

GENERAL PLAN ROADS, OPEN SPACE, WILDLIFE ELEMENT SUGGESTIONS
A Community Connected Chapter
Joanne Oellers, Save the Dells

April 24, 2024

Suggestions and commentary are underlined.
I request further dialog with the Committee on this chapter.

In introduction page 1

"A regional approach to growth management, wildlife corridors, open space, transportation and land planning is important to the protection of natural resources and effective..."

"It means open space, trails, and wildlife corridors providing meaningful connections to our natural environment."

Nothing in transportation planning about wildlife, linkages and accommodating or enhancing movement. If wildlife are considered, then they need to be included in most components of this chapter.

The mission of CYMPO is expanded and needs to be updated here and their new initiative of wildlife connectivity and ecosystems management needs to be incorporated into their section.

Deep Well, AED, Great Western Highway and other roadway elements need wildlife discussion.

Figure 22 is questionable since the 89 Improvement project is up for public comment soon.

Page 22

"This Open Space Element embraces current and future efforts to protect and enhance this amazing portfolio to conserve natural beauty of our terrain, vegetation and providing wildlife corridors for the benefit of residents and visitors and wildlife alike"

Page 25

Strategy 1.6
Identify, enhance, and develop wildlife corridors.

Open Space Policy Goals and Strategies (Implementation Strategies)

Goal 1 Build a strategic approach to open space acquisition opportunities

Strategy 1.1 Place open space activities organizationally within the Recreation Services Department with participation from the outdoor recreation-related non-profits and other groups.

Strategy 1.2 Continue the use of the private property open space inventory and evaluation process provided by the former advisory committee. Re-establish an open space acquisition advisory

commission. This might be more appropriate in another location.

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

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

Strengthen partnerships with the federal government, State of Arizona, Yavapai County, and our neighboring communities.

Strategy 1.6 Identify and enhance wildlife corridors.

Goal 2 Seek collaborative ventures between private, public, and non-profit sectors for expanding, improving, maintaining, and providing stewardship for open space.

Strategy 2.1 Encourage and support the private sector and members of the public to bring forward open space ideas and proposals through the proper channels. i.e. Parks and Recreation management. Re-establish an open space acquisition advisory commission.

Strategy 2.2 Continue investigation of other potential funding mechanisms for the purchase, improvements, and maintenance of open space and trails.

Strategy 2.3 Maintain and upgrade existing open space and recreational facilities through designated use fees, tourism related income, grants, private donations, and other methods used by the City for General Fund revenues.

Goal 3 Maintain the biological, cultural, visual, and recreational integrity of protected and unprotected tracts of open space.

Strategy 3.1 Continue to provide stewardship for open space using City staff and supporting organizations and volunteers.

Strategy 3.2 Maintain conservation of habitats and ecosystems within existing open space including the lakes.

Strategy 3.3 Protect connectivity of existing open space and trails by requiring developing and existing areas to allow and provide appropriate access. Establish and maintain connectivity between newly annexed lands to provide wide and continuous corridors of natural open space

Strategy 3.4 Require and oversee revegetation of disturbed areas including removal and control of invasive and non-native vegetation.

Strategy 3.5 Work with various stakeholders to reduce the damages to open space and the lakes from soil erosion, storm water runoff, utilities, fertilizers and herbicides, and other impacts caused by the accumulation of debris and silt.

Strategy 3.6 Ensure that wildlife and desired trail corridors are conserved. Establish and maintain connectivity between newly annexed lands to provide wide and continuous corridors of natural open space

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

Strategy 4.1 Encourage the creation of a regional watershed conservation, restoration and management plan

Wildlife Corridors Implementation Strategies (Goals and Strategies)

Goal 1 Improve protection of species through the interconnectivity of open spaces and wildlife corridors.

Strategy 1.1 Require developments to evaluate animal species within their development sites with AZ Game and Fish Department and create appropriate wildlife corridors through master plans and subdivision plats. Establish and maintain connectivity between newly annexed lands to provide wide and continuous corridors of natural open space

Strategy 1.2 Work with CYMPO in creating a regional Environmental Study and to communicate any actions to the public.

Strategy 1.3 Coordinate with federal and state agencies, and adjoining jurisdictions to assure regional connectivity of open space and wildlife corridors.

Strategy 1.4 Identify funding for the creation of new wildlife corridors.

Strategy 1.5 Collaborate with the Arizona Game and Fish Department and other local and national professionals to develop and implement a best practice guide for wildlife corridors and crossings.

Strategy 1.6 Include wildlife crossing infrastructure components in new road designs that cross significant drainages and or open space areas and other known wildlife movement patterns.

Strategy 1.7 Collaborate with other governmental units and private landowners to restore natural flows to floodplains, especially where this would serve to enhance wildlife habitat, especially ensuring they have access to perennial water.

Strategy 1.8 Implement a public awareness program about respecting and protecting wildlife.

Dorothy Cora Moore

Prescott, AZ 86303

August 7, 2023

Ms. DeBart-FYI
d.

Mayor Phil Goode
Prescott City Hall
201 North Montezuma Street, Suite 302
Prescott, AZ 86301

Re: City of Prescott General Plan – Housing

Dear Mayor Goode:

There have been numerous articles in *The Daily Courier* about the City of Prescott doing everything it can to find housing for our working middle class—most especially for teachers, firefighters and police officers. I commend you for that.

However, as you already know, at the end of January 2023 eighty-four (84) one and two-bedroom apartments, just a mile from the Courthouse Square, began coming onto the marketplace for our working class.

As a reminder, our city has gained these 84 apartments by allowing affordable housing to end at Canyon Run Senior Village in Prescott, located at 701 White Spar Road, and built about 20 years ago. This is causing our elderly and disabled to be evicted from their apartments, so the owners of the property can charge higher rents by renting to said working class.

The reason so few people know about this is because *The Daily Courier* has repeatedly refused to write about these notices of eviction in its newspaper, including not allowing Letters to the Editor on the subject. Why? Who are they protecting?

So far, and heartbreaking for me, is that all my efforts as a retired legal secretary have failed to help my neighbors at Canyon Run. Many are very frightened, and I am asking for your help.

If our Mayor and City Council would vote to mandate “Rent Control”—including initiating a moratorium to not allow displacing our most vulnerable low-income residents at Canyon Run until other housing is built for them—this nightmare would end.

There is no other place these residents can go except onto the streets.

This involves about 100 of our elderly and disabled at Canyon Run. Each has a sad story to tell, and it is not their fault that they have fallen below the poverty line after suffering a devastating

injury, after caring for parents, after losing spouses who had a long illness, and/or after losing everything they owned when forced into bankruptcy after working all their lives.

These evictions have already happened in Phoenix. Just ask Allison Lenocker, the executive director at The Coalition for Compassion and Justice (CCJ), about who today's homeless are. It might surprise you—some of the individuals who are homeless in Prescott are working two minimum-wage jobs, but still cannot find housing. They cannot qualify for a rental because their incomes are too low.

In fact, about 41 other developments in Arizona have done the same thing to their low-income residents. Yavapai County also has one more affordable-housing project that I know of in Chino Valley that will also be reverting back to market rates.

These 41 affordable-housing project owners have decided, by no longer taking a tax credit for properties across the state, to return their units to market rates—doubling and tripling the rents. My own research has shown that these housing projects are mostly owned by very wealthy developers, or business owners, who need tax breaks. They do not have to do this, and it includes those who own Canyon Run Senior Village.

The seniors at Canyon Run, with incomes well below the poverty level, were already paying half their income for rent—not leaving enough money to pay for health insurance (Medicare), for doctors, for needed prescriptions, or for food. Some cannot even afford to have television or internet service. Others are still sick from long COVID. Many, understandably, have fallen into deep depressions feeling defeated, desperate and alone. They think no one cares.

I think you are already familiar with the affordable-housing tax credit . . . it was voted on and put into law by Congress, and has been administered by The Department of the Treasury for many years now. Developers in every state in the United States can benefit from this affordable housing tax-credit law.

On April 11, 2023, I personally wrote to each and every elected official in Arizona, representing each of our state's districts in Washington. There has not been one response offering help—even though this is happening across our state in 41 other affordable-housing developments with some located in their own districts.

My letter four months ago to each of them, asking if they would work in Washington on issuing a moratorium that would allow affordable housing developments to continue until more affordable housing can be built, has been ignored—with the exception of referring me to Eli Crane, who has also remained silent on the matter.

"Rent control," being issued by townships and cities, has been done before. When living in west Los Angeles in the early 1980s, 150,000 Iranians invaded Beverly Hills, Westwood, Bel-Air, Brentwood and Santa Monica . . . after the last Shah of Iran was overthrown in 1979.

Rents were doubled and tripled in Los Angeles County because these were wealthy Iranians, who could pay to get whatever was available. Santa Monica's young mayor led the fight against evictions (issued at the end of each resident's lease), Beverly Hills followed, and then Los Angeles. So this can be done easily by Prescott's City Hall.

A compassionate and compelling representative, Mike Connolly, who was presenting a bill ordering rent control statewide in Massachusetts, recently said this:

"We are in what I would describe as an unprecedented housing emergency," he explained, as he presented a Rent-Control Bill. "In this moment, never has affordable housing been so out of reach to this many people. Never have we seen homelessness as pervasive as we see it today."

We talked before about a civilization being judged by how it treats the very young, and the very old. I think Prescott does care . . . if its residents only knew what was going on. Although I am originally from Chicago, I have lived in Prescott for 28 years now and I know there are many very good people who live here who care about one another.

We all know that we cannot be a successful society, if we only cater to the wealthy who are now living in Prescott. They already have ample housing, and they are not the silent majority who has voted you into office.

I trust you care for everyone who lives in our beautiful beloved city, including the young people who grew up here and want to stay. They too cannot find an apartment to rent, or ever hope to afford to own a home, as they marry and have children of their own. Are we going to displace them too? Who will be left?

We are much more than everyone's home town. We have the blessing of many highly intelligent and extraordinary people living here, who can lead the nation in saving a small city of about 40,000. We can be the trailblazers in all this, and show how it is done, before it becomes too late. I personally would start with asking for donated land, and then purchase additional land with funds recently released by our governor.

Many better paying jobs will be created, much like after World War II when there was a building boom of affordable homes for soldiers coming home from war. This would also allow young graduates of Embry Riddle to stay in Prescott, and start a business—some are even trained in intelligence. They have voiced they want to stay in Prescott, but there is no work for them here.

If we need supplies, we have a forest that needs thinning. It is even possible for us to open our own lumber mill, perhaps off Senator Highway south of town. Drywall can be made from the lumber mill scraps (paper) and gypsum (already mined in Arizona).

Small factories can also be started to create anything else needed—like underground water tanks to collect extra runoff water for use in gardening on each home site. Installed solar can be part of the building plan, so as not to tax the electrical grid, etc. We now have a viable industry of needed building supplies and jobs. I am sure you have many of your own ideas too. Tax revenues will follow.

Please vote for a moratorium to stop these cruel evictions of our seniors and disabled at Canyon Run, and initiate rent control city wide until new affordable housing is built.

Affordable housing, at every level, should be part of the City of Prescott's General Plan.

Most sincerely,



Dorothy Cora Moore

List of Individuals Receiving This Letter:

U. S. Rep. Eli Crane
Yavapai County Board of Supervisors – 5 Members
Prescott City Council – 6 Members
Kathryn Gregory, Prescott City Manager
Tammy DeWitt, Prescott Community Planner
Prescott General Plan Review - 11 Committee Members
Allison Lenocker, CCJ

General Comment on the Plan:

The general public perception of General Plans is that it is an exercise required by state law and that Council can and often does ignore the plan. Fuzzy action words only affirm that feeling. The plan can be aspirational, but it must also be actionable, monitored, and enforceable.



PROTECT OUR WATER

cwagaz.org

Many of the goals and strategies are written as suggestions, not as enforceable action items. The words "promote..." or "seek out..." or "assess..." or "encourage..." lack concrete action. This is not an actionable plan. Please replace these and similar terms with actionable, specific words that express a commitment. For example, how about substituting "require"?

Also, in a useful plan there must be goals, plans to reach the goals, and periodic monitoring with progress reports on how well the plan is working.

Comments on Introduction

Pg 1 paragraph 5: *"...without sacrificing the historic and cultural resources and open space valued by the community or cause undue negative impacts on existing neighborhoods", and without degrading environmental resources such as water that contribute to our quality of life.* Water should be viewed as a constraint on the future success of the community.

Physical Setting and History:

There is no mention of water! Prescott is within the Upper Verde River Watershed. Granite Creek is a tributary to the Verde River. The creeks of the Prescott basin and especially Granite Creek are the key resource that enabled the very existence of historical Prescott.

Comments on Resiliency and Sustainability

This section needs a definition of the terms.

Resiliency Land Use Goals and Strategies:

This discussion needs data to support the allegation that the area has inadequate workforce housing, and that lack of housing has current or future economic impacts. The terms "workforce" or "affordable" should be defined. Pg 1 paragraph 3, last sentence essentially negates the above discussion.

- Suggest modification to strategy 2.5: Provide incentives for high density and affordable housing connected to municipal water and sewer.

- Suggest adding strategy 2.6: Require all new developments to provide XX% affordable housing.

- Suggest adding strategy 2.7: Develop codes for all new construction requiring aggressive water conservation measures including individual living unit water metering and water neutral development principles which includes control of landscape water and stormwater collection systems for aquifer recharge.

Water Quality:

Low-Impact Development (LID) and Green Infrastructure (note typo in the first line of GI: should be “LID” not “LDI”) is historically concerned with managing surface water quality and flow to minimize pollution and to prevent flooding, especially of downstream infrastructure. These issues are valid, even in our arid environment.

But a larger issue is the enormous groundwater overdraft in the Prescott AMA - over 21,000 acre-feet per year (afy). Stormwater collection for recharge is a potential solution and perhaps the single best remaining opportunity. The general plan should extend the LID discussion and goals to require stormwater recharge. We should not waste first-flush stormwater by detaining it in a basin and allowing it to evaporate. All stormwater should be directed to an effective recharge process.

-Modify strategies: include requirement that detained stormwater should be purified and recharged. (The City should commit to figuring out how to do this. New technologies exist that will help.)

Page 8 line 39: I know what you are trying to say, but this sentence is awkward and unclear and should be rewritten: *“These lakes are upstream of the community which reduces the effects of the population center; however, it is subject to natural processes such as siltation.”*

Add strategy 2.4: Improve the lake water quality to meet Clean Water Act standards for body contact so folks can swim.

