

# Canterbury Neighborhood Plan



**October 2000**

RESOLUTION NO. 3303

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF PRESCOTT, YAVAPAI COUNTY, ARIZONA, ADOPTING A COUNCIL POLICY REGARDING THE FUTURE USE AND DEVELOPMENT OF THE CANTERBURY NEIGHBORHOOD, AND ADOPTING THE CANTERBURY NEIGHBORHOOD PLAN.

WHEREAS, the City Council of the City of Prescott wishes to adopt a policy regarding the future use and development of the Canterbury neighborhood; and

WHEREAS, the City Planning and Zoning Commission has recommended approval of the Canterbury Neighborhood Plan as a guiding document for the future use and development of that neighborhood.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF PRESCOTT AS FOLLOWS:

SECTION 1. THAT, the City Council hereby accepts and adopts the Canterbury Neighborhood Plan, attached hereto as Exhibit "A".

SECTION 2. THAT, it is the intent of the City Council that in making decisions regarding the future uses and development of that neighborhood, the Planning and Zoning Commission and the City Council shall take into consideration the recommendations contained in the attached Plan.

SECTION 3. THAT, this Resolution shall become a part of the Council Policy Booklet.

PASSED, APPROVED AND ADOPTED by the Mayor and Council of the City of Prescott, Arizona this 24<sup>th</sup> day of OCTOBER, 2000.



SAM STEIGER, Mayor

APPROVED AS TO FORM:

ATTEST:



MARIE L. WATSON, City Clerk



JOHN R. MOFFITT, City Attorney

# CANTERBURY NEIGHBORHOOD TABLE OF CONTENTS

<b>TABLE OF CONTENTS</b> .....	<b>1</b>
<b>INTRODUCTION</b> .....	<b>2</b>
Overview .....	2
Planning Methodology .....	2
Physical Setting .....	2
Planning History .....	3
<b>LAND USE</b> .....	<b>4</b>
Overview .....	4
<b>LAND USE GOALS &amp; OBJECTIVES</b> .....	<b>6</b>
<b>CIRCULATION</b> .....	<b>9</b>
Overview .....	9
<b>CIRCULATION GOALS &amp; OBJECTIVES</b> .....	<b>11</b>
<b>ACKNOWLEDGMENTS</b> .....	<b>12</b>

## **EXHIBITS**

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Zoning Map .....	5
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## **PHOTOGRAPHS**

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Office Building on Whipple at Canterbury .....	6
Las Fuentes Sun Street Exit .....	9
Audrey Street Diverter .....	10

# INTRODUCTION

## **Overview**

As stated earlier the Canterbury Neighborhood was separated from a much larger, cohesive area when the Whipple/Montezuma Connector road was completed in early 1991. While land use changes were expected to occur along the connector, the internal changes have come as a shock to the long term residents of this area. In 1986, 16.4 acres were rezoned from Residence A-9 to Residential C for the purpose of constructing the Las Fuentes assisted care facility, which has substantially changed the characteristics of this area. Cut through traffic has increased making the remaining single family areas less attractive to families with children. It is for these reasons that so many neighbors were initially in opposition to a proposed new facility in the area in 1999. Through several months of negotiations the developers and neighbors were able to come to an agreement that would make the facility better suited to the neighborhood. Through this process other significant issues were raised that are more appropriately addressed through the neighborhood planning process.

Residents have expressed concerns over the land use changes in the area and the value of their properties remaining single family residential. It is important to all the residents that a balance of land uses are maintained that reflect the existing residential character of the neighborhood. Commercial uses are generally accepted for sites along arterial streets identified through this planning process. Neighborhood circulation is a major concern because of increases in cut through traffic from both internal and external sources as well as access onto the Whipple/Montezuma Connector. In addition, portions of this neighborhood are located within a flood plain causing many residents to be concerned about the threat posed to their properties by flood and federal regulations such as FEMA.

