

**DRAFT MINUTES of the PRESCOTT PLANNING & ZONING COMMISSION
REGULAR MEETING held on AUGUST 11, 2016 at 9:00 AM in COUNCIL
CHAMBERS ROOM, CITY HALL, 201 S. CORTEZ STREET, PRESCOTT, ARIZONA.**

I. CALL TO ORDER

Chairman Menser called the meeting to order at 9:00 a.m.

II. ATTENDANCE

BOARD MEMBERS	STAFF MEMBERS
Tom Menser, Chairman	Tom Guice, Director
Ken Mabarak, Vice Chairman	George Worley, Planning Manger
Joe Gardner	Frank Hall, Community Planner
Terry Marshall	Darla Eastman, Administrative Specialist
Len Scamardo	
George Sheats	COUNCIL PRESENT
Phil Goode - Absent	

III. REGULAR ACTION ITEMS

1. Approval of the July 28, 2016 Meeting Minutes

**Mr. Mabarak, MOTION to approve the July 28, 2016 meeting minutes. Mr. Sheats, 2nd.
VOTE 6-0; passed.**

IV. PUBLIC HEARING ITEMS

1. PP16-001, Preliminary Plat for Deep Well Ranch Estates (Antelope Crossing), a 255 lot single-family workforce housing Planned Area Development (PAD) subdivision [APN 102-04-001H, 102-04-010L, 102-04-010J, 102-04-010G; Property Owner: James Deep Well Ranches #1, LLC]

Frank Hall gave a brief overview of the staff report for the Preliminary Plat for Deep Well Ranch Estates (Antelope Crossing) and displayed maps on the overhead projector. He stated that the project is a 255 lot single-family residential Planned Area Development (PAD) subdivision located on 47.82 Acres. The existing zoning for the project includes 6.90 acres of Multi-family High Density (MF-H) which permits single-family residences, and 40.92 acres of Business Regional (BR). He stated the density in both the MF-H and BR zoning districts is at 32 units per acre.

There will be front and side loaded garages. The proposed local street section is a 44 foot wide right-of-way with 28 feet of payment which will permit parking on one side of the street. This proposed street section is a modified design from the standard 50 foot wide right-of-way. The PAD proposed setbacks are 10 feet in the front, 5 feet on the side, 15 feet in the rear, and 10 feet on the corner side setback.

Mr. Hall stated that the entire Antelope Crossing property was annexed into the City of Prescott under two separate annexations in March 2013 and November 2015, respectively. It was a long process with much public interaction.

Mr. Hall continued that the applicant is requesting an exception to the amount of open space in order to achieve the residential density needed for workforce housing price points. The request is for approximately 17% of the site to remain in open space which is less than the minimum amount of open space of 25% that is required by the LDC for PAD subdivisions in order to keep the density and to make the price points low for workforce housing. Mr. Hall gave the definition of workforce housing and stated it to be 30% of an individual or family income spent on housing costs.

The Commissioners discussed the proposal of single-family residences in the Business Regional zoning. Some felt it was going against what was recommended in the General Plan and we would lose the open feeling. The concern of altering the Land Development Code and the Planned Area Development by minimizing the setbacks and open space to allow workforce housing was brought to everyone's attention. The project is Business Regional rather than residential according to the 2015 General Plan (GP). Also, the concern of the subdivision being priced out if market value is something that we can't control. Mr. Hall displayed the airport impact overlays on the overhead showing airport impact zone 6 allows single-family development. This project is within the airport impact zoning regulations. Other subdivisions are located within impact zone 6 including Walden Ranch and Pinon Oaks. Mr. Hall also noted that the GP identified the need for workforce housing in Prescott. Other GP recommendations were brought up including trails, dog walks, wildlife preservation, and parks that should tie-in with the applicant's proposal.

Tom Guice gave some comments regarding the PAD and the proposed project and stated that this is what the applicant is requesting at this time. It is a process and it is their right as property owners to put forward the proposed project, and they are meeting a need, and the tradeoffs are warranted concerns by the Commission and are looked at by a project-by-project basis. He said that the question of the effectiveness of the open space is a good point. There is not a lot of connective space that they are proposing. In the past, there have been waivers of the percentage of open space on other plats. You may recall, Hartin Suites was one of them and staff looked at all of those perspectives. As far as wildlife goes, there has been a positive change with the realignment of Willow Creek road and that there is now game-friendly fencing which is spelled out in the Airport Plan, as well as the General Plan. With regard to PAD, it ultimately is the Council's sole discretion to approve or disapprove the proposed project. We could potentially make it a discussion item on the agenda at the next Unified Development Code meeting. The 28 feet pavement, sidewalks and parking are embedded into the newly adopted General Engineering Standards.

The Commissioners discussed the issue of noise complaints. Mr. Guice stated that noise contours in the LDC requires a reduction in decibels depending on the location with respect to LDN, the day/night average noise contour. The 65 LDN lies entirely within airport proper and does not cross Highway 89 or the Willow Creek road alignment. So in this particular situation there is no noise requirement for a noise reduction as part of the construction.

Mr. Hall quoted from the 2015 General Plan regarding workforce housing stating that workforce housing promote a balanced community with a diversity of neighborhoods and residential types and prices by encouraging in-fill development, higher density development and longevity of established neighborhoods; reduce production costs and promote production of workforce housing by greater flexibility in placement of housing, and reduction in parking requirements where appropriate.

Ron James and Vic Chapman, 600 W Gurley Street, Suite 200, stated in response to the 10 foot setback, it is from the property line but there is a 4 foot shoulder, so from a visual standpoint, it is actually 14 feet. Regarding the PAD, the land is worth a certain amount for certain projects and as we are not able to improve that particular property with the value paid, it pushes the cost up. He also stated that we are in complete alignment in with keep the plans as close to the 10 foot setback as possible. As far as increasing the open space, we have done what we can to work the numbers to increase the open space or decrease the number of lots; it just pushed the threshold financially. He also said they are bound by the different zoning classifications to enlarge the open space. Mr. Chapman noted the improvements that are included in the plans on Willow Lake road. This is a great opportunity and place for workforce housing.

JD Greenberg, 1520 Cougar, stated that first of all Mr. James has done a lot for the community and she applauds the need for workforce housing. However, Prescott is the place where people come for the open space because of the views and wildlife. She quoted from the 2015 General Plan and stated there is a need to preserve our wildlife, the Pronghorn antelope are gone. The Prescott Valley herd is in danger with the new subdivision going in on Glassford Hill road. Our only hope is to keep our migratory corridors open. The bears, badgers, and the whole list of wildlife will be impacted if we lose our open space. It's ironic that the name of the development is Antelope Crossing when in fact it is going to block the wildlife from crossing. You have to have an 18" high bottom wire fence since antelope like to go under the fence to cross. Highway 89 is projected to have 6 lanes in 2040, as well as highway 69. She said she strongly recommends that you go with what was intended in the PAD and hold all developments to the 25 foot setback.

Mr. Scamardo, MOTION to approve PP16-001, Preliminary Plat for Deep Well Ranch Estates (Antelope Crossing), a 255 lot single-family workforce housing Planned Area Development (PAD). Mr. Mabarak, 2nd.

Mr. Sheats requested that we look at the configuration of the trails and open space in the development. He said he is concerned more about the functionality and connectivity rather than the percentage.

Mr. Chapman said that is intent and he would look into that.

VOTE 6-0; passed.

V. UPDATES – None at this time.

VI. ADJOURNMENT

Tom Menser, Chairman adjourned the meeting at 11:14 a.m.



Darla Eastman,
Administrative Specialist

Tom Menser, Chairman