Comments on Water Resources

Introduction:

Page 10 line 14: The City does NOT augment the aquifer. There is a *partial* restoration of groundwater by recharge of treated wastewater. Surface water has been naturally recharging for thousands of years. Now, under state water law, the city is permitted to divert that water for recharge credits. You don’t get to claim augmentation credit for recharging streamflow that has recharged very nicely for millennia without intervention. Additionally, the recharge of wastewater and stream flow generates credits that lead to increased groundwater pumping. None of this benefits the aquifer.

1980 Groundwater Management Act:

Page 10 line 21: Only four Active Management Areas (AMA’s) (Tucson, Pinal, Phoenix, and Prescott) were initially created in 1980. The Santa Cruz AMA was split off from Tucson some years later. The Douglas AMA was created last year. There are now six AMAs.

Page 12 line 8: ADWR declared the Prescott AMA (PrAMA) to be “no longer at safe-yield” in 1999.

Page 12 line 16: Small wells are exempt from reporting pumping volume, NOT from the Groundwater Management Act. It is absolutely unfair to single out exempt wells in this discussion. Exempt wells are not the problem! According to data from the Arizona Department of Water Resources, exempt wells pump 14% of PrAMA groundwater, yet they serve 19% of the population. Yavapai County zoning and state subdivision rules created huge numbers of small parcels, each with a right to water, all using domestic wells and septic tanks (which are a problem). Even if we capped all the exempt wells, the PrAMA overdraft would still be over

17,000 afy. Proliferation of exempt wells is NOT the problem. Municipal pumping is about 75% of PrAMA pumping, and this is by far the biggest part of the problem! However, It is absolutely true that all water users need to participate in a solution.

Goal 1: Goal 1 seems out of place in the Prescott General Plan. Why is "Maintain the highest Arizona standing for water providers" a goal for Prescott? The two strategies under Goal 1 would be a more logical fit for the next section, "LOCAL SUPPLIES & INFRASTRUCTURE."

Page 18 line 17: Importation of Big Chino (BC) groundwater will NOT help achieve safe yield. This gross overstatement should be deleted.

- The overdraft is three times the volume of BC water that can be imported.

- Note that Prescott Valley's 2035 General Plan expressly states that they intend to use their share of BC water for growth, not for safe yield.

- Prescott stated on July 12, 2005 (Resolution 3688) that any additional water (from Historically Irrigated Acreage) over their share of the 8,068 afy will be reserved for mitigation or safe yield, but they have not stated that their share of the 8068 afy will be used for safe yield.

- Also note that the cities have promised to mitigate any harm to the Verde River caused by their pumping. One mitigation strategy is to transmit treated wastewater from the cities to the Big Chino for recharge. Only about 50% of the water delivered by municipal utilities is recovered as wastewater. That is not enough for mitigation, and mitigation water cannot be used for safe yield.

Page 18 line 31 and Page 19 lines 6 and 7: Delete the "if necessary". Every hydrologist that has studied the Big Chino states that groundwater pumping will deplete the upper Verde River, including the US Fish and Wildlife Service, the Bureau of Reclamation, Salt River Project, AZ Fish and Game Department, AND the consulting hydrologists hired by Prescott Valley and Prescott.

Page 19 line 10: Delete this strategy - it is nonsense. You can't mitigate pumping by not pumping what is not being pumped! You don't mitigate wet water pumping by waving paper water rights!

Page 19 line 11: Delete. Groundwater modeling does not compensate for pumping. Instead add the strategies of retiring currently active irrigation and returning treated wastewater and stormwater from Prescott to the BC.

Page 19 lines 23-24:: Add statement that funding for the BC pipeline was not included in the 2024 10-year water rate study, or in the 2024 impact fee study.

Page 19 lines 29-31: Move the urbanization part to a separate sentence. Environmental considerations deserve a separate paragraph which should include the impacts to the upper Verde River: loss of habitat for fish, birds, snakes, bats and loss of recreational opportunities for citizens. Also point out that Prescott National Forest has determined that the upper Verde is both Eligible and Suitable for Wild and Scenic River designation, and that legislative language has been submitted to Congress. The Prescott Council has supported the Upper Verde Wild and Scenic River.

Regional Water Supply Planning:

Page 19 line 40: Delete. As stated previously, exempt wells ARE NOT THE PROBLEM. Every existing parcel in the PrAMA has the same right to water as a new home in Prescott. This statement implies that Prescott might try to prevent property owners from drilling wells on their private property, effectively a seizure of private property rights and in violation of the Private Property Protection Act. The population growth statement covers the increased water used by every new resident, whether they are in the city or not. We agree that it is better for the aquifer if new construction projects connect to municipal water/sewer as opposed to well/septic. An additional goal is needed to incentivize that.

Goal 2:

Strategy 2.2 on Page 20 line 13: Instead of “seek...” how about “Achieve partnerships to develop a regional water management plan that includes regional conservation requirements and stormwater collection/recharge infrastructure, and Advanced Water Purification, all based on a comprehensive evaluation of all possible solutions for economic, social, and environmental impacts.”

Strategy 2.2 on Page 20 line 15-16: This statement assumes that BC water is the best solution. There has never been a comprehensive study to evaluate the alternatives and identify the most sustainable set of strategies.

Add strategies: What about conducting a comprehensive evaluation of all water resources? What about forming a regional authority for conservation and/or stormwater?

Water Conservation:

Page 21 line 15: You could add that Prescott has the most complete water conservation program in the AMA, that it has been effective in reducing water use, and that it can be made even more effective.

Goal 3: In this section you should add some strategies:

Require all new development to use aggressive water conservation. Outdoor water use represents a loss of approximately 2000 afy to evaporation. New construction should not be permitted to use groundwater outdoors, and should instead use harvested rainwater for outdoor use.

Require all new development to capture stormwater for recharge.

Expand the current water conservation program to include commercial and industrial use.

Add conservation requirements to homes upon resale, and most important, take aggressive steps to constrain the use of groundwater outdoors.

Add a strategy to develop incentives for developers to build in areas where municipal water/sewer is available and to avoid building in the County where well/septic is used.

Page 22 line 45: Very good!

Page 23 line 19: Add that there can be major impacts to domestic wells in Paulden and to the upper Verde River.

Page 23 line 34, Strategy 3.3: Add a date by when planning must commence. Add this or a similar sentence: Invite Prescott Valley, Chino Valley, and Yavapai County to join Prescott in this planning.

Approved by the CWAG Board of Directors, May 27, 2024

Please address questions or responses to:

Citizens Water Advocacy Group

Gary Beverly, PhD



Tammy Dewitt

From: Ann Friday [REDACTED]
Sent: Saturday, May 25, 2024 3:50 PM
To: Tammy Dewitt; Sarah Siep
Cc: Phil Goode; Joseph Young; Connie Cantelme; Cathey Rusing; Brandon Montoya; Eric Moore; Lois Fruhwirth; Ted Gambogi; Tyler Goodman
Subject: Your voice is needed SOON Fwd: 2025 Prescott General Plan Committee Agenda Packet

Attention City Clerk Sarah Siep: Please distribute this email to the General Plan Committee and the Planning and Zoning Committee. Thank you.

Greetings:

The 2025 Prescott General Plan Committee is hard at work preparing the next 2025 General Plan to go to the voters in November 2024 for approval.

There are some members on the General Plan Committee who want to make cell tower approvals much quicker and easier. These are some of the same people who wanted to approve the Yavapai Hills cell tower which had previously been denied in 2000, the Williamson Valley cell tower which was recently denied in late 2023, and who want to include cell towers in the definition of "public safety", which just happens to be the generalized description of the November 2024 ballot measure proposing a Prescott sales tax increase of .95% for "public safety", not defined.

People like us with experience in cell tower approval hearings know that the FCC regulates the ability of municipalities in locating a cell tower to the least intrusive site after examining alternative sites. Unless a cell tower applicant meets this burden of proof, a cell tower cannot be located more quickly and easily because a few people in control of the General Plan want it that way. Capacity is also often argued in support of cell towers, but capacity is not regulated by the FCC.

These same people want to include the Sundog Connector in the 2025 General Plan despite a decade plus of heavy public opposition to it, the overwhelming cost of \$150+ million for 3.5 miles, and repeated requests from Prescott citizens and groups to remove this unnecessary highway from the General Plan.

I will urge everyone to vote against the General Plan in November if it includes cell towers as "public safety", and includes the Sundog Connector to be built. I will also vote against the proposed sales tax increase if cell towers are considered to be a "public safety" issue as recognized in the General Plan. At the recent Williamson Valley cell tower city hearing before City Council, Chair Sapio, Vice Chair Michelman, and member Reilly all voluntarily appeared and spoke strongly in favor of approving the Williamson Valley cell tower. The City Council correctly voted 6 to 1 to deny the Williamson Valley cell tower (Gambogi in favor) due to lacking applicant proof that the site was the least intrusive and for failing to evaluate and consider other reasonable cell tower sites.

"Ms. DeWitt commented that the full document will be available in July for a final review. If Committee members have feedback, please send it to her."

Let them hear from you.

Please send you comments to Tammy DeWitt Dewitt, Tammy <tammy.dewitt@prescott-az.gov> with a copy to City Clerk Sarah Siep, Siep, Sarah <sarah.siep@prescott-az.gov> asking Ms. Siep to distribute your email to the General Plan Committee, the Mayor and City Council, and the Planning and Zoning members.

Please share this email with your friends who live in Prescott.

Ann Friday Prescott

THE GENERAL PLAN

MINUTES: <https://prescottaz.portal.civicclerk.com/event/1053/files/agenda/3176>

City of Prescott

General Plan Review Committee

April 24, 2024 | 2:00 PM

201 N. Montezuma Street
Council Chambers, 3rd Floor
Prescott, AZ 86301

MINUTES

2. ROLL CALL

Terry Sapio, Chair

Don Michelman, Vice-Chair

Andre Carman - Absent

Mary Frederickson

Ralph Hess

Jim Huffman

Thomas Hutchison

James McCarver

Rod Moyer

Tom Reilly

Gary Worob

HIGHLIGHTS FROM THE MINUTES RE: SUNDOG CONNECTOR AND CELL TOWER PROLIFERATION:

"Chair Sapio commented on the cost share per segment for the proposed Sundog Connector. **There is a lot of public interest in not building the Sundog Connector, but the City only has discretion in a portion of it currently.** " (The Prescott city attorney has issued his opinion that Sapios' statement is not true.)

"Chair Sapio suggested adding an easier and quicker approval process for cell towers to gain digital connectivity within Prescott. Suggested to include trailhead parking areas."

"Member of the public Mike Parrish spoke as chairman of Sundog Disconnect and requested that mention of the Sundog Connector be removed from the General

Plan. He feels that there is an impression that the Sundog Connector is already approved.

Member of the public Robert Forte spoke as a member of the Yavapai Hills neighborhood and requested the removal of Sundog Connector from the General Plan.

Member of the public Mary Gunn commented that she does not think the Sundog

Connector needs to be mentioned in a city plan."

"Vice-Chair Michelman commented that they should indicate if **state land in city limits is ever sold**, specific uses would be designated such as open space, schools, or **public safety**. (This can mean cell towers, affordable housing, new roads, most anything, etc)

Chair Sapio commented that he would like to add a Strategy 1.5 under Digital Connectivity Goals **to encourage building new cell towers and making the approval process more efficient.**

Member Huffman suggested **adding wording for alternatives to cell towers** also to the Digital Connectivity section.

Member Reilly commented that the importance of digital connectivity is **public safety**.

Member Hess commented that **there is a thought that cell towers negatively impact property values**, he believes this includes two different things seeing a cell

tower is not what people want near their property, but they most likely do want the ability to have cellular connections. (Yavapai County Assessor has issued a letter stating property values are negatively impacted up to 20% by a cell tower installation nearby)

Member Reilly commented that he disagrees and those are the same issue.

Ms. DeWitt commented that text takes less data, but **capacity is the issue**, and General Plan Review Committee Meeting Minutes Page 7

the area cannot accommodate the **capacity** needed when many people are using their devices at the same time

Member of the public Roseann Del Gandio commented that she does not understand why it is difficult to get cell towers in the area."

----- Forwarded Message -----

Subject:Prescott General Plan Committee Agenda Packet

Date:Fri, 24 May 2024 15:08:46 -0400 (EDT)

From:City of Prescott <tammy.dewitt-prescott-az.gov@shared1.ccsend.com>

Reply-To:tammy.dewitt@prescott-az.gov



Tammy Dewitt

From: Judi Armbruster [REDACTED]
Sent: Saturday, May 25, 2024 8:04 AM
To: Hello Plan Prescott
Subject: two things

1 - water vs new developments - why not a moratorium on ne
builds unless they can assure water for all

@ - Public transportation. The traffic is really getting bad and I
believe that a good bus system would help keep traffic congestion
and reduce car pollution

Respectfully
Judi Armbruster

Tammy Dewitt

From: chauvin emmons [REDACTED]
Sent: Sunday, January 28, 2024 1:09 AM
To: Tammy Dewitt
Subject: Re: Corrected Prescott General Plan Committee Agenda Packet

I think that it is not the city's business nor the taxpayers burden to supply anyone with affordable housing unless our housing should be affordable too.

The wonderful thing in America if people wish to donate to give of their own volition it is one thing but to have their money stolen misappropriated however you wish to be given it is not in the cities per view.

The city should be more focused on doing what is right for the tax paying citizens who were here before these new mayors and these new councils decide that they should be so magnanimous.

They have turned our streets into a traffic jam they will equally cause harm to the environment to the civil peace as we the citizens are all affected by their poor judgment if it is not in the Constitution that it should be done then it should not be done.

I think the mayor has many better things he must answer for as opposed to dictating to us what we must do and how our hard-earned money must be spent I think that he has his own money if he wishes to spend some I think it much wiser of him to pay attention to his own troubles his and his alone because of his doing.

I think the city council must also show some responsibility and be admonished for what they have done and what they have not done if they cause for whatever reason any kind of a lawsuit upon the citizens as the cost of this lawsuit and other lawsuits pending do not affect the mayor of the city council directly the money does not come from their pockets but for instance \$150 million spread across some 30-40,000 citizens as many thousands of dollars and if this is the case and it comes to be I think that the mayor and the city council all must be fired if not jailed for their lack of any moral fiber whatsoever how dare they be so

magnanimous with what they have taken not earned.

I think maybe it is time that we ask chairman feel-good to tender his resignation along with the city councils.

They should be so Grand as to show their respect instead of their lack thereof.

It might be money better spent on just a simple management agency instead of this cast of clumsy socialist clowns.