## **Planning Methodology**

The planning process for this neighborhood began from the positive effort of residents and property owners in the area to participate in discussions during the zoning process of the proposed new care facility in 1999. In working together with city staff and officials, the residents and property owners of the Canterbury area were able to define a number of existing conditions that affected the pattern of development in their neighborhood. A mailing was sent out to the neighborhood to invite everyone to participate in this planning activity. The planning meetings for the Canterbury Plan began January 12, 2000. After completion of the first draft of the plan the neighborhood group reconvened in August and September of 2000 to address concerns of limited participation. This document combines the original draft plan with additional information from the most recent neighborhood meetings.

## **Physical Setting**

The Canterbury Neighborhood is centrally located and in close proximity to the downtown. The Neighborhood extends east to west from the Prescott -Yavapai Indian Reservation to Ruth Street, and north to south from Scott Drive to Whipple Street and Whipple Place. The Canterbury Neighborhood has seen significant changes in land use and circulation since the completion of the Whipple/Montezuma Connector in 1991. However, the neighborhood remains primarily residential. Single family residences have small front yards with parking at the side or rear of many lots. The area is characterized by mature vegetation, which includes a mix of imported tree species

and ground covers, as well as granite outcroppings and natural growth of ponderosa pines and oaks. Riparian vegetation also occurs around Miller Creek, which runs through this neighborhood.

### **Planning History**

The Canterbury Neighborhood was annexed into the City of Prescott on February 6, 1956 at the same time it was developing into a single-family residential area. The earliest recorded subdivision in this neighborhood is the Allendale tract platted in 1919. This subdivision consisted of 10 two-acre lots, which have been replatted into the Verd S. Smith Subdivision (1949), and portions of the Sun Land Subdivision (1960). Each of these subdivisions created standard 50' x 150' lots. Two other subdivisions were later platted within the neighborhood boundaries, Hiawatha Meadows (1966) and Oak Terrace (1973).

In February 1991 a Whipple/Montezuma Corridor Study was approved by the City Council. The study centered around four goals: 1) protect the capacity of the connector, 2) safe walking and bicycling, 3) emphasize residential character, and 4) conserve natural features. The ultimate result of this study was the adoption of the Whipple/Montezuma Connector Overlay District, which applies to new construction, remodels over 50% and zoning changes. The overlay district primarily addresses access controls for those properties fronting on the connector and requires Planning and Zoning Commission review of all site plans.

In the last ten years, this neighborhood has seen the development of an assisted living facility with 240 units and a proposal for another consisting of 90 units. This trend began in the late 1970's when a parcel of land just north of the neighborhood boundaries was rezoned to Business A for retirement apartments. Two parcels within the neighborhood were also rezoned to Business A zoning and are limited to specific uses. First the parcel at Ruth and Scott is allowed professional offices only and second the parcel at Talawatha Drive and Ruth is limited to single family residence, youth center or church related activity in the existing residential structure. Recently, a parcel at Whipple and Canterbury was rezoned for professional offices. Property owners in the area continue to make inquiries about the potential for their lots to receive commercial zoning.

