMMUNITY PLAN PROPOSED LAND USE

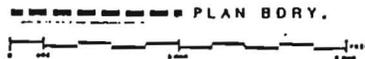
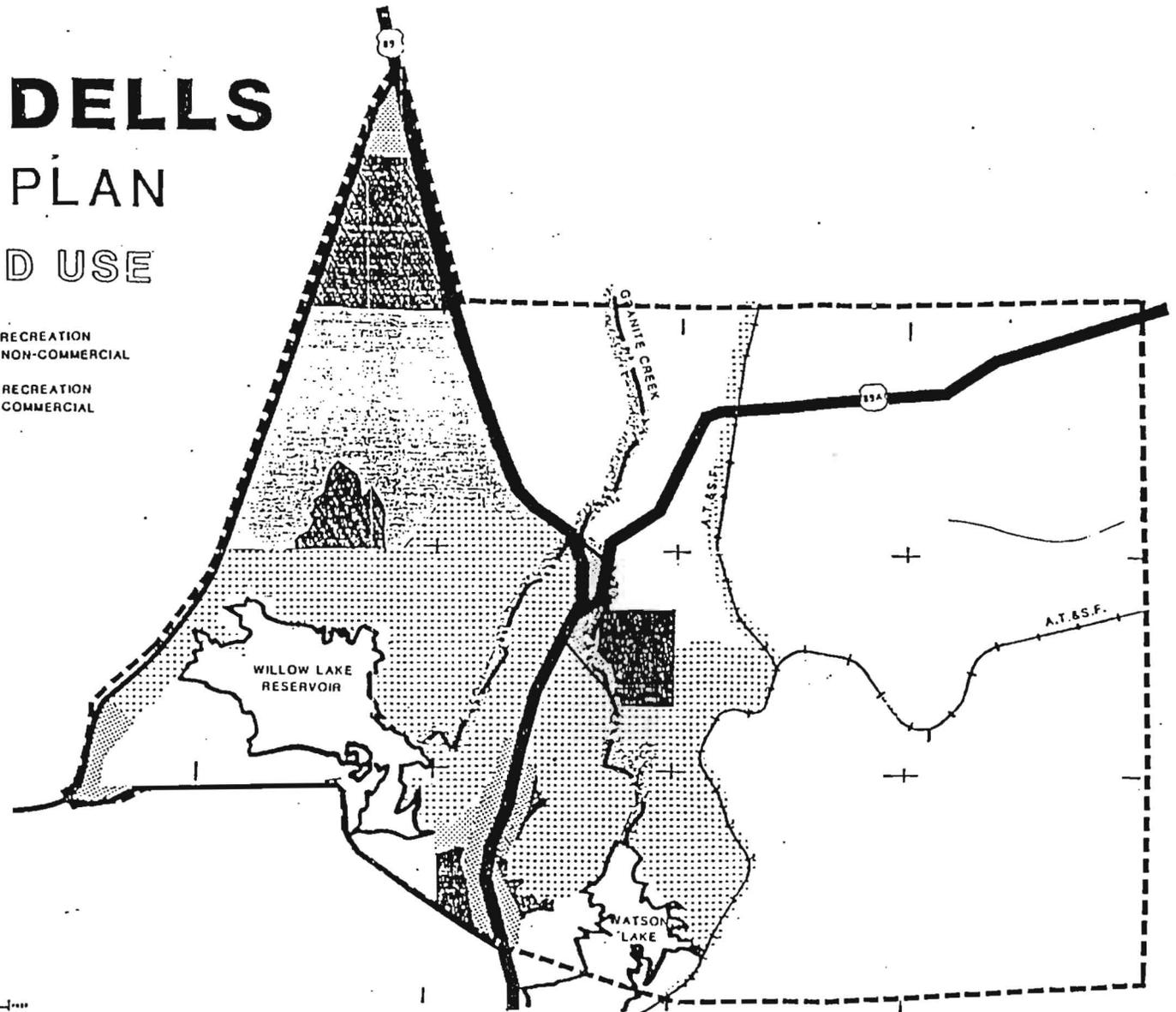
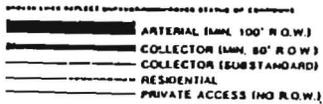
RESIDENTIAL:



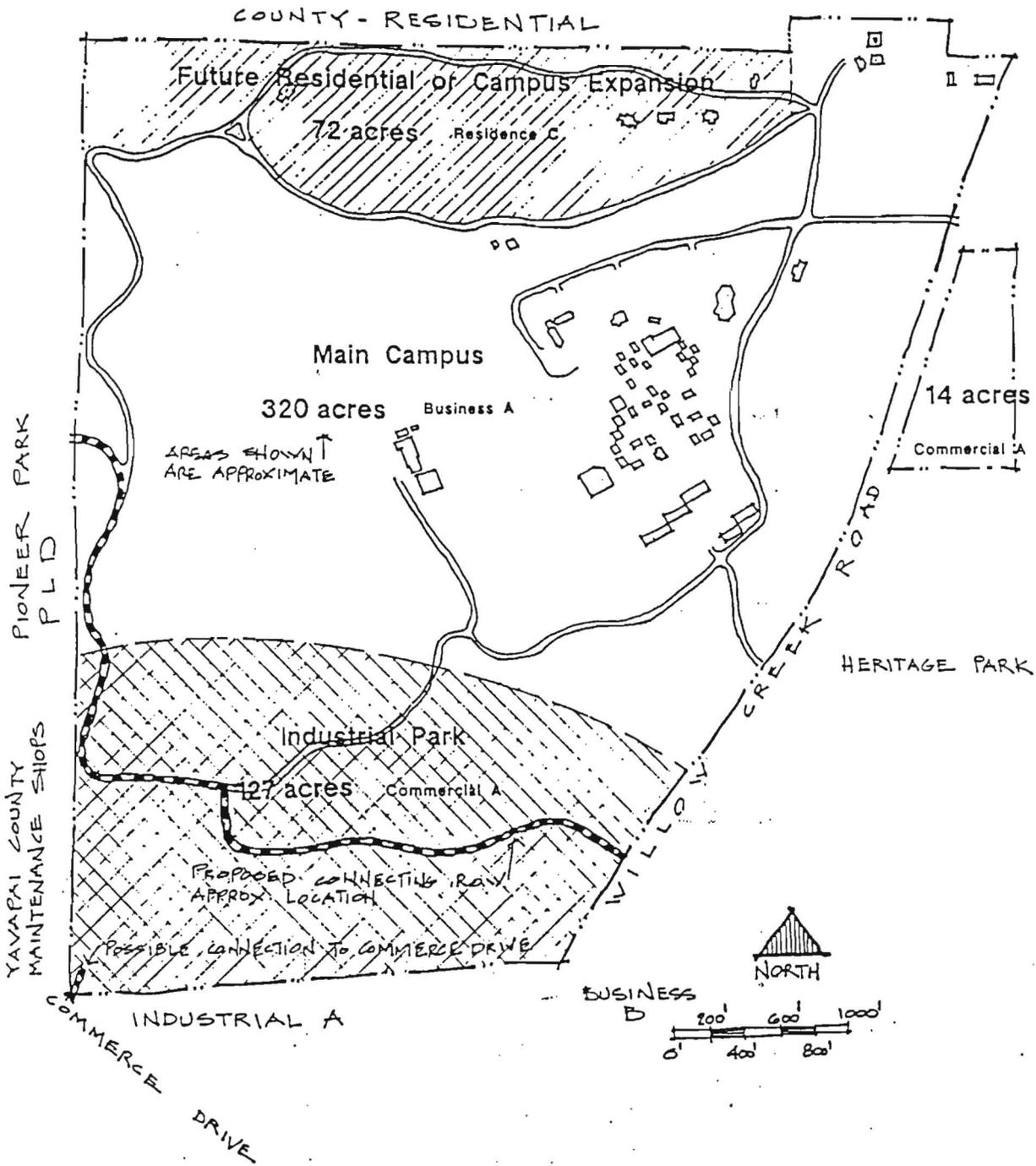
NON-RESIDENTIAL:



ROADS:



Appendix D

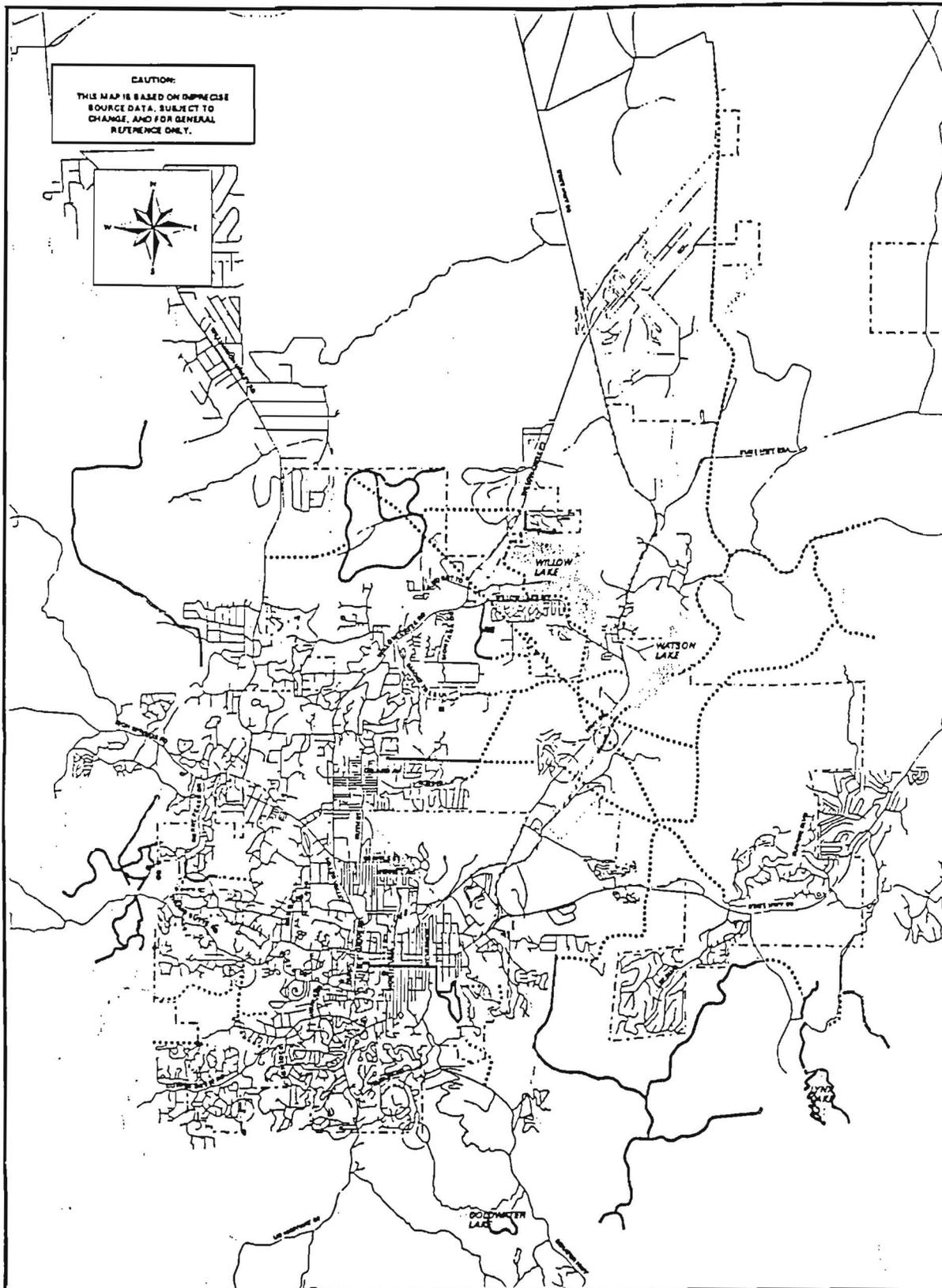


EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

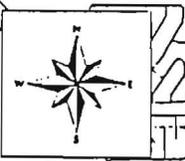
PRELIMINARY ZONING STUDY
 ASSOCIATED ARCHITECTS OF PRESCOTT
 402 N. MT. VERNON 778.3671

11-22-76





CAUTION:
THIS MAP IS BASED ON IMPRECISE
SOURCE DATA, SUBJECT TO
CHANGE, AND FOR GENERAL
REFERENCE ONLY.



LEGEND

- Existing Social Trail
- Existing Dedicated Trail
- Existing USFS Trail
- Existing City Trail
- Existing Gray Trail

- Proposed Dedicated Trail
- Proposed USFS Trail
- Proposed City Trail

- Access Issue to Resolve
- No USFS Access

- ▲ Schools - associated w/ Gray Trails
- - - - City Limits
- Water Features

CITY OF PRESCOTT
City Wide Trail Map

Scale 1" = 6000'