The citizens of this city and this county should be much better served especially when dealing with unions and the like

For every year they come to us with hat in hand and their hand is out and their mouth is open yet the police one year the teachers the next on and on and on every year we hear all they get nothing but we the citizens get very little but the lies people do not realize the hidden benefits that these people have available to them that we have not and then the case the teachers for not so much work they say what they wish did they go to work everyday I think not do they teach our moral structures do they teach the best most effective manner I think not if our students ranked in the top 20 of the nation it might be one but they do not they resist even the minimal requirements of testing they hide behind their Union when it comes to not working not serving the students we are I believe 36th in the world how shall our students ever succeed we will have to have affordable housing for everyone soon because soon no one will be worth a dime to an employer anywhere anytime only the Chinese who cross our borders with impunity who come with one thing in mind that is to conquer our nation shall they be the police from now on

should they be unionized I think not unions are strictly an idea of communists not so much Karl Marx but Friedrich Engels I think we have seen enough trouble from the Communists at this point as they overrun our country destroying any hope of a future other than slavery for our population at the hands of such as the Chinese Communist party.

Chauvin

Sent from Yahoo Mail on Android

On Fri, Jan 26, 2024 at 11:20 AM, City of Prescott
<tammy.dewitt@prescott-az.gov> wrote:



General Plan Committee Meeting

Here is the link to the agenda packet for the January 31st meeting:
<https://prescottaz.portal.civicclerk.com/event/1049/files/2813>.

Representation from the Workforce Housing Committee will be presenting the proposed Housing Section with proposed goals. Staff will also be presenting for comment the Community Quality Chapter consisting of Police, education, library, community center, healthcare, and arts and culture.

If you have any input or ideas, please let me know and I will bring them to the meeting for consideration of the Committee.

City of Prescott | 201 S Cortez, Prescott, AZ 86303

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Sent by tammy.dewitt@prescott-az.gov powered by



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Tammy Dewitt

From: Fred Oswald [REDACTED]
Sent: Tuesday, October 24, 2023 4:07 PM
To: Hello Plan Prescott
Subject: Comments: COP General Plan

I am VERY concerned that our city is not operating sustainably. The aquifer we depend on was declared to be out of safe yield in 1999, yet the City approved thousands of new homes, which are making the overdraft much worse. This excessive growth has also generated traffic congestion, light pollution and has detracted from our friendly small-town atmosphere.

I urge city leaders to SLOW DOWN -- restrict growth, enhance conservation of water, energy and other natural resources.

I oppose the ill-considered Sundog Connector, which would degrade and debase the Glassford Hill Regional Park and the southern part of the Dells and permit more housing that would further increase the overdraft. It would also increase costs for Prescott residents.

Likewise, I oppose the proposed blasting to widen SR 89, which would desecrate the Granite Dells and encourage speeding. Traffic congestion can be reduced by instead requiring the Deep Well Ranch developer to build the promised retail area. Stopping further residential development north of the Dells will reduce future increased traffic.

As for the General Plan, I favor the City respecting elements in the previous plan, such as:

Goal 4 Encourage infill development on parcels with adequate infrastructure

Goal 5 Promote effective management and mitigation of negative growth impacts such as light pollution, loss of landscaping, site disturbance, erosion, construction on hilltops, ridgelines, and the loss of open space.

--- Fred Oswald

Tammy Dewitt

From: Stephen Cook [REDACTED]
Sent: Friday, September 22, 2023 10:12 AM
To: Hello Plan Prescott
Subject: input to 2025 Prescott General Plan

to Tammy DeWitt, City of Prescott

Tammy :

Here is some input to the Plan on the topic of Dark Skies. Please confirm your receipt of it. Thanks.

Steve

I strongly support the City of Prescott's effort to minimize light pollution and its seeming desire to add a relatively dark sky to the list of numerous things it has to offer in terms of quality of life.

While most people who value a dark sky cite its beauty and other aesthetic reasons for wanting to see this resource protected, I have an additional reason: the scientific research I do depends on it.

After being trained as a professional astronomer and having worked briefly (in 1973) at Lick Observatory and, in the mid-1990s, as Director of the Arkansas Tech University campus observatory, I have done observational astronomy research as an amateur astronomer with my own equipment. Since 2015 I have done this from my backyard observatory roughly one mile north of downtown Prescott. My work is facilitated by the American Association of Variable Star Observers (AAVSO) and is published in their journal. My most recent (2023) publications can be viewed at

<https://zen.prescott-az.gov/fmlurlsvc/?fewReq=:B:JVo+NTE2PiJyOTYqNCJtYDk0NT40NSJ3bWNqZXBxdmE5NDE3MzU2NzQ0YmFiNWE8PTRiZmU9NDxmZjwxMjcZyJlOMmU2M2Y8ZiJwOTUyPTEwNDYzMDcidW1gOTc8SUxHSVM1NDQ3Njc0KTc8SUxHSVM3NDQ3Njc0InZndHA5bGFoaGtEdGhlanR2YXdna3BwKmdraSJnOTc9ImxgaDk0&url=https%3a%2f%2fapp.aavso.org%2fjaavso%2farticle%2f3885%2f>

and

<https://zen.prescott-az.gov/fmlurlsvc/?fewReq=:B:JVo+NTE2PiJyOTYqNCJtYDk0NT40NSJ3bWNqZXBxdmE5YjxnYjRnNWc1PWFiNGc3Zj1lZzBnZTxgYmAzMz03MTxiYjNhZ2YxNyJwOTUyPTEwNDYzMDcidW1gOTc8SUxHSVM1NDQ3Njc0KTc8SUxHSVM3NDQ3Njc0InZndHA5bGFoaGtEdGhlanR2YXdna3BwKmdraSJnOTc9ImxgaDk0&url=https%3a%2f%2fapp.aavso.org%2fjaavso%2farticle%2f3866%2f>

For help with questions related to outdoor lighting, I urge the city to visit the website (at <https://zen.prescott-az.gov/fmlurlsvc/?fewReq=:B:JVo+NTE2PiJyOTYqNCJtYDk0NT40NSJ3bWNqZXBxdmE5NzFiNGI8ZzQ2PWEwZzM0MzUyZjdGyGY1MWIzYGUzNTRgPD03MjE8YiJwOTUyPTEwNDYzMDcidW1gOTc8SUxHSVM1NDQ3Njc0KTc8SUxHSVM3NDQ3Njc0InZndHA5bGFoaGtEdGhlanR2YXdna3BwKmdraSJnOTc9ImxgaDk0&url=http%3a%2f%2fwww.DarkSky.org>) of the International Dark Sky Association—of which I am a member. There you'll find a list of "Five Lighting Principles for Responsible Outdoor Lighting," the latest recommendations on specific outdoor lighting fixtures that minimize light pollution, poetry celebrating the beauty of a dark sky, and much more.

Tammy Dewitt

From: Stacey Petska [REDACTED]
Sent: Monday, September 4, 2023 12:01 PM
To: Hello Plan Prescott
Subject: What I would like to see?

NO MORE BUILDING! NO MORE HOUSE FARMS! NO MORE DESTRUCTION OF OUR LAND! NO CHANGES ON WHISKEY ROW OR ANYWHERE ELSE DOWN TOWN! Nothing that takes away the character and charm of the Old West flavor of Prescott! We aren't Boutique we are HISTORIC! AND NO WIDING OF 89 AND DESTROYING THE ROCK FORMATIONS! ENOUGH ALREADY! ENOUGH!

Tammy Dewitt

From: Bill [REDACTED]
Sent: Monday, July 31, 2023 4:30 PM
To: Hello Plan Prescott
Subject: Info on approved but unbuilt residential lots

Greetings,

I believe it would be extremely helpful for the community to understand how many new residential homes have already been approved within the Prescott city limits. I believe just Deep Well, AED and the remainder of Granite Dells estates would get it to over 15,000 more (which means more than 50% more homes than currently exist) and that excludes platted but unbuilt lots in other subdivisions which would take the number even higher.

I believe this is important for folks to know as we consider future road and other infrastructure needs, public safety etc. Based on anecdotal evidence gained from discussions with many folks there is a school of thought that our current council has the ability to thwart this growth and such point of view will keep us from developing the appropriate infrastructure needed to support such future population.

While the ultimate buildout will take many years, so does the planning, budgeting and construction of supporting infrastructure. It would be great if the general plan hits this issue straight on.

Thanks for your consideration,
Bill Fanelli

Tammy Dewitt

From: Tana Karen [REDACTED]
Sent: Friday, July 28, 2023 1:10 PM
To: Hello Plan Prescott
Subject: Addition to Questionnaire

Most frequented services & businesses: Prescott Community Compost. So many of us consider PCC to be (a needed) part of Prescott Farmers Market, yet I was reminded that technically it's a seperate entity, so thought I'd add it in
thanks, Tana!.

Tammy Dewitt

From: Larry Springer [REDACTED]
Sent: Tuesday, May 28, 2024 10:48 AM
To: Tammy Dewitt; Phil Goode; Joseph Young; Connie Cantelme; Cathey Rusing; Brandon Montoya; Eric Moore; Lois Fruhwirth; Ted Gambogi; Tyler Goodman
Cc: Sarah Siep; larryspringer2021
Subject: Prescott 2025 General Plan and the Future Of Cell Towers | What You Need To Know Today!

CITY CLERK MS. SARAH SIEP, Please distribute this email to the General Plan Committee members in time for their May 29th, 2024 meeting. Thank you. Larry Springer Prescott

The 2025 Prescott General Plan should be a 10 year vision for the future direction of the city of Prescott, but according to the April 2024 General Plan Committee meeting minutes, there have been committee discussions to include in the Prescott General Plan a statement that will "encourage" the approval of cell tower applications more quickly and efficiently, and to identify cell towers as "public safety". There are problems with both of these ideas for the future of Prescott and I hope to inform the committee discussions with this new information.

PROBLEM # 1: Encouraging cell tower approvals

Cell towers will eventually be phased out by the rapid movement in progress for satellite cell phones, so it is backwards looking to "encourage" the proliferation of soon to be obsolete cell towers in our beautiful city. As a result of these technological advances, many sellers of cell tower sites are now opting for a lump sum payment rather than a long term lease.

From January 2020: What Is The Future Of My Cell

Tower? <https://www.airwaveadvisors.com/blog/future-of-cell-towers/>

"Fast forward to 2020 and **there are plans in place to replace the need for cell towers with low orbit satellites.** In May of last year SpaceX [launched](#) 60 of a planned 12,000 Starlink satellites into low orbit. The CEO of SpaceX, Elon Musk, has a vision that the satellites will form a network providing high-speed internet service to consumers like you and I down here on Earth."

"Technology is rapidly evolving and while it is unlikely the above mentioned technologies will replace cell towers tomorrow, **it is certain that one day in the future we will not need cell towers.** If we look at history our communications have always continued to evolve. From smoke signals to radio to the landline telephone. Cell towers have only been around for 40 years, which is only a generation. **Will they be around for another 40 years? Not if Musk, Bezos, Qualcomm, [Verizon](#), AT&T, and T-Mobile have something to say about it."**

Update to 2024: Starlink [direct-to-cell](#) — <https://arstechnica.com/tech-policy/2024/01/spacex-launches-first-starlink-satellites-that-will-work-with-t-mobile-phones/>

Starlink launches first "cellphone towers in space" for use with LTE phones:

"Starlink's [direct-to-cell website](#) says the service will provide text messaging only when it becomes available in 2024, with voice and data service beginning sometime in 2025. Starlink's low Earth orbit satellites will work with standard LTE phones, unlike earlier services that required phones specifically

built for satellite use. SpaceX's direct-to-cell satellites **will also connect with Internet of Things (IoT) devices in 2025**, the company says."

T-Mobile field tests begin soon—texting to be available before voice and data. Jon Brodtkin - 1/3/2024, 10:09 AM

"T-Mobile said that field testing of Starlink satellites with the T-Mobile network will begin soon. "With well over half a million square miles of the US and vast stretches of ocean unreachable by terrestrial network coverage, due to terrain limitations, land-use restrictions and more, this new service aims to give customers a crucial additional layer of connectivity when and where they need it most," T-Mobile said."

PROBLEM #2: Public safety

The General Plan committee is also discussing including cell towers in the 2025 General Plan as "public safety". This is wrong on many levels. Public safety includes HEALTH as a priority component and the microwave radiation generated 24/7 by cell towers is well documented to cause myriad health issues, especially in young children and pregnant women. While the badly outdated FCC guidelines on locating cell towers does not restrict the towers due to health issues, the stewards of the Prescott 2025 General Plan can and should make the public health a top consideration in responsibly approving cell tower applications and taking the necessary time to research the accuracy of the required documentation for cell tower approval. Rubber stamping the applications in the interest of speed and efficiency is dangerous.

To "Encourage" the proliferation of cell towers as "public safety" is just backwards for a visionary ten year plan. If anything, the General Plan should be DISCOURAGING the proliferation of cell towers within our city, and especially discouraging the current practice of approving cell tower applications in our Prescott school yards.

The General Plan should instead "encourage" ALTERNATIVES to cell towers, i.e. fiber optic cable, booster boxes for individual users, OTARDS, plus the above mentioned quickly evolving new satellite and IOT technology.

In a recent historic court ruling in EHT et al. v. the FCC, the Court ruled that the FCC must "provide a reasoned explanation for its determination that its guidelines adequately protect against harmful effects of exposure to radiofrequency radiation unrelated to cancer" and justify its testing procedures for cellphones and other wireless devices." The landmark case centers around the FCC's decision not to update its 1996 exposure limits for wireless radiation from cell phones, cell towers, and wireless devices. Environmental Health Trust experts have long argued that the FCC's outdated limits place Americans everywhere at risk, especially in the era of 5G.

Download: August 13, 2021 United States Court of Appeals, District of Columbia Circuit ENVIRONMENTAL HEALTH TRUST, ET AL., PETITIONERS v. FEDERAL COMMUNICATIONS COMMISSION AND UNITED STATES OF AMERICA

I hope such information will provide further impetus to public servants (those who honor their oath and truly *care about The People*) to expand the conversation regarding microwave exposure in our environment and encourage healthy discourse, open dialogue, town-halls, debate etc. within our communities.

Don't we all have a right to **proper informed consent** to the dangers/risks and benefits of any product (e.g., cell tower, smart meter) before making policy decisions?

For more information on health, this is an important reference and educational resource describing the history + politics of microwave radiation in the U.S. before 1977. Link to electronic version:

"The Zapping of America: Microwaves, Their Deadly Risk, and the Cover Up" (Paul Brodeur, 1977) <https://tinyurl.com/2p9ykbed>

Thank you,
Larry Springer Prescott AZ resident

Tammy Dewitt

From: Rob Ratner [REDACTED]
Sent: Sunday, May 26, 2024 4:03 PM
To: Hello Plan Prescott
Subject: 2025 Prescott General Plan

Do not include cell towers in the 2025 **General Plan** because we have already established regulations for them in Prescott city codes. Cell towers **do not** need to be fast tracked by including them in the city plan. Thank you.