# LAND USE

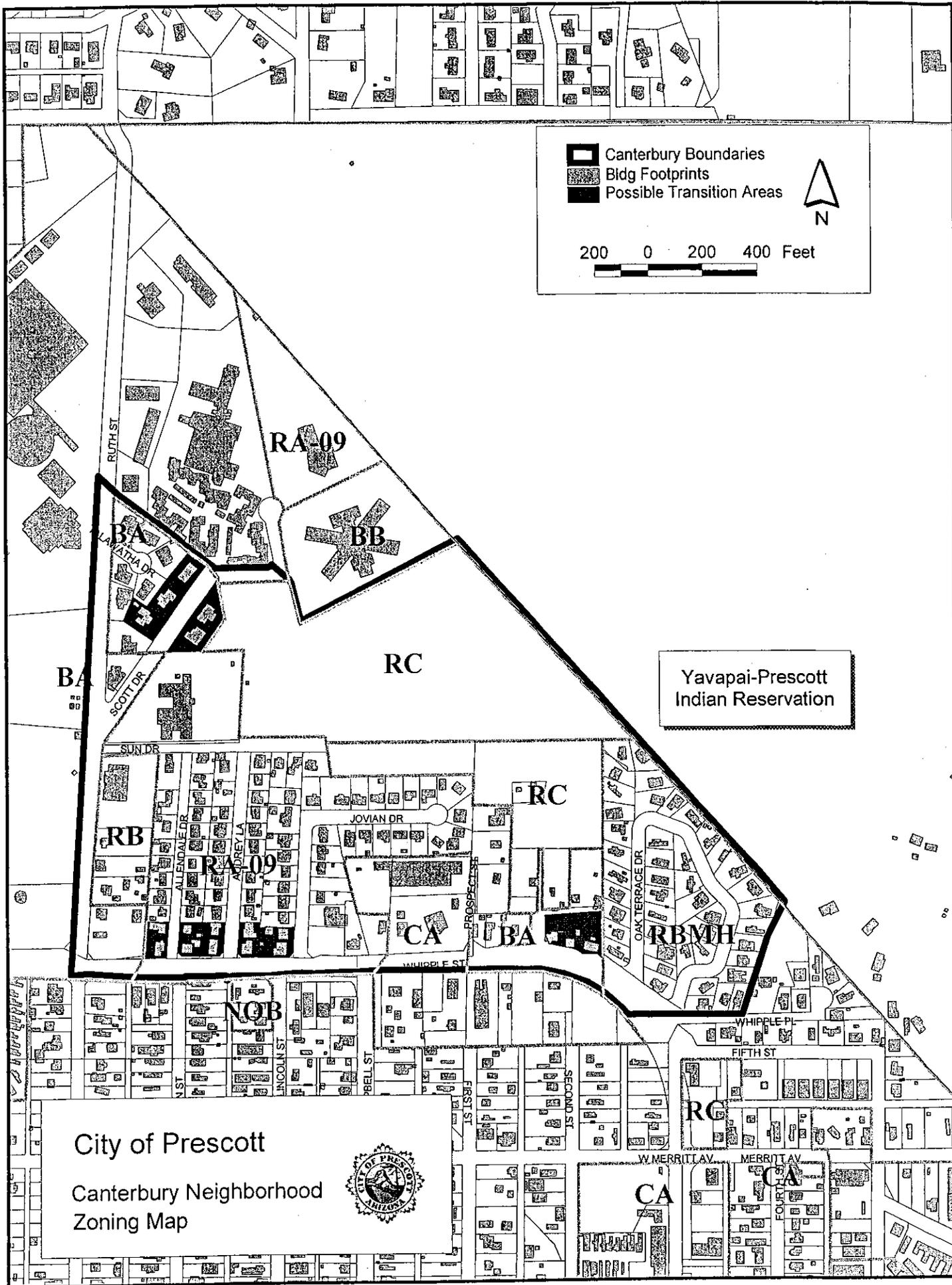
## Overview

The land use patterns for the Canterbury Neighborhood has historically been and remains primarily residential (see Zoning Map). The majority of land (60%) within this neighborhood, excluding city right of way, has been platted in recorded subdivisions, and the remaining 30% consists of metes and bounds lots. Residential uses currently represent 75% of the total land area within the neighborhood. Vacant land makes up 9% and other uses, more specifically church and county facilities, make up the remaining 12% of the total land area. Commercial uses are currently a mere 4% of the neighborhood area, which is likely to be increased in the near future due to the exposure of lots to the growing number of vehicles that travel the connector road.

This neighborhood provides many different housing opportunities including moderate site built homes, manufactured homes, multi-family and retirement apartments. The Canterbury Neighborhood has a higher percentage of owner occupied homes than the larger, Dexter Neighborhood which is primarily rental housing. Many homes are modest in size, typically under 1,000 square feet without garages. Some structures have added carports where space was available on the lot. The following residential zoning districts comprise the majority of the neighborhood:

- **Residential A-9** – single-family residences on lots no less than 9,000 square feet. This district makes up 44% of the total neighborhood area and is concentrated between Dameron Street and Canterbury Lane up to Sun Street.
- **Residence B** – multi-family residences, limited to fourplex structures. This district makes up only 4% of the total neighborhood and is isolated in one area on Ruth Street north of Whipple and south of Sun Street.
- **Residence BMH** – allow multi-family residences and use of one mobile or manufactured home per lot. This zoning district makes up 19% of the total area and contains the Oak Terrace subdivision.
- **Residence C** - allows a higher density of multi-family residences. This district makes up 25% of the total land area and is occupied with assisted living facilities and retirement apartments.