Tammy Dewitt

From: Linda Crogan [REDACTED]
Sent: Thursday, June 20, 2024 5:43 PM
To: Tammy Dewitt
Subject: Re: Prescott General Plan Committee Agenda Packet

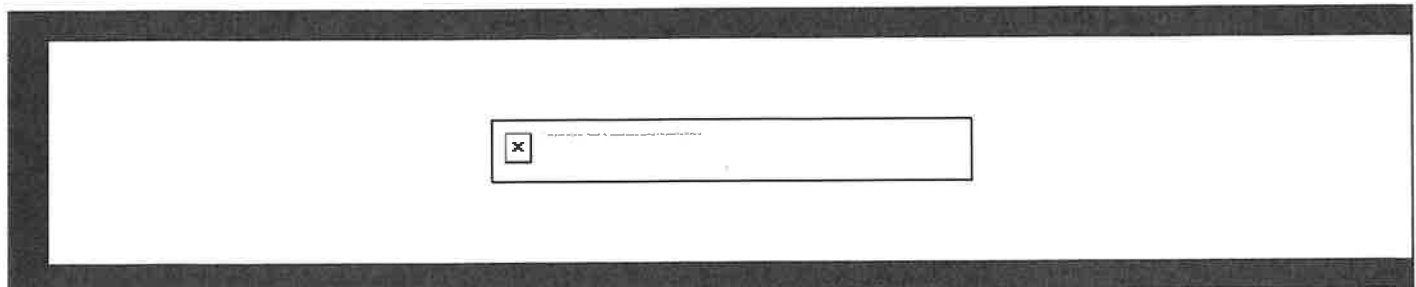
Thank you for the information! Our only comment at this time is that we are adamantly OPPOSED to the reduction of any vehicle public roadways for bicycle use. We are very aware of the loss of income by local businesses in various US cities and towns when parking spaces are eliminated and customers cannot park near stores, restaurants, medical and other professional offices, public spaces like parks, schools, libraries, etc. because of the loss of parking spaces to create bike lanes. Further, we have also witnessed bike riders failing to follow laws re safe driving, speeding through stop signs and traffic lights, unsafe lane changes, etc. And of course, in Prescott, we have inclement weather that restricts the use of bicycle use. While the stated goal of adding bike lanes is to reduce the effect of fossil fuel impact on the climate by getting people out of cars, it is well documented that very, very few people use bikes to get to and from work. And, of course, bike riders are a minuscule percentage of the entire population that use public roads. This is a case of “who yells the loudest (or donates the most) get what they want” and civic decisions made for idealistic reasons rather than based on pragmatic, “best decisions for the most people.” A better solution to reducing vehicle use would be to support the use of small vans (8 or so passengers) to offer transportation. Rideshares like Uber and Lyft serve a similar purpose. Vans could be used by young and old, disabled, low income residents, etc. in a much more economical manner than driving a car. Before any serious discussion occurs regarding bike lanes replacing car lanes and parking spaces there should be objective, thorough, professional analysis and research of how many local bike riders use public roads daily, where the greatest use of public roads for biking takes place, the fiscal impact already known in other cities to businesses and the loss of parking space in residential and nearby neighborhoods.

Thank you Tammy!

Linda Crogan
[REDACTED]

Prescott

On Jun 20, 2024, at 3:40 PM, City of Prescott <tammy.dewitt-prescott-az.gov@shared1.ccsend.com> wrote:



Tammy Dewitt

From: Karen Dada [REDACTED]
Sent: Tuesday, June 11, 2024 10:08 AM
To: Tammy Dewitt; George Worley
Subject: Re: City of Prescott General Plan Land Use Map

Good morning Tammy,

Thank you for sending this over. I do have some comments:

Except for the land that was auctioned for Glassford Hill, no State Trust Land should be under the Open Space designation. According to ARS 9-461.06(N), STL must have a designation that allows for a minimum of one DU/acre:

"In applying an open space element or a growth element of a general plan, a municipality shall not designate private land or state trust land as open space, recreation, conservation or agriculture unless the municipality receives the written consent of the landowner or provides an alternative, economically viable designation in the general plan or zoning ordinance, allowing at least one residential dwelling per acre. If the landowner is the prevailing party in any action brought to enforce this subsection, a court shall award fees and other expenses to the landowner. A municipality may designate land as open space without complying with the requirements of this subsection if the land was zoned as open space and used as a golf course pursuant to a zoning ordinance adopted pursuant to article 6.1 of this chapter before May 1, 2000 and the designation does not impose additional conditions, limitations or restrictions on the golf course, unless the land is state trust land that was not planned and zoned as open space pursuant to title 37, chapter 2, article 5.1.

According to the Open Space/Recreation designation description in the Land Use chapter:

"This designation denotes areas which are to be precluded from development except for active and passive public recreational facilities or natural preserves. Open space areas are intended to be left in a natural state due to topographic, drainage, vegetative, and/or landform constraints or the need to provide buffers between incompatible land uses, or to protect viewsheds."

Meaning that designating STL under this category is not compliant with State Statute.

ASLD prefers that STL be designated similarly to the adjacent lands, and specifically requests that:

- The open space designation at TRS 13N, 2W, Sections 2, 10 and 11; 15N, 1W, Section 8; and at 14N, 2W, Section 8 south of Pioneer Parkway be removed and replaced with Low-Medium Density designation.
- Land in TRS 15N, 2W, Sections 26 and 34 be designated Mixed Use to create consistency with the surrounding Deep Well Ranch designation

We would also like to take a look at the open space/trail and circulation maps. Thanks much!

Karen Dada, AICP | Assistant Director, Real Estate Division
Arizona State Land Department
[REDACTED]

K. G. Murray's Comments on "A Community Connected" section of Prescott 2025 General Plan

As a citizen concerned with maintaining the integrity of the natural systems that make Prescott a good place to live, I'm really happy to see so much in this section that aims to promote wildlife habitat and people's access to open space. I do have some general and some more specific comments however, that I think might strengthen these components of the plan.

First, an observation I've made that is especially relevant to the 2025 General Plan and indeed to planning in general. I've noticed again and again that transportation projects - even those that have yet to be implemented - often have a history of highly detailed planning that goes back decades. For example, the Great Western Corridor plan dates at least to 2010, and CYMPO has adopted plans that project road building projects as far into the future as 2045. The rationale for such planning is based upon projections of future population growth, which may or may not turn out to be realistic. Yet once these plans are on the books, they become "real" in the sense that property owners, land managers, and developers base their own plans for the future on the expectation that those road projects will become reality. It's not surprising, then, that these plans become "self-fulfilling prophecies" driven by the economic and tax base interests of landowners, developers, and decision-makers. *Indeed, a transportation plan invites and facilitates the very residential and commercial development that it was proposed to be in preparation for.* In contrast, planning for wildlife habitat preservation and connectivity is usually a reaction to the realization that existing or imminent development constitutes a threat. Moreover, it is rarely detailed, and the public funding that would be necessary for detailed studies usually isn't considered a high priority until the violation of a particular statute like the National Environmental Policy Act (NEPA) or the Endangered Species Act (ESA) is perceived to be imminent. I suspect that we all realize that this difference in planning priorities is completely backwards - that we should plan wildlife corridors with even *more* foresight and care than we use for transportation systems. After all, we can build or widen roads as the need arises more easily than we can create wildlife habitat out of spaces that have already been developed, and certainly more easily than we can reestablish wildlife populations in places where they have been extirpated by development. **I'd like to urge city staff and the General Plan Review Committee to make this point explicit in the 2025 General Plan, and work toward making the planning for connected wildlife habitat a central feature that guides the planning process as much as any other factor. Wildlife is the hardest thing to "get back" once it's gone - we need to get it right the first time!**

Second, I'm sure that I'm not the first person to note that Arizona's requirement to maximize "revenue" from state trust lands can be detrimental to the public interest in the long run. Lands that could be protected for the benefit of wildlife and recreation using easements, purchase-of-development-rights, outright purchase by conservation organizations, etc. are likely to produce long-term benefits to communities that exceed the short-term revenue that a sale for commercial or residential development can produce. Obviously, the scope of this issue is much larger than the City of Prescott, but it might make sense for Prescott's General Plan to point out

that this provision of state law can be detrimental to a community's interests? Perhaps there is room for progress through considering "revenue" in a broad sense?

Third, I think that Prescott really needs a permanent **open space commission** to advise city council and staff about best practices for establishing and maintaining ecological connectivity between open spaces in other jurisdictions, about the scientific basis for corridor design, and to serve as liaisons to non-profit organizations and even government programs that provide expertise (and funding) for policies that enhance ecological connectivity. Because the natural environment is so important and so highly valued by the community (according to the recent community survey), this commission should be a prominent and permanent one. This is a great opportunity for Prescott to leverage the time, enthusiasm, and expertise of its own citizens toward enhancing the quality of life for everyone, without significant cost and requiring minimal city staff time.

I also have some comments about particular sections of the draft. First, I very much appreciate the Open Space section of the plan - especially the listing of the benefits of open space to Prescott's citizens and the listing of mechanisms by which open space can be preserved in perpetuity. The bullet point on p. 22 (lines 23-25), "Integrating the existing and desired recreational assets into a network physically connected and functionally related, rather than simply adding stand-alone parcels to our inventory" is especially appropriate.

There is also much to celebrate in the section entitled, "Open Space Policy Goals and Strategies." Recognizing that open spaces provide important ecosystem services in addition to recreational opportunities is really important, and foremost among those services is the provision of wildlife habitat. I think that the strategies aimed at identifying potential open spaces, approaches for funding their acquisition, and identifying wildlife corridors are key to protecting the quality of life for both people and wildlife in our area. And the explicit goal of building and nurturing public-private partnerships in the service of enhancing open space is more than welcome!

I think that goal 1 (p. 24; "Build a strategic approach to open space acquisition opportunities") would benefit from having the additional guiding principle of **connecting** natural open spaces with one another. Open spaces that are connected with other open spaces have greater value to wildlife populations by allowing them to move over the landscape to follow food and water resources, maintain genetic diversity, etc. And connected open spaces provide greater recreational opportunities for people via connected trail systems, direct pedestrian access from residential and commercial areas, etc. A candidate natural space that is connected to others may have greater value than a larger or less expensive candidate that is isolated from others. I realize that connectivity comes up in strategy 3.3, but I think it also makes sense to include it as a key part of identifying the most beneficial open spaces for acquisition in the first place.

Strategy 3.3 ("Protect connectivity of existing open space and trails by requiring developing and existing areas to allow and provide appropriate access") could perhaps be stated in a way that

also emphasizes that connectivity between natural areas should be based not just upon the needs for human access via trails, but also upon the characteristics used by wildlife to consider it as a movement corridor. This basis should be specific to the needs of the wildlife that might use a particular connection. For example, pronghorns require a much wider connection than amphibians or rodents might. There is a rich scientific literature that deals with corridor design, and the efforts to create and maintain connectivity should be based upon it wherever possible.

I think that the entire Wildlife Corridors section is very well-conceived, and again I'd like to commend the city staff and committee for including a fair bit of detail *and acknowledging the necessity of coordinating with other jurisdictions* "to assure regional connectivity of open space and wildlife corridors (strategy 1.3; p. 27).

Back in the Transportation Planning section, the explanation of the "Great Western Corridor" (pages 5-6) proposal notes the call for a 6-lane highway starting at Glassford Hill Road on SR 89A and paralleling Granite Creek up to Outer Loop Road in Chino Valley, thence west to SR 89 and eventually to Williamson Valley Road. In my view, this proposal is very much ill-advised for its certain impacts on wildlife - especially pronghorns. This proposed road runs right through some of the only remaining open space used by pronghorns, and much of it is listed as belonging to Arizona Eco-Development, Copperfield Land Company, and other entities that are likely to consider residential or commercial development in the future. Given the fact that even two-lane roadways constitute an effective barrier to the movements of pronghorns, we can be sure that the construction of this proposed major road will further fragment pronghorn populations that depend upon that habitat - they will be cut off from the habitat north of Outer Loop Road that runs most of the way the Verde River, and hence also from the habitat that continues north all the way to I-40. The USGS's work from 2022 (Ungulate Migrations of the Western United States, Volume 2; available at <https://doi.org/10.3133/sir20225008>) shows that this entire area contains important migratory corridors for the "south of I-40" pronghorn herd (about 450 animals total) that extend all the way from Prescott Valley to I-40 and then east to Flagstaff (see figure below). That study found that individual pronghorn in that herd travel up to 118 miles in their annual migrations.

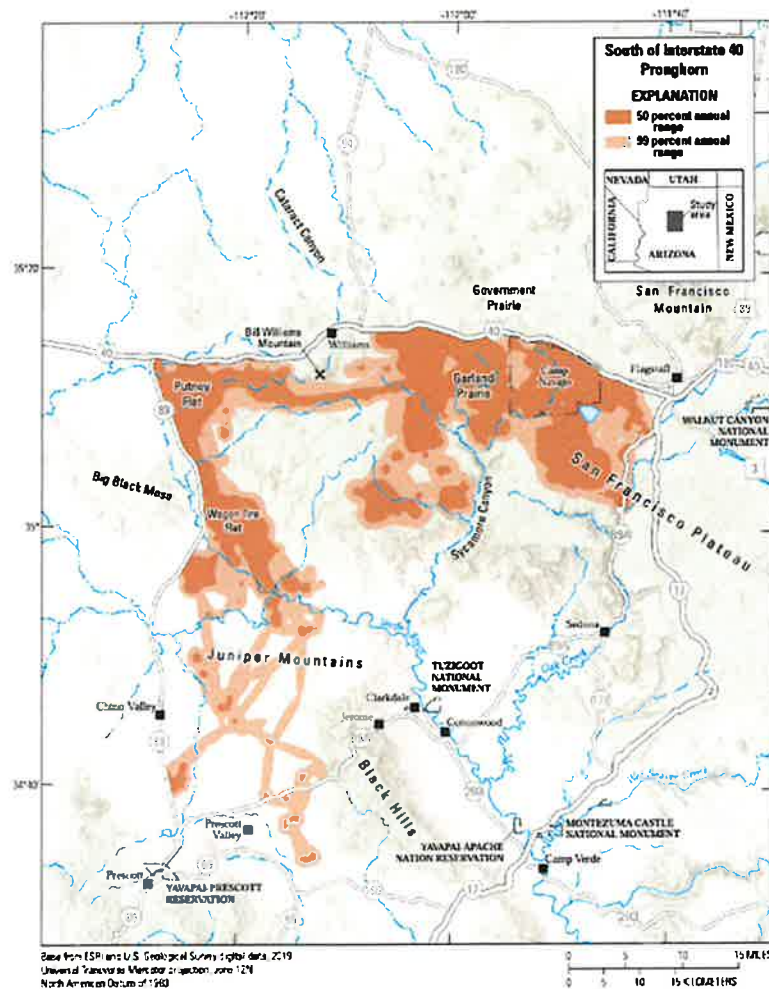


Figure 33. Winter ranges of the South of Interstate 40 pronghorn herd.

This proposed road project is a perfect example of the phenomenon that I began my comments on: the advanced, detailed planning for transportation projects that contrasts so sharply with planning for wildlife habitat connectivity. Might the general plan use this very project as an illustration of the need to consider wildlife habitat connectivity first, and then design transportation corridors *around* the open spaces for wildlife and recreation?

Especially relevant to the goals of protecting and connecting open space for its ecosystem and wildlife benefits, **city staff, City Council members, and General Plan Review Committee members should take notice of a newly-formed citizen's group, the Central Arizona Wildlife Alliance (CAWA)**, that is dedicated to maintaining wildlife populations by protecting the open spaces that comprise habitat, and by *connecting* them with one another. As such, CAWA's goals are congruent with those stated in the draft general plan. *CAWA's mission: "Wildlife enriches our lives and environment through its beauty and support of biodiversity. Central Arizona Wildlife Alliance envisions a Central Arizona where wildlife*

and people thrive together. To ensure healthy wildlife populations and the health, environmental, and economic benefits they bring to central Arizona, we envision interconnected open space across public, agricultural, and residential lands, protected in perpetuity.”

CAWA's first project is to understand pronghorn land use in our area, and to support that goal we have introduced a smartphone app with which users report sightings of wildlife along roadways in the region. Even though the Central Arizona Wildlife Survey has been live for only since early June 2024, clear patterns are already emerging for pronghorns in particular. A summary of the data can be viewed at

<https://www.arcgis.com/apps/dashboards/fd102ed0d8bb4459abb705ad5641d65c>, and CAWA intends to share its data with agencies like ADOT, CYMPO, and AzGFD.

Again, congratulations on a section of the general plan that acknowledges the importance of wildlife - both for its inherent value and its ability to enrich the lives of Prescott's citizens. And thanks for entertaining the comments and suggestions of the public!

May 30, 2024

Additional Comments submitted by long-time Prescott resident Stephen P. Cook [REDACTED]
[REDACTED] in following up on the May 29, 2024 Meeting of The General Plan Committee.

Both in my previous written and oral comments I described my problem with what appears near the bottom of Page 1 of the draft “Introduction”: “This General Plan organizes the required and volunteer elements under the following chapters based on Prescott’s Livability Goals.”

As I pointed out, the five chapter titles you have--

Resiliency & Sustainability
A Community Connected
Great Place and Neighborhoods
Economic Competitiveness and Prosperity
Community Quality

--are so broad, lump together so much, at times employ words or terms whose meaning is not clear, and are “top down” rather than grassroots / “bottom up”—that they are not goals. Instead these five chapter titles provide an umbrella of themes under which goals expressed in a more down to earth fashion can fit. The (apparently newly added) figure you presented yesterday illustrates this. Despite saying that I like the figure but suggest it be slightly changed as I will make clear in what follows.

To fix these problems in the initial chapter, here are four steps the Committee can take to fix things:

First, change the title of the “Introduction” chapter to “Introduction, Citizen Involvement, Vision and Values”

Rationale: Note this statement from the 2015 Prescott Plan: “Citizen involvement and participation as an essential element for achieving Prescott’s vision and facilitating community-based decision making for the choices and trade-offs which must be made to accommodate and manage growth. Community and stakeholder collaboration is fostered in all City plans and decisions.” These plans typically begin with gathering data that citizen input provides and should reflect the results of these surveys. Here is how the City of Cottonwood describes it in the latest draft of their Plan: “the City gathered public input on citizens’ overall vision and values, which has served as a guide for the proposed goals and objectives of the draft General Plan. Part of this effort was a survey that highlighted the issues that were the most important to area residents. The resulting vision and values statements are included in the proposed General Plan document.”

Second, slightly lengthen this initial Introduction draft chapter by adding a discussion that elaborates on the rationale provided above

Third, redo that newly added figure: a) change the heading so that instead of saying “Livability Goals” it says “Livability Goal Themes” and b) to the existing five ovals (containing theme labels) beneath the heading add a sixth oval is with theme label “Citizen Involvement, Vision & Values”

Fourth, to this initial chapter add the “Prescott Livability Goals” table shown on the next page. I put this together reworking the 20 goals I submitted on May 28—changing some wording and adding four additional goals to make 24 altogether. Obviously the Committee should not just adopt what I have provided below but should put together its own list, perhaps using what I have put down as a starting point, and use this to fill in the 24 boxes / goals in the table on the page.

Finally, there is a problem at the start of the Resiliency & Sustainability chapter that I discussed with several attendees at yesterday’s meeting. Only Greg Murray actually addressed it with both written comments he submitted and accompanying oral remarks. I support those remarks and urge you to make the changes and undertake the re-organization of this chapter that he recommends.

Prescott Livability Goals

Citizen Involvement, Vision & Values	Resiliency & Sustainability	A Community Connected	Great Place & Neighborhoods	Economic Competitiveness & Prosperity	Community Quality
Ideally, all Prescott citizens should expect...					
...the City to value and to some extent even nurture its residents, businesses, visitors, and stakeholders—and continue to do so making policy changes as circumstances change	... to have clean air to breathe and clean, safe water to drink	...to be able to move around—either by walking, bicycling, driving, or using public transportation—and efficiently get to around without experiencing significant delay and undue stress	...to live in a friendly, welcoming neighborhood—one that they feel a “belonging to connectedness” that makes a community strong and resilient	... to have employment opportunities that provide adequate compensation for them to continue to live in Prescott in the manner they would like to	...to live in a safe environment, one in which they do not fear being harassed or victimized by crime
...that the City is concerned about their well-being and is striving to upgrade the services it provides—or what private companies / individuals offer but it regulates—and will listen and be receptive to their constructive suggestions	... to live in a safe environment, one in which they do not fear being victimized by catastrophic heat, fire, flood, drought or other disasters—both manmade and natural	... to have access to open space / the natural environment / parks in a way that enhances their quality of life by providing physical, social, and psychological / mental health benefits	... to have access to open space / the natural environment / parks in a way that enhances their quality of life by providing physical, social, and psychological / mental health benefits	... to experience a reasonable cost of living—most notably with what they pay for housing, food, health care, utilities, transportation, taxes, and insurance.	...to have access to high quality, affordable health care
...that the City, through both its policies and their implementation, shows that, beyond respect for law and order, it respects values like being reasonable / reliable / trustworthy, along with being vibrant and forward thinking	... that the City, while respecting the past, is focused on the quality of life today. Its land use planning is built on its highly valuing green infrastructure, area water and natural resources.	...to be able to move around efficiently in the digital world / information highway / internet	...that the City will promote the area’s historic past and support historic preservation of both tangible evidence left behind and intangibles like stories of citing the courage / struggles / triumphs of those who have lived here	...to have a range of choices with respect to meeting important economic basic needs in the areas of housing, food, health care, utilities, transportation, education, and internet access	... to live in a culturally stimulating environment with adequate opportunities available to meet entertainment, educational, reading, social connection, and spiritual development needs.
...that the vision, goals, and strategies contained in this Plan will guide City elected and appointed officials / managers / leaders—not be ignored or flaunted based on self-interest, shifting political winds, etc	...that the quality of life embodied by all of these Livability Goals is sustainable so that future generations—their children, grand children, and so on—can likewise expect to have it.	...that, while safety of area residents will come first, the needs of area wildlife will be respected. This will extend to support for corridors for wildlife to safely cross significant highway and other barriers.	...that the area population’s appreciation of natural beauty, and both active and tranquil recreational experience, dictates City support of parks, trees, hiking trails, bike and pedestrian paths	...that the City supports economic development efforts / smart growth—including various efforts to bring a diverse mix of tourists here. This extends to include support of the airport.	...that the City does not accept the discrimination or harassment of individuals, and is working toward being a place where a diverse range of people can work together as part of a united community

Green Infrastructure and the Prescott 2025 General Plan

Green Infrastructure (GI), also referred to as Low-Impact Development (LID), has important applications to local water issues, stormwater management, watershed health and sustainable development. Green infrastructure refers to the integration of natural ecological and engineered systems for managing stormwater, harvesting rainwater and even aquifer recharge.. These design and management protocols not only reduce flooding events and prevent contamination of surface waters with pollutants from the built environment, they also conserve groundwater and provide aesthetic, recreational, and wildlife habitat benefits as well as reductions in water treatment costs and infrastructure burden.

Green Infrastructure is an integrated solution to stormwater management with numerous benefits:

- Reduces stormwater pollutants and localized flooding
- Conserves water by directing rainwater to streetside landscapes and parks
- Supports riparian vegetation and wildlife, while replenishing local groundwater aquifers
- Enhances traffic calming and pedestrian/bike safety features
- Grows an urban/neighborhood forest, with benefits of mitigating extreme temperatures and heat island effects

The goal of Green Infrastructure is to "slow down, spread it out, and soak it in." It has gained wide acceptance throughout the U.S., and here in Arizona, ASU's [Sustainable Cities Network](#) is an excellent source of information on successful practices in arid landscapes. The City of Tucson has been notably ambitious: by city ordinance, at least 50% of water used on a parcel's landscaping must be harvested on-site, and all new and reconstructed roadways must harvest at least the first ½ inch of rainfall to support streetside and median vegetation. Both Prescott Valley and Prescott have recently focused more intensively on this opportunity. GI design features and management practices would contribute directly to a sustainable municipal water supply, as an estimated 30% of water use in the City of Prescott is for landscaping.

Green Infrastructure has been identified as one of the top priorities in the 2023 Local Climate Action Options report as well as extensively discussed in the Quad Cities Climate Profile. The Citizen Water Advisory Group has elevated this policy/strategy for a number of years. It is also highlighted in the recently-adopted Yavapai County 2032 Comprehensive Plan.

This set of strategies supporting Green Infrastructure/ Low Impact Development are presented below for consideration for inclusion into the 2025 Prescott General Plan, potentially in the Open Space Element, Environmental Planning Element, the Water Resources Element, and even the Circulation Element. Specific Goal numbers correspond to sections within the 2015 General Plan.

OPEN SPACE ELEMENT

8.6 Open Space Policy Goals and Strategies

New Goal Maintain healthy ecosystems within and outside Prescott as dependable sources of recreation, economic prosperity, biodiverse plants and wildlife habitat

- Strategy 1 Create a regional watershed conservation, restoration and management plan

CIRCULATION ELEMENT

7.5 Arterials Goals and Strategies

New Goal Integrate "green streets" design features into all new roadway construction

ENVIRONMENTAL PLANNING ELEMENT

9.2.2 WATER QUALITY GOALS AND IMPLEMENTATION STRATEGIES

New Goal Enhance stormwater use and management for aquifer recharge and optimization of water treatment infrastructure.

- Strategy 1 Adopt a low impact development ordinance for infiltration and reuse of stormwater for all new subdivisions (residential, commercial, industrial) and all developments greater than ¼ acre in size
- Strategy 2 Require new development applicants to use pervious pavements and other Low Impact Development techniques to manage site stormwater runoff.
- Strategy 3 Develop a process for identifying potential neighborhood projects for green stormwater infrastructure and integrate into the City's Capital Improvement 5-Year Project List
- Strategy 4 Integrate and align stormwater standards, policies, and practices across the region. Facilitate standardization via a tool-kit to support local governments in adopting and implementing stormwater standards, policies, and practices

- Strategy 5 Identify high-traffic road areas that are commonly flooded during storm events and explore the use of curb cuts to alleviate flooding in these areas
- Strategy 6 Increase the use of stormwater and treated wastewater for aquifer recharge; identify and protect recharge zones in perpetuity

9.4 WILDLIFE CORRIDORS

- Strategy 1.5 (NEW) Collaborate with other governmental units and private landowners to restore natural flows to floodplains, especially where this would serve to enhance wildlife habitat

10.0 WATER RESOURCES ELEMENT

10.6 WATER RESOURCES GOALS AND STRATEGIES

New Goal 1 Reinforce water resiliency through water conservation

- Strategy 1 Develop local design ordinances, zoning codes, subdivision regulations and site planning practices that require all new development to follow the principles of "Water Neutral Development": minimize groundwater use on landscaping; recover wastewater for recharge; no septic tanks permitted; collect stormwater for recharge.
- Strategy 2 Require new developments to use low-water fixtures, low-flow toilets and water-efficient fixtures and appliances
- Strategy 3 Require new development to use drought-tolerant landscaping and irrigate with reclaimed wastewater, gray water and/or rainwater harvesting.
- Strategy 4 Require water conservation practices on all publicly-owned properties
- Strategy 5 Encourage the inclusion of community gardens and open space within new and existing developments, incorporating water-harvesting features and enhancement of the wildlife habitat environment
- Strategy 6 Encourage water resiliency and sustainability by assessing climate change impacts on a regular basis

New Goal 2 Optimize natural resources through natural rainwater harvesting to reduce dependency on City water supplies.

- Strategy 1 Encourage and incentivize water harvesting for landscape watering on residential, commercial and municipal properties.
- Strategy 2 Encourage rainwater harvesting options such as bioswales, detention and retention ponds, porous pavements ("green streets") for parks, open space, residential, commercial and municipal properties.
- Strategy 3 Expand public education and rebate incentives for both active and passive rainwater harvesting

References:

[Meadow, Alison M., Jeremy Weiss, Michael Crimmins, and the Quad Cities Profile Working Group. 2023. Climate Profile for the Quad Cities Region of Arizona. Climate Assessment for the Southwest – University of Arizona.](#)

[Quad Cities Profile Working Group. 2023. Local Climate Action Options for the Quad Cities Region.](#)

[Environmental Protection Agency. 2009. Green Infrastructure in Arid and Semi-Arid Environments.](#)

[Watershed Management Group](#)

Sustainable Economic Development and the Prescott 2025 General Plan

The Quad Cities Climate Profile highlights several climate impacts in our region during this century. Impacts include hotter temperatures, changing precipitation patterns, increasing drought, and wildfire risk. Climate impacts damage global and local economies by harming agricultural productivity, increasing exposure to extreme weather events, lowering labor productivity, and eroding tourism.^{- [Quad2](#)} Economic exposure to climate impacts and associated costs have partly driven international agreements and policy targets toward integrating sustainability practices and creating a more sustainable economy.⁻ Therefore, it is imperative that our community economic development plan is rooted in sustainability principles that foster resiliency, so that our economy will be prepared for the continued pressures of climate impacts, and in adaptability, so that our workforce can fulfill emerging “green job” fields and ecotourism markets.