Single family residential structures, of which there are approximately 158 units, dominate the neighborhood. Although, this neighborhood has a significant portion of multi-family zoning similar to the Dexter Neighborhood, few multi-family uses not associated with assisted living facilities have developed. The majority of single family units are in good condition and are well maintained. Some residents have expressed concern over the flood plain designations given to their property in the early 1970's. The flood designation requires new structures obtain a flood elevation certificate completed by a professional engineer or a registered land surveyor. The lowest floor of the structure will be required to be constructed at least one foot above the base flood elevation. Homes located in a flood plain area may be required by their mortgage company to obtain flood insurance, which can be expensive for some owners.



Legend:

- Canterbury Boundaries
- Bldg Footprints
- Possible Transition Areas

Scale: 200 0 200 400 Feet

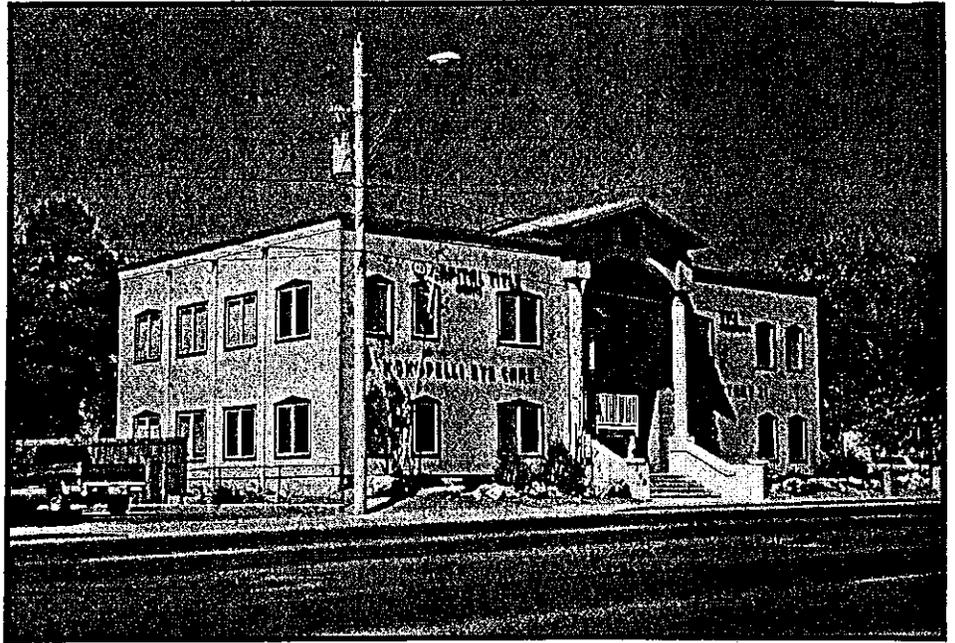
North Arrow: N

Yavapai-Prescott  
Indian Reservation

City of Prescott  
Canterbury Neighborhood  
Zoning Map



Few commercial uses exist within this neighborhood; however, they are dominating features over the residential structures fronting the corridor. Commercial uses include an auto/truck dealership, and medical/general office buildings. There are also a number of churches with large parking lots within this small area, increasing the appearance of commercial uses along the primary street boundaries of Whipple and Ruth. Two commercial zoning districts occur within the neighborhood boundaries they are as follows:



**Office Building on Whipple at Canterbury**

- **Business A** – allows businesses that attract clientele citywide and are more intensive than neighborhood services. This district makes up 3% of the total land area and is concentrated at the corner of Canterbury and Whipple as well as along Ruth Street
- **Commercial A** – allows commercial enterprises such as wholesale, manufacturing, general retail businesses. This district makes up 5% of the total area and is concentrated along Whipple between Prosser Street and Jovian Drive.

Zoning is not an absolute predictor for the types of land use that develop throughout a neighborhood. Business A and Commercial A zoning districts allow a wide variety of commercial uses, plus single and multi family dwellings. In most cases market forces determine what the highest and best use of a property. However, highest and best use may not always be best for the neighborhood residents. In the following section suggestions are given for future zoning considerations on identified properties. It is important that any proposed rezoning of these properties takes into consideration the impacts imposed on the adjacent residences. It is the ultimate goal of this plan to preserve areas of residential uses while allowing business and commercial redevelopment to occur along a heavily traveled arterial street.

# LAND USE GOALS & OBJECTIVES

## **Goal 1**

Retain the residential core of the neighborhood while allowing those residential properties most significantly impacted by current traffic patterns to transition to commercial land uses.

**Objective 1A:** Rezoning requests to the Residential Office zoning district should be accompanied with a development agreement to remove incompatible uses as defined by the neighborhood planning team. Uses to be excluded include multi-family residential, planned area development, boarding and rooming houses, day care group home, artisan studios, and music, dance and tutoring lessons. Personal and professional services are limited to regular operation hours of 8am to 6pm, Monday through Saturday.

**Objective 1B:** Support the rezoning of residential property along Whipple, two lots deep, from Jovian Drive to Dameron Street to either the Residential Office (RO) zoning district with shared access drives and connected parking areas.

**Objective 1C:** Support the rezoning of three residential lots along Whipple east of Canterbury Street to Residential Office (RO) zoning if alternative access can be provided.

**Objective 1D:** Support the rezoning of residential lots along Scott Drive to the Residential Office (RO) zoning district.

**Objective 1E:** The conversion of existing single family residences to multi family is strongly discouraged for all portions of the neighborhood including those areas suggested for commercial zoning districts.

## **Goal 2**

Promote commercial development and redevelopment that is unobtrusive to the neighboring residential properties and protects those properties from adverse impacts such as increased noise or traffic.

**Objective 2A:** Require the use of buffering and screening mechanisms when commercial uses abut residential lots, such as landscaped berms, opaque fencing, and increased setbacks, to protect the privacy and minimize nuisances to the residents in the area. The types of buffering and screening required should be negotiated with the adjoining residential property owner.

**Objective 2B:** Commercial uses abutting residential properties are suggested to be limited in hours of operation to day time use only so as not to disturb area residents.

**Objective 2C:** Encourage lot consolidation for commercial rezoning requests along Whipple to promote development that has sufficient site facilities for parking, buffering and screening.

**Objective 2D:** Require the access considerations for all rezoning requests act in concert with the Whipple/Montezuma Overlay District requirements, which seek to expedite safe traffic movement along Whipple Street as well as safe ingress and egress to this connector.

**Objective 2E:** Commercial structures along Whipple are suggested to maintain building heights compatible with the adjacent residential structures