Sustainable local economic development (SLED) is an approach that holistically considers economic, environmental, and social benefits for improving well-being and quality of life⁻. It considers various development and regeneration options to maximize the co-benefits between businesses, the natural environment, and community members. Core principles of SLED include 1) quality of life, 2) participation and partnerships, 3) care for the environment, and 4) planning for the long term. Focusing on quality of life helps drive local economic development plans for the ultimate goal of improving the lives of community members. Participation and partnerships empower community members to contribute to local economic solutions while seeking opportunities to pool resources among businesses, government agencies, and non-profits. SLED actively seeks to preserve and regenerate local environments while promoting green business opportunities. Lastly, planning for the future emphasizes long-term solutions that extend beyond political terms.

SLED principles have already been integrated into the 2032 Yavapai County Comprehensive Plan. Specific language mentions “sustainable development” under land use and agriculture, population and workforce, transportation, water resources, and environmental planning. Many of these categories overlap with adaptation option categories in the [Local Climate Action Options](#) report. This synergy presents a unique opportunity for contributing to economic planning. The [Quad Cities Climate Profile](#) mentions, “Integrating adaptation considerations across all plans helps to ensure the various plans that reduce risk and guide futures are not in conflict with each other and instead work together to move a community forward on its vision for its future. For example, it is important to review the variety of plans that impact development holistically so that economic development goals in one plan do not encourage growth into areas identified as high risk in another plan.” With this general background and context, we recommend SLED strategies below to be included in the 2025 Prescott General Plan under the Economic Development section.

Education, Workforce & Capacity Building

- Expand green workforce development programs via public-private partnerships or by partnering with non-profits like LocalFirstAZ and Arizona Serve
 - Expand green workforce training or mentorship programs with higher education institutions—Yavapai College, ERAU, and Prescott College—to retain young sustainability-minded professionals in the local business environment
- Identify community attributes and amenities needed to attract younger residents and business owners by, for example, conducting focus groups with young professionals, business owners, and residents to identify their specific concerns and needs
- Conduct economic research via the [Cost of Living Index](#) to determine the total costs of living for workforce residents and identify strategies for supporting the resiliency of lower socioeconomic populations and essential workers like teachers, County and City staff, police and fire, EMTs, and others

Housing & Transportation

- Expand walking and biking infrastructure to promote safe and accessible transportation for walkers/cyclers to connect to jobs, commercial activity, and workforce housing
- Require any continued growth to be higher-density development that facilitates economic mobility with jobs, commercial activity, and affordable workforce housing in designated high-growth areas. Prescott is among the lowest-ranked urban sprawl areas via the [Sprawl Index](#) (p. 6).
- Encourage various housing types in growth areas—townhouses, apartments, and senior and assisted housing—to provide diverse housing opportunities for all socioeconomic segments of the population
- Encourage the development of a balanced multimodal public transportation system focused on alternative transportation. Prescott is among the least transport-efficient municipalities via the [Housing & Transportation Index](#).
- Extend public transportation route diversity and frequency to connect residential areas, including higher-education housing, with essential services and local businesses

Tourism

- Support sustainable tourism that values and protects our local economic and environmental assets, such as the Prescott National Forest and The Granite Dells

- Preserve and expand open space and opportunities for outdoor activities—hiking, biking, fishing, hunting, birding—as one of the main economic drivers in Yavapai County

Business Retention, Expansion and Entrepreneurship

- Curate and advertise a list of loans and grants available to local small businesses that incentivize reduced water use, energy consumption, and other sustainability metrics with environmental and financial co-benefits (see, for example, [LocalFirstAZ Green Loan Fund](#))
 - Encourage these businesses to earn a green business training certificate through similar organizations
- Continue promoting technologically-focused businesses with remote/flexible working options and expanding broadband connectivity
- Curate a list of grants or other financial support for the improvement of energy efficiency of local businesses, tourist housing, residential buildings, and industrial facilities
- Incorporate messaging in our branding that highlights the community's commitment to being a sustainable and climate-resilient city
- Strengthen the arts, culture, and education sectors as important economic drivers in the community
- Foster entrepreneurship and start-up businesses in sectors that demonstrate considerable growth potential
- Identify and support community resources that assist new businesses, such as workforce development, marketing, building processes, venture capital, financing, and management
- Leverage the region's assets of history, culture, and the natural environment, as well as education and scientific facilities, as an economic development tool

References:

["The Economic Impacts of Climate Change". Richard S. J. Tol. *Review of Environmental Economic Impacts and Policy*. Vol.12. Number 1. Winter 2018](#)

["Global non-linear effects of temperature on economic productivity". Marshall Burke, Solomon M. Hsiang, Edward Miguel. *Nature*. October 2015.](#)

["Climate Change: vulnerability and resilience of tourism and the entire economy". Tank Dogru, Elizabeth A. Marchio, Umut Bulut, Courtney Suess. *Tourism Management* 72 \(2019\).](#)

["Revised Estimates of the Impact of Climate Change on Extreme Poverty by 2030". Branka Arora-Jalino, Brian Walsh, Julia Rozenberg, Stephanie Hallegatte. World Bank Group. 2020.](#)

[Meadow, Alison M., Jeremy Weiss, Michael Crimmins, and the Quad Cities Profile Working Group. 2023. Climate Profile for the Quad Cities Region of Arizona. Climate Assessment for the Southwest – University of Arizona.](#)

[Quad Cities Profile Working Group. 2023. Local Climate Action Options for the Quad Cities Region.](#)

ENERGY USE AND CONSERVATION – PROPOSED UPDATES TO CITY OF PRESCOTT GENERAL PLAN

Energy use has a direct impact on a community's economic development, public health, air quality, and environment. As Prescott continues to grow, the need for additional infrastructure and neighborhood development coupled with new circulation patterns will place additional burdens on air quality and natural resources requiring alternative strategies that incorporate sustainable building design, sustainable energy and alternative transportation such as electric and alternative fuel vehicle use.

Increasing the use of renewable energy and promoting energy efficiency will provide both economic benefits and environmental resiliency preserving our pristine natural resources, in alignment with the Prescott General plan vision of a sustainable community that preserves our environmental, cultural and historic character. The combination of transportation and building energy consumption account for significant proportions of green-house gas emissions; therefore, our community needs to focus on the built environment: man-made structures, roads and infrastructure that supports them.

Buildings And Infrastructure

According to the United Nations Environment Programme (UNEP), the buildings and construction sector accounted for around 37% of energy and process related carbon dioxide emissions and more than 34% of energy demand globally in 2021ⁱ. As outlined in the 2015 Prescott General Plan, the City constantly seeks to enhance productivity, efficiency, cost reduction, cost avoidance, investments and partnering to meet essential service needs. New business models such as Energy Savings Performance Contracts (ESPC) are now available to immediately assist with meeting budget goals. ESPC is a partnership between a building owner and an energy service company (ESCO) that allows the owner to finance energy and water efficiency improvements with no up-front capital costs or special appropriations. The ESCO conducts an energy audit, identifies and implements the improvements, and guarantees the level of energy savings. The owner uses the savings on utility bills to pay back the ESCO over time. More information on ESPC can be found at the National Association of State Energy Officials web siteⁱⁱ. ESPC learnings can be provided by Prescott Valley's selection of Schneider Electric for an energy audit and a preliminary project plan generating lifecycle financial savings of \$39M. In addition, the city of Flagstaff has performed energy audits on City and County buildings with resultant upgrades that have resulted in 42 percent annual savings in natural gas, electric, and water, exceeding \$335,000 annuallyⁱⁱⁱ.

Utilizing renewables, updating codes, and strategic landscape design, are additional methods of achieving energy efficiency. For example, Coconino County has been proactive in developing new and retrofit building codes promoting energy efficiency values that exceed the International Energy Code baselines^{iv}. Renewable energy sources including passive solar, photovoltaic panels, wind turbines and biomass are an additional area of savings that should be incorporated into planning documents and building codes. The use of Solar Co-ops are a cost effective model of incorporating renewables allowing members to leverage bulk-purchasing power to obtain discounted pricing, while still signing individual contracts that ensure the right system for their home. A Quad Cities example is the recent Solar United Neighbors campaign powered by Iconpower.^v Implementing solar at city owned facilities, for example water treatment facilities is an additional opportunity. Per the US DOE, as much as 40% "of operating costs for drinking water systems can be for energy. In addition, an estimated 3%-4% of U.S. electricity consumption is used for the movement and treatment of water and wastewater"^{vi}.

Landscaping provides multiple benefits from energy savings and aesthetics, to helping to control noise and air pollution. According to the US Department of Energy, carefully positioned trees can save up to 25% of a household's energy consumption for heating and cooling. Computer models devised by the department predict that the proper placement of only three trees can save an average household between \$100 and \$250 in energy costs annually^{vi}

Transportation

Transportation is the next largest opportunity for energy efficiency and environmental resiliency. Combating the dual challenges of high fuel costs and the air quality impact of fossil fuel-based transportation can best be met in the near term through the promotion of electric vehicles. The cost per mile of driving an electric car is up to 6 times less than a gasoline vehicle with the added benefit that the cost of electricity is not as volatile as gas prices. Price volatility is especially a concern in Arizona where gas prices are generally just above the national average and with high seasonal volatility due to proprietary fuel blends. The lifetime maintenance costs of EVs are also 40-50% less than gasoline powered vehicles making them very attractive for fleet use, thus the conversion of municipal and Prescott Unified School district fleets to electric should be encouraged.^{iv}

Arizona has a suite of laws and incentives to help speed EV adoption including government fleet electrification targets, EV access to the HOV lanes and restricted parking, and exemptions for emissions testing. SRP offers incentives for workplace EV charging installations^v. Federal incentives through the Inflation Reduction Act include \$5 billion for charging stations^{vi}, while the Bipartisan Infrastructure Law allocated another \$2.5 billion for local grants, primarily to fill gaps in the charging networks located in rural areas.^{vii}

According to the US Department of Energy Alternative Fuels Data Center, Arizona has the seventh highest number of electric cars in the nation and the rate of EV ownership continues to increase dramatically with a 60% increase in registrations in 2022 versus prior year^{viii}. As tourism from in-state residents, particularly Phoenix generates significant income to the Prescott economy, and the average annual income of EV owners is above \$100,000 versus a national income average of \$56,940, a strategy of attracting EV tourist spending power to the city of Prescott should be incorporated into the General Plan as part of the Economic Development Element. Of paramount importance will be ensuring sufficient infrastructure to support EV tourists. Table 1 below, compares the current charging infrastructure for northern Arizona cities.^{ix} Note the significant deficiency of Prescott versus Sedona, Flagstaff and Williams, cities that compete with Prescott for valuable tourist dollars. The maximum average range of all EVs is 250 miles, or only 185 miles when Teslas are removed from the mix^x and range is significantly degraded while utilizing air conditioning or during uphill driving, thus Phoenix-based day trip visitors to Prescott require adequate charging infrastructure.

Electric vehicle ownership is expected to continue to grow with manufacturers planning to spend \$1.2 trillion through 2030 to develop and produce electric cars^{xi}, with multiple manufacturers planning to produce and sell only electric cars by 2030 or 2035^{xii}.

Table 1: 2023 Charge points by city per US DOE Alternative Fuels Data Center

City	Level 2	Level 2 Tesla	DC fast	DC fast Tesla	DC fast Rivian	Total	City Population	Stations/ 1000 Population
Sedona	32	32	4	14	6	88	9,896	8.89
Williams	6	3	5	0	0	14	3,365	4.16
Dewey/Mayer	4	0	0	8	0	12	4,639	2.59
Flagstaff	64	13	5	36	0	118	77,047	1.53
Cottonwood/Clarkdale	9	1	0	0	0	10	17,926	0.56
Prescott	16	1	4	0	0	21	48,946	0.43
Prescott Valley	9	0	0	0	0	9	50,687	0.18
Camp Verde	1	0	0	0	0	1	12,481	0.08

The US Department of Energy offers an open-source tool for quickly estimating the economic impacts associated with the development, construction and operation of electric vehicle charging stations, including the necessary data to help communities apply for federal funding^{www}. The economic benefits of installing charge points go beyond tourism, for example, businesses or government that host charging stations can earn up to \$23,000 annually depending on location, while also increasing foot traffic to local businesses. According to research at the Department of Energy, the installation of one EV charging station creates four jobs compared to less than one job created for a gasoline dispenser.²⁴

With the above general background and context on energy use and conservation, we recommend the sustainable strategies below be included in the 2025 Prescott General Plan under the Growth Management and Cost of Development, Environmental planning, and Economic Development sections.

SECTION 6.0 GROWTH MANAGEMENT AND COST OF DEVELOPMENT ELEMENT

Goal 1: Empower all community members to make smarter energy choices through education.

- Strategy: Partner with local organizations, community, and local businesses groups to invest in and create youth employment training and professional development in the environmental and climate sectors.
- Strategy: Engage our local higher education institutions to encourage workforce training for the installation and maintenance of energy-efficient technologies.
- Strategy: Create development and financial planning toolkits that include information on the benefits of energy efficient buildings and vehicle electrification, including available incentives from utility, state, and federal agencies.
- Strategy: Develop a toolkit designed to provide building and property owners with training, guidance, and resources to improve energy efficiency and reduce carbon emissions from buildings.

Goal 2: Promote energy efficiency for both new design and retrofit of public, commercial, and residential buildings.

- Strategy: Implement ongoing weatherization and building energy optimization programs in City-owned facilities.
- Strategy: Encourage office and commercial projects to include LEED (Leadership in Energy and Environmental Design) or similar certification elements in project design and construction.
- Strategy: Develop a net zero building framework for City-owned buildings and facilities, including but not limited to energy efficiency, electrification, and renewables.
- Strategy: Encourage energy conservation in single-family home design and construction through use of dual pane windows, solid core exterior doors, additional insulation in exterior walls and attics, energy efficient appliances and similar cost-effective construction options.
- Strategy: Evaluate possible changes to the International Residential Code and International Building Code used by the City to address energy conservation and renewable energy systems including but not limited to rooftop solar, wiring for EV charging, and ground-source heat pumps for HVAC.
- Strategy: Update development standards promoting land use patterns that increase energy efficiency including but not limited to higher density affordable housing development along transit corridors, code changes to encourage walkability and reduce dependency on cars.