# CIRCULATION

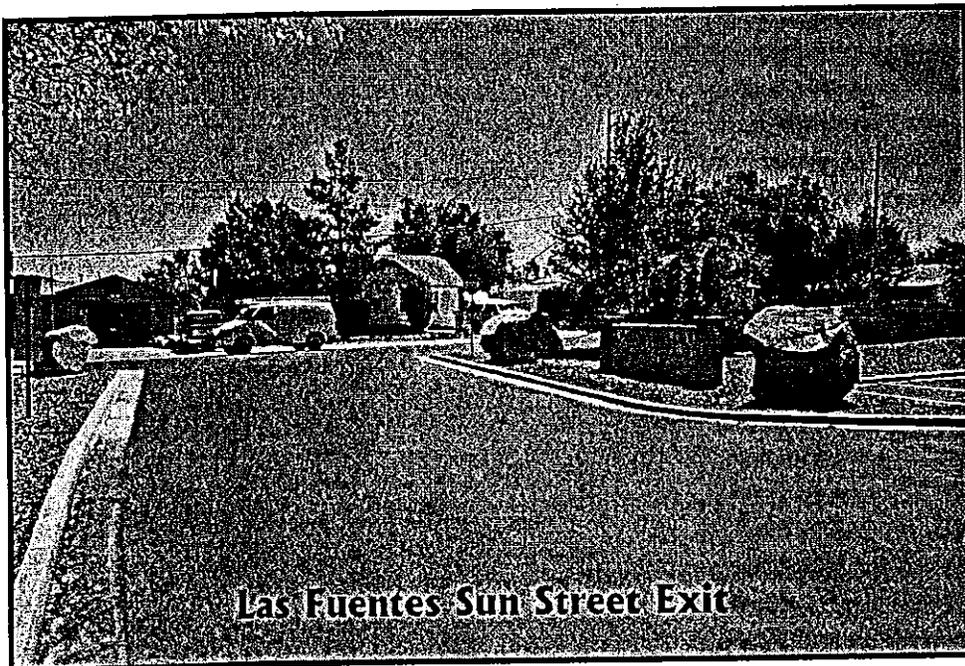
## Overview

The Whipple/Montezuma Connector opened to traffic in February 1991. The Connector is a 1.7-mile, 5 lane arterial funded by a special, temporary sales tax. The purpose of the Connector was to provide access to traffic between the Downtown and the intersection of Miller Valley, Iron Springs and Willow Creek Roads. Prior to the construction of the connector road the Canterbury Neighborhood was limited to residential uses because it was isolated from major traffic flows except that to and from Prescott High School. Today pedestrians benefit from the sidewalks that were constructed at the same time as the Connector. In addition the outside traffic lanes of the Connector were made wide enough to accommodate unstripped bike lanes, though most bicyclists use the sidewalks.

Approximately 28,000 cars a day travel the Whipple/Montezuma Connector, which is designated as an arterial route for the City of Prescott. The connector road has been very successful in linking the downtown with the newer commercial corridors; however, it also is responsible for many of the dilemmas that face the residents of the Canterbury area. The levels of traffic on the connector make ingress and egress from residential streets a difficult task. In addition, cars wanting to make a right hand turn north from Whipple onto Ruth Street get backed up at the signalized intersection because there is no dedicated right hand turn lane. Many cars seeking to make the right-hand turn opt to go down one of the residential streets in hopes of skipping the light altogether. This cut through traffic has made life difficult for residents of the Canterbury area. Residents are no longer comfortable allowing their children to play in their front yards because these streets do not have sidewalks or streetlights.

The three prominent streets affected by cut through traffic are Dameron Street, Audrey Lane and Sun Street. Recent traffic counts estimated that Audrey Lane carries approximately 700 cars a

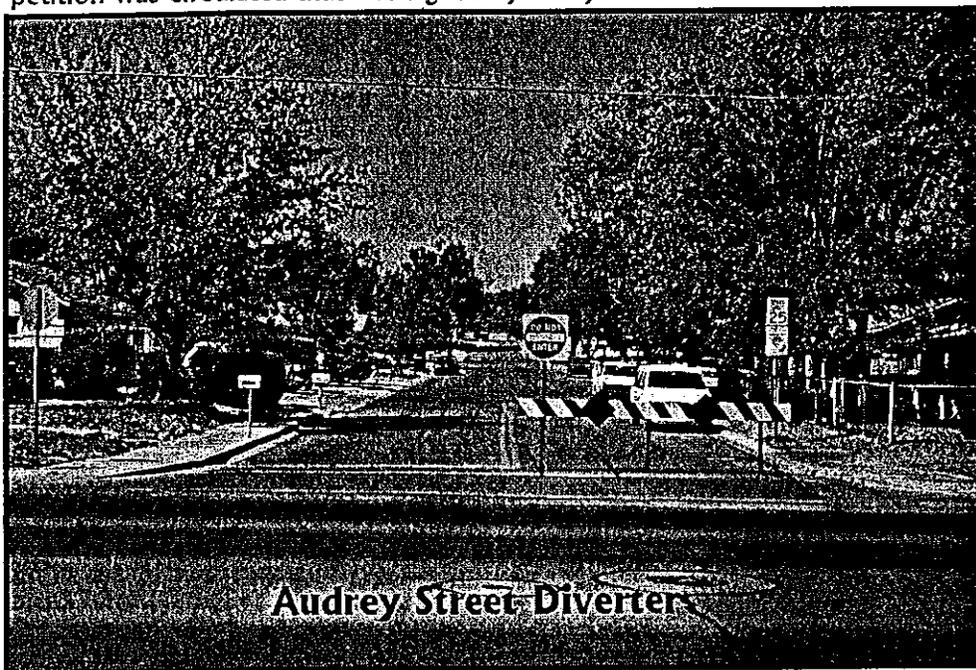
day, and both Dameron and Sun Street carry approximately 400 cars a day. The numbers of cars traveling these streets are significant in relationship to the number of houses. Audrey Lane has 23 single-family homes, Dameron Street has 21 homes, and Sun Street has only 3 homes. What is most unusual is the Sun Street situation which experiences the same



**Las Fuentes Sun Street Exit**

cut through traffic as Dameron and Audrey, but has additional traffic from the Las Fuentes Assisted Living Facility. The residents explained that before the development of this property they were promised that Sun Street would not be a primary access to the facility but rather a secondary emergency access to be chained at all times, which has not occurred. Now, with the proposed development of another assisted care facility to use Sun Street as a secondary access, the three single-family homes are forced to endure even more traffic.

To eliminate the problem of cut through traffic the neighborhood residents have worked with the neighborhood services department to implement traffic control devices. The neighbors decided their best option was to install traffic diverters at Dameron Street and Audrey Lane that prohibit traffic from entering off of Whipple Street. The diverters also cause the residents of these streets to travel further to reach their homes. To make sure all the residents were in agreement, a petition was circulated that was signed by everyone on both streets. The diverters were installed



on April 13, 2000 after which traffic patterns were reevaluated. An important part of making the diverters work for the Canterbury residents and other motorists is the addition of a right-hand turn lane at Whipple and Ruth Streets.

As development within this neighborhood increases the circulation impacts will need to be re-evaluated. In particular, the intersection of Scott, Sun and Ruth Streets will need to be addressed with the development of the Canterbury Gardens assisted living facility and the future development of the corner at Ruth and Whipple Streets, which will increase the traffic using this intersection. Solving the dilemma of this intersection will require redesign as well as acquiring right-of-way. In addition, most of the streets within the neighborhood have curbs and gutters but no sidewalks. Two streets lack improvements of any kind, Canterbury Lane and Whipple Place. If and when the Canterbury Gardens project is completed it will require the improvement of Canterbury Lane which is a rough unpaved road. Improvements to Whipple Place will need to be the result of collaboration between residents and the City.

## CIRCULATION GOALS & OBJECTIVES

### Goal 3

Increase the safety of the residential streets within the neighborhood while promoting efficient travel along the Whipple/Montezuma Connector Road.

**Objective 3A:** Continue to review the performance of the diverters at Dameron Street and Audrey Lane at Whipple Street to eliminate cut through traffic by the Public Works Department and the Transportation Coordinating Committee.

**Objective 3B:** Relocate diverters as properties along the Whipple/Montezuma Connector road redevelop into commercial uses. Work with property owners to develop creative solutions for safe ingress and egress to commercial facilities.

**Objective 3C:** Require the removal of existing curb cuts when lots are consolidated for new uses to reduce outlets for ingress and egress and encourage shared access where possible.

**Objective 3D:** Install a right hand turn lane at the intersection of Ruth and Whipple Streets to increase efficient flow of traffic along the Whipple/Montezuma Connector.

**Objective 3E:** Install a signal at the intersection of Montezuma and Merritt Avenue to create a break in traffic that will allow residents to exit their streets onto the Whipple/Montezuma connector.

**Objective 3F:** Continue to work on a design solution for the intersection of Sun, Scott and Ruth Streets as new development increases the levels of traffic.

**Objective 3G:** Continue to work with the residents and management of Las Fuentes to develop a solution for the secondary access onto Sun Street.

# ACKNOWLEDGEMENTS

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