Goal 3: Create and utilize business models that reduce the cost of retrofitting energy efficiency into existing buildings.

- Strategy: Undertake municipal energy audits to measure and identify areas of energy saving opportunity
- Strategy: Utilize public-private partnerships such as Performance Based Contracts with Energy Services Providers to implement energy efficiency measures and equipment rapidly and strategically in City-owned buildings.
- Strategy: Partner with the private sector to implement a home energy audit and retrofit program for Prescott residents, with a priority for low-income families and homeowners.
- Strategy: Promote co-op models, such as Solar United Neighbors, to work with Prescott homeowners and small businesses to provide lower cost solar options
- Strategy: Develop incentives and reduce permitting fees for residents and businesses to install solar and/or energy storage systems.

Goal 4: Leverage the natural environment to reduce heating and cooling energy needs.

- Strategy: Encourage use of site-specific building design elements to help address environmental issues including building orientation enabling passive heating, cooling and lighting, window and door placement, landscaping design, window screening, shade structures and other similar features.
- Strategy: Provide educational tools including landscaping guidelines for energy reduction such as from the American Society of Landscape Architects, the Department of Energy, and at Utah State University's Forestry Extension site, for example.
- Strategy: Consider strategic tree planting to reduce HVAC needs in residential and commercial settings.

SECTION 9.0 ENVIRONMENTAL PLANNING ELEMENT

Goal 1: Expand production and use of renewable energy.

- Strategy: Promote renewable energy pilot programs as a showcase to educate the public and the development community.
- Strategy: Encourage small-scale renewable energy production and use on the local level on appropriate residential, commercial, and industrial parcels.
- Strategy: Pursue solar service agreements or virtual power purchase agreements to meet the City's power needs for municipal operations
- Strategy: Implement solar energy at water production and wastewater treatment facilities.
- Strategy: Engage with Arizona Public Service and Unisource Energy Services to expedite the shift to renewable electricity supplied to the City and community, including sources such as solar and wind, biomass and waste-to-energy facilities.
- Strategy: Develop standards and guidelines for builders, architects, and developers to include interface capability to renewable energy sources.

Goal 2: Promote the transition to electric vehicles (EVs) to improve efficiency, reduce environmental impact and vehicle emissions.

- Strategy: Track the prevalence of EVs in the community, including transitory EVs from tourist destinations such as the Phoenix metro and benchmark with competitive tourist destinations such as Sedona and Flagstaff to estimate demand and inform future plans for charging stations.
- Strategy: Develop a regional EV infrastructure plan to connect major traffic destinations such as the town square, city buildings, educational facilities, shopping destinations, and outdoor attractions.
- Strategy: Develop a capital project plan to install charging stations to meet the projected EV charging demand based on EV ownership, tourism and updated regional infrastructure plans.
- Strategy: Implement a fleet management plan that mandates all newly purchased City vehicles (including replacements) are zero-emission vehicles.
- Strategy: Partner with Prescott Unified School District to electrify school bus fleets
- Strategy: Partner with major employers to install charging stations

Goal 3: Reduce the cost of conversion to electric vehicles.

- Strategy: Utilize open-source cost benefit models such as the Department of Energy's (DOE) JOBS EVSE (electric vehicle supply equipment) online tool to estimate the economic impacts associated with the development, construction and operation of EV charging stations.
- Strategy: Solicit public private partnerships to enable reduced installation and management cost of EV charging stations on City-owned land.
- Strategy: Offer subsidized electric vehicle charging for City employees, made publicly accessible during off-hours.
- Strategy: Pursue alternative funding sources such as federal funding through The Bipartisan Infrastructure Law and rebates through the Inflation Reduction Act to help offset fleet conversions.

Goal 4: Maintain and improve Prescott air quality through monitoring and alternative transportation.

- Strategy: Establish air monitoring stations in key locations such as busy intersections or near important centers of activity.
- Strategy: Expand public transportation options, particularly in heavily traveled commercial corridors such as highway 69 between Prescott and Prescott Valley.

SECTION 11.0 ECONOMIC DEVELOPMENT ELEMENT

Goal 1 Position Prescott as a tourist destination that encourages EV owners through accessible charging infrastructure.

- Strategy 1.1 Periodically review and monitor other like-communities' commitment to EV-enabled tourism that are competing for the same tourist dollars, with the purpose of ensuring Prescott's competitiveness for this valuable monetary resource.
- Strategy 1.2 Encourage local hospitality destinations to apply for Federal funding or public private partnerships for the installation of EV charging infrastructure.

ⁱ World Economic Forum, "Why building greener is crucial to meeting Paris climate targets," Patrick Henry, November 1, 2021 <https://www.weforum.org/agenda/2021/11/green-building-global-warming-climate-change/>

ⁱⁱ [Energy Savings Performance Contracting \(ESPC\) | NASEO](https://www.flagstaff.az.gov/2945/The-Plan)

ⁱⁱⁱ <https://www.flagstaff.az.gov/2945/The-Plan>

^{iv} <http://www.coconino.az.gov/comdev.aspx?id=148>

^v <https://www.solarunitedneighbors.org/co-ops/arizona/completed/>

^{vi} [Energy Efficiency for Water Utilities | US EPA](https://www.epa.gov/energy/energy-efficiency-water-utilities)

^{vii} [Water | Free Full-Text | An Analysis of Energy Consumption and the Use of Renewables for a Small Drinking Water Treatment Plant \(mdpi.com\)](https://www.mdpi.com/16632.pdf)

^{viii} [16632.pdf \(nrel.gov\)](https://www.nrel.gov/16632.pdf)

^{ix} <https://ev-lectron.com/blogs/blog/electric-car-maintenance-cost>

^x <https://www.recurrentauto.com/research/2022-arizona-ev-trends>

^{xi} <https://www.anl.gov/esia/jobs-evse>

^{xii} <https://www.whitehouse.gov/briefing-room/statements-releases/2022/06/09/fact-sheet-biden-harris-administration-proposes-new-standards-for-national-electric-vehicle-charging-network/>

^{xiii} <https://afdc.energy.gov/states/az>

^{xiv} <https://afdc.energy.gov/stations>

^{xv} <https://inspireadvancedtransportation.com>

^{xvi} <https://www.reuters.com/technology/exclusive-automakers-double-spending-evs-batteries-12-trillion-by-2030-2022-10-21/>

^{xvii} <https://skift.com/2022/11/17/destinations-roll-out-electric-vehicle-charging-stations-as-a-tourism-draw/>

^{xviii} <https://www.anl.gov/esia/jobs-evse>

^{xix} <https://energy5.com/the-economic-benefits-of-ev-charging-stations>

Resiliency and Sustainability Section

Climate and Energy Section:

Context surrounding the economic importance of the data in Table 1, page 35 on electric vehicle infrastructure would be very helpful to the reader. I originally submitted this table along with introductory statements and Goal suggestions as part of the White Papers submitted by the Quad Cities Climate Collaborative (QCCC), led by Patrick Grady. Below is an abbreviated version of my original submission. I suggest adding the following language just prior to Table 1:

According to the US Department of Energy Alternative Fuels Data Center, Arizona has the seventh highest number of electric cars in the nation and the rate of EV ownership continues to increase dramatically with a 60% increase in registrations in 2022 versus prior year. As tourism from in-state residents, particularly the Phoenix Valley generates significant income to the Prescott economy, and the average annual income of EV owners is above \$100,000 versus a national income average of \$56,940, a strategy of attracting EV tourist spending power to the city of Prescott should be developed. Of importance will be ensuring sufficient infrastructure to support EV tourists. Table 1 below, compares the current charging infrastructure for northern Arizona cities. Note the significant deficiency of Prescott versus Sedona, Flagstaff and Williams, cities that compete with Prescott for valuable tourist dollars.

On page 37 or perhaps just below Table 1 on EV charging, I recommend adding the following goal.

Add Goal 5: Accommodate electric vehicle (EV) user to reduce vehicle emissions while promoting Prescott as an EV tourist destination through accessible charging infrastructure

- Strategy: Review and monitor other Northern Arizona communities commitment to EV-enabled tourism with the purpose of ensuring Prescott's competitiveness for these valuable tourist resources.
 - Strategy: Work with CYMPO to develop a regional EV infrastructure plan to connect major traffic destinations such as the town square, city buildings, educational facilities, shopping destinations, and outdoor attractions. Potential to use open-source economic impact tools such as DOE JOBS EVSE.
 - Strategy: Encourage the use of federal funding and public private partnerships to fund installation and management costs of EV charging stations
-

An editing note: Affordable Housing Goals Are Scattered Across Multiple Sections:

1) Resiliency and Sustainability, Land Use and Growth Areas, 2) Economic Competitiveness and Prosperity, and 3) Workforce Housing. Suggest that all housing topics be combined into the Workforce housing section for easier readability. I believe that Greg Murray, also of QCCC has mentioned this.

For clarity, below are the top level goals which can benefit from being co-located with Workforce Housing.

- Resiliency and Sustainability Land Use Goals and Strategies
 - Goal 1. Promote a balanced community with a diversity of residential types and prices by encouraging in-fill development of higher density development single-family and multifamily homes. (Page 15)
 - Goal 2. Prepare a conceptual housing plan for the City of Prescott to include a full needs assessment and to address at a minimum, housing availability and variety, housing quality and housing affordability. (Page 16)
- Land Use and Growth Areas:
 - Goal 4. Analyze transition and special study areas for their potential in helping to meet community challenges such as economic development, workforce housing needs, historic preservation and open-space conservation and traffic connectivity. (Page 62)
- Housing Affordability and the Workforce Goals & Policies
 - Goal 1. Promote rehabilitation and preservation of existing housing stock to maximize the longevity of those units and encourage a diversity of housing options (page 86)

Tammy Dewitt

From: Scott C [REDACTED]
Sent: Saturday, July 13, 2024 8:30 PM
To: Hello Plan Prescott
Subject: 2025 plan review

Hi City Staff,

I have only read a few parts so far, and like what I see overall, especially in the areas of interest to me. The historic preservation and renovation, improved and safer walkability and bike access, dark skies and parks/recreation.

My only 3 big comments so far are:

1. It would be nice to see AARP Liveable Communities mentioned in the pedestrian/bicycle section along with the other references, including a desire to try for grants from this initiative
2. what seems to be an oversight in the dark skies section where it seems to heavily focus on residential but should give more focus on commercial which tends to be the largest light polluting area in town other than street lighting. Would also be nice to have a focus added to shield street lights so their light is cast downward only and not out laterally which gives no improved safety and only adds to light pollution.
3. Would love to see more dog friendly additions like more dog parks, perhaps at the east part of Granite Creek park where it is under-utilized.

Thanks again, and I am real excited to see the final revision of the general plan during the public comment period, but even more excited to see projects get queued up to bring the plan to reality.

Thanks,
Scott Cling

**Joanne Oellers, Save the Dells
Great Places and Neighborhoods Commentary**

City staff and others have put a huge amount of writing, organizing, and communicating into this project. The new format is effective as it weaves elements together showing a continuum of topic to topic. I see more detailed references to wildlife and open space and their relationship to quality of life and economic well-being.

I'd like to offer some points for your consideration.

1) **Open space commission**

PARKS AND RECREATION GOALS AND STRATEGIES, page 11

Goal 1 Recognize greater recreation potential and act on them to improve the quality of life for residents and visitors and make improvements, where needed, to current facilities.

Strategy 1.2 Identify and evaluate appropriate available lands for acquisition, license agreements, or acquisition of easements, based upon an inventory of parklands, open space, and recreation facilities. Trail connectivity should be a high priority.

We recommend the establishment of an Open Space Advisory Commission as suggested in the 2008 Open Space Master Plan. This commission would advise the city council and staff about best practices for choosing lands to acquire and how to establish and maintain ecological connectivity between open spaces in other jurisdictions, and to serve as liaisons to non-profit organizations and even government programs that provide expertise (and funding) for policies that enhance ecological connectivity. The natural environment is so highly valued by the community (according to a recent community survey). Through a commission, Prescott can put its own citizens' expertise to beneficial use "with using minimal staff time.

2) **Incorporate wildlife more consistently**

Page 12 and others

Recognizing that open spaces provide important ecosystem services in addition to recreational opportunities is important, and foremost among those services is the provision of wildlife habitat.

Open spaces that are connected with other open spaces have greater value to wildlife populations by allowing them to move over the landscape to follow food and water resources, maintain genetic diversity,

*Goal 2 Establish recreation strategies for Willow, Watson, and Goldwater Lakes to continually improve and enhance these assets for both residents, visitors, and **wildlife**.*

*Strategy 2.4 Continue to expand recreational opportunities and facilities at upper and lower Goldwater Lakes to fully utilize the area to better accommodate recreation demands, future recreation, **and compatibility with wildlife.***

*Goal 3 Support the linkage of public and private open space and trail systems to serve the community **and our wildlife** more efficiently.*

Strategy 3.1 Encourage new developments to designate open space areas that adjoin and link to existing public or private open space areas.

3) Inclusion of Central Metropolitan Planning Organization name in all appropriate sections

Page 15, COMPLETE STREETS, VISION ZERO, AND TRANSPORTATION SAFETY PLANNING

The Central Yavapai Metropolitan Planning Organization, CYMPO is responsible for conducting a comprehensive Transportation Safety Plan: A system-wide, multimodal, proactive process that better integrates safety into surface transportation decision-making.

Along with the initiatives above, CYMPO introduced in January 2024 its plans to

- *Facilitate regional environmental needs conversation*
- *Confirm areas of need with member agencies Identify funding sources, grants, and strategies*

They plan to be facilitators for Wildlife Corridors / Migration Open Space, Trails, and Air Quality, so CYMPO should be referenced in the 2025 Plan in these areas. Stated as, for example,

"The Central Yavapai Metropolitan Planning Organization, CYMPO is responsible for conducting a regional wildlife study and a regional trail study."

4) Dark skies for bird migration

Pages 17-18, DARK SKY, GLARE AND LIGHTING

Prescott's clear dark night sky is an environmental asset the community wishes to protect.

The Dark Sky, Glare, and Lighting section is missing references to the needs of migrating birds. By turning off excess lighting during the months migrating birds are flying overhead, we help to provide them safe passage between their nesting and wintering grounds. Watson and Willow Lake Ecosystem Important Bird Area (as identified by Arizona Audubon), for example, is most notable for the number of waterfowl it supports during the migration and winter periods. These lakes are particularly important to large numbers of waterfowl and shorebirds during migrations.

To protect birds, the City of Prescott has implemented regulations regarding the recreational use of the two lakes, such as a "no wake" regulation on Watson Lake with limited horsepower motors. However, attention to lighting negatively affecting migrating birds is absent.

For instance, nighttime lighting on the ball fields at Willow Lake is an obstacle to migrating birds because lights can throw birds off their migration paths. Bird fatalities are more directly caused by the amount of energy the birds waste flying around and calling out in confusion. Exhaustion leaves them vulnerable to other urban threats. Turning off bright nights helps birds move through. We value our birds and other wildlife as stated in some passages in these chapters. Why not be more complete by making lighting recommendations for migrating bird safety? Audubon's Lights Out program (<https://www.audubon.org/our-work/cities-and-towns/lights-out>) is a national effort to reduce the problem of migrating bird fatalities.

We would like to see a specific reference to the benefits to birds, such as

“Exterior lighting provides safety, security, visual enjoyment of outdoor living spaces and requires careful consideration as to not infringe upon a neighbor's enjoyment of the dark starlit sky **or movement of migrating birds.**”

5) Site disturbance, hilltop construction

Page 47, From 2015 General Plan, Growth Management Goal 5,

Goal 5 Promote effective management and mitigation of negative growth impacts such as light pollution, loss of landscaping, site disturbance [mass-grading], erosion, construction on hilltops, ridgelines, and the loss of open space.

This language appears to have been lost in the “Land Use” section iteration of this 2025 chapter draft and should be strengthened as hilltop construction and mass grading detract from us being a “Great Place.”

Green Infrastructure and the Prescott 2025 General Plan

Green Infrastructure (GI), also referred to as Low-Impact Development (LID), has important applications to local water issues, stormwater management, watershed health and sustainable development. Green infrastructure refers to the integration of natural ecological and engineered systems for managing stormwater, harvesting rainwater and even aquifer recharge.. These design and management protocols not only reduce flooding events and prevent contamination of surface waters with pollutants from the built environment, they also conserve groundwater and provide aesthetic, recreational, and wildlife habitat benefits as well as reductions in water treatment costs and infrastructure burden.

Green Infrastructure is an integrated solution to stormwater management with numerous benefits:

- Reduces stormwater pollutants and localized flooding
- Conserves water by directing rainwater to streetside landscapes and parks
- Supports riparian vegetation and wildlife, while replenishing local groundwater aquifers
- Enhances traffic calming and pedestrian/bike safety features
- Grows an urban/neighborhood forest, with benefits of mitigating extreme temperatures and heat island effects

The goal of Green Infrastructure is to “slow down, spread it out, and soak it in.” It has gained wide acceptance throughout the U.S., and here in Arizona, ASU's [Sustainable Cities Network](#) is an excellent source of information on successful practices in arid landscapes. The City of Tucson has been notably ambitious: by city ordinance, at least 50% of water used on a parcel's landscaping must be harvested on-site, and all new and reconstructed roadways must harvest at least the first ½ inch of rainfall to support streetside and median vegetation. Both Prescott Valley and Prescott have recently focused more intensively on this opportunity. GI design features and management practices would contribute directly to a sustainable municipal water supply, as an estimated 30% of water use in the City of Prescott is for landscaping.

Green Infrastructure has been identified as one of the top priorities in the 2023 Local Climate Action Options report as well as extensively discussed in the Quad Cities Climate Profile. The Citizen Water Advisory Group has elevated this policy/strategy for a number of years. It is also highlighted in the recently-adopted Yavapai County 2032 Comprehensive Plan.

This set of strategies supporting Green Infrastructure/ Low Impact Development are presented below for consideration for inclusion into the 2025 Prescott General Plan, potentially in the Open Space Element, Environmental Planning Element, the Water Resources Element, and even the Circulation Element. Specific Goal numbers correspond to sections within the 2015 General Plan.

OPEN SPACE ELEMENT

8.6 Open Space Policy Goals and Strategies

New Goal Maintain healthy ecosystems within and outside Prescott as dependable sources of recreation, economic prosperity, biodiverse plants and wildlife habitat

- Strategy 1 Create a regional watershed conservation, restoration and management plan

CIRCULATION ELEMENT

7.5 Arterials Goals and Strategies

New Goal Integrate "green streets" design features into all new roadway construction

ENVIRONMENTAL PLANNING ELEMENT

9.2.2 WATER QUALITY GOALS AND IMPLEMENTATION STRATEGIES

New Goal Enhance stormwater use and management for aquifer recharge and optimization of water treatment infrastructure.

- Strategy 1 Adopt a low impact development ordinance for infiltration and reuse of stormwater for all new subdivisions (residential, commercial, industrial) and all developments greater than ¼ acre in size
- Strategy 2 Require new development applicants to use pervious pavements and other Low Impact Development techniques to manage site stormwater runoff.
- Strategy 3 Develop a process for identifying potential neighborhood projects for green stormwater infrastructure and integrate into the City's Capital Improvement 5-Year Project List
- Strategy 4 Integrate and align stormwater standards, policies, and practices across the region. Facilitate standardization via a tool-kit to support local governments in adopting and implementing stormwater standards, policies, and practices

- Strategy 5 Identify high-traffic road areas that are commonly flooded during storm events and explore the use of curb cuts to alleviate flooding in these areas
- Strategy 6 Increase the use of stormwater and treated wastewater for aquifer recharge; identify and protect recharge zones in perpetuity

9.4 WILDLIFE CORRIDORS

- Strategy 1.5 (NEW) Collaborate with other governmental units and private landowners to restore natural flows to floodplains, especially where this would serve to enhance wildlife habitat

10.0 WATER RESOURCES ELEMENT

10.6 WATER RESOURCES GOALS AND STRATEGIES

New Goal 1 Reinforce water resiliency through water conservation

- Strategy 1 Develop local design ordinances, zoning codes, subdivision regulations and site planning practices that require all new development to follow the principles of "Water Neutral Development": minimize groundwater use on landscaping; recover wastewater for recharge; no septic tanks permitted; collect stormwater for recharge.
- Strategy 2 Require new developments to use low-water fixtures, low-flow toilets and water-efficient fixtures and appliances
- Strategy 3 Require new development to use drought-tolerant landscaping and irrigate with reclaimed wastewater, gray water and/or rainwater harvesting.
- Strategy 4 Require water conservation practices on all publicly-owned properties
- Strategy 5 Encourage the inclusion of community gardens and open space within new and existing developments, incorporating water-harvesting features and enhancement of the wildlife habitat environment
- Strategy 6 Encourage water resiliency and sustainability by assessing climate change impacts on a regular basis

New Goal 2 Optimize natural resources through natural rainwater harvesting to reduce dependency on City water supplies.

- Strategy 1 Encourage and incentivize water harvesting for landscape watering on residential, commercial and municipal properties.
- Strategy 2 Encourage rainwater harvesting options such as bioswales, detention and retention ponds, porous pavements ("green streets") for parks, open space, residential, commercial and municipal properties.
- Strategy 3 Expand public education and rebate incentives for both active and passive rainwater harvesting

References:

[Meadow, Alison M., Jeremy Weiss, Michael Crimmins, and the Quad Cities Profile Working Group. 2023. Climate Profile for the Quad Cities Region of Arizona. Climate Assessment for the Southwest – University of Arizona.](#)

[Quad Cities Profile Working Group. 2023. Local Climate Action Options for the Quad Cities Region.](#)

[Environmental Protection Agency. 2009. Green Infrastructure in Arid and Semi-Arid Environments.](#)

[Watershed Management Group](#)

But it's not immediately clear why the section labeled "Resiliency Land Use Goals and Strategies" should focus almost solely on housing issues. What about open space for wildlife and nature-based recreation like hiking and nature study? And what about land use for organized recreation like parks and ballfields? I do see the wisdom of including housing as a topic under sustainability and resiliency, but given that it is within the context of wise land use I think it could be better integrated with open space for wildlife and nature-centered recreation, since these are so often shown to promote community mental health and satisfaction. The recent community survey showed that Prescottianians value their access to nature more highly than almost any other surveyed component, and *integrating* open space with residential and commercial spaces will enhance citizen's access to nature. This seems to me to be very much in line with the concepts of community sustainability and resilience!

This is a very detailed and comprehensive document, but I found it a little harder to follow than I thought I would. I think it might seem more logical, and better integrate the different subsections under the umbrella of sustainability and resilience with some reorganization. I would propose that a consistent numbered or lettered section organization be used for this entire chapter, to help both the writers and readers navigate the chapter and communicate more effectively during its development and later use to guide policy. The following organization of existing sections makes sense to me, even though I haven't included quite all of the subsections that are identified in the draft. I do NOT mean to imply that those sections shouldn't be included, of course.

- A. Environmental Planning
 - a. Air Quality
 - b. Water Quality
 - i. Emerging contaminants
 - ii. Green Infrastructure (GI)
 - c. Water Resources
 - i. Water Available to Prescott
 - 1. Treated Wastewater Effluent Supplies
 - 2. Surface Water Supplies
 - 3. Additional Water Supplies
 - ii. Water Conservation
 - iii. Future Growth and Water Demand
 - 1. Prescott AMA & Regional Partnerships
 - 2. Water Resources Long-Term Management Plan
 - d. Lakes
- B. Fire Prevention and Resiliency to Wildfire
 - a. The Prescott Fire Department
 - b. Firewise Management principles
- C. Climate and Energy
 - a. Climate
 - i. Temperature trends
 - ii. Precipitation

- iii. Climate Impacts
- b. Energy
- D. Land Use Planning and Housing

Climate Trends in the Quad Cities for the 2025 General Plan

In May of 2022, the Prescott City Council voted unanimously to commission a study that would help our Quad Cities communities to better understand and prepare for the challenges posed by climate change in the region. In partnership with CLIMAS, a collaborative research team of the University of Arizona and New Mexico State University, the resulting Climate Profile for the Quad Cities Region (hereinafter "Climate Profile") was released in February of 2023. The Climate Profile contains valuable information on climate trends and projections for the region, as well as a description of various climate impacts and potential climate adaptation strategies.

Temperature Projections

Global average temperatures have been rising for decades, and ours are no different – even though year-to-year variation is natural and expected, our region's average annual temperature has increased by about 2.25°F since 1985. The best available climate models project annual average temperature to climb 4-5° F over the long-term average by 2050; and by 6-11 degrees by 2100. Without global success to moderate climate change, our region's annual average temperature is likely to approximate that of Albuquerque by 2050, and that of Tucson by 2100.

Of course, extreme temperatures are also likely to become far more frequent. The average number of days above 95°F was 8 per year between 1961 and 1990, but our region in the last few years has experienced about 20 days per year over 95°. And here again, the best available models project up to 40 days above 95°F by 2050 and over 95 days above 95°F by the end of the century. The number of days over 100°F (currently 5 days) could increase to 10-12 days by 2050 and potentially rise to as many as 55 days by 2100.

Precipitation

The projections of *total* annual precipitation are for little to no change in the Quad Cities area, but for an increased likelihood of larger, more intense storms that concentrate more of our annual rainfall into shorter periods. And even with no change in total precipitation, the Quad Cities' warming climate is projected to make conditions drier, since higher temperatures will increase evaporation from soil and bodies of water, as well as from increased transpiration of water by plants into the air. Drought conditions will thus worsen even if total precipitation does not change.

Climate Impacts

The Climate Profile highlights several areas where these climate projections will impact the region, in general:

- Children, older adults and people with pre-existing conditions will be increasingly vulnerable to adverse health consequences of extreme temperatures, as will those who work outdoors or who are socially isolated.
- Increasing temperatures are likely to increase ground-level ozone pollution, and increased wildfire frequency and intensity will certainly increase exposure to the fine particulates (PM_{2.5}) that are well-known for their adverse effects on respiratory and cardiovascular health.
- Mental health issues arising from climate-related disasters like flooding, heat and wildfires are likely to increase.
- The region's ecosystems will be impacted in several ways, for example forest health will be negatively impacted by direct stress from heat and lack of moisture, reducing tree growth and increasing tree mortality.
- Warming is already driving an increase in area burned by wildfires as well as an expansion of the fire season; substantial increases in the number of wildfires and the area of burn are projected to increase, with particular risk to the wildland-urban interface.
- With larger storm events, areas in the Quad Cities region may become more flood-prone; the combination of more frequent, larger forest fires and more extreme precipitation can lead to more post-fire flood events
- Rising temperatures will likely impact streamflow levels and soil moisture, which are key drought indicators. Global climate trends, if not abated, could lead to mega-droughts.
- Indications for the Western U.S. are that aquifer recharge rates are falling due to warming temperatures and changes in the character and pattern of precipitation; aquifers of the Quad Cities region are likely to be affected similarly.
- The projected climate trends can impact water quality in the Quad Cities region in several ways: increased runoff from areas burned by wildfires is likely to increase sedimentation in lakes and rivers, increased concentrations of nutrients in drought-affected surface waters may result in algal blooms, and runoff from extreme precipitation events is likely to increase non-point source pollution.
- The report concludes that there is no single factor affecting water availability and quality in the Quad Cities region. Population growth, water demand and use, changing climate, and water rights will all need to be considered by regional decision makers.
- The agriculture sector, including farming and ranching, will be impacted. Rangelands are vulnerable as forage quality and quantity are likely to suffer. Hotter temperatures can also increase the heat stress on livestock and contribute to disease proliferation.

The Importance of Ongoing Climate Change Adaptation Planning

Climate change adaptation planning is the process of planning to adjust to new or changing environments in ways that take advantage of beneficial opportunities and reduce negative effects. The CLIMAS Climate Profile emphasizes the importance of continuous identification of risks and vulnerabilities, assessing and selecting action options, implementing strategies for the short-term and long-term, and monitoring and evaluating the local outcomes of each strategy.

The process of planning for climate change adaptation has already begun in many places. Thirty-three states and over 600 local governments have climate change adaptation plans. The Quad Cities Climate Collaborative released a companion report to the Climate Profile for the Quad Cities Region of Arizona in early 2023, *Local Climate Action Options for the Quad Cities Region*.

That report was written to help members of the community translate the CLIMAS report's findings and suggestions into action at the local level. It is intended to be a "living document," in the sense that it can change over time as some solutions are implemented and new information becomes available. A broad-based Working Group of local stakeholders, representing community organizations and local governmental agencies, contributed to the compilation as well as the final production of the document.

As the Climate Profile makes clear, climate change is already upon us, and it presents our region with important challenges. Our economy, public health, and infrastructure are interdependent with one another and with the natural systems in which our communities are embedded, and sustaining any of these critical elements depends upon sustaining the others. The suggestions in the Climate Profile and the "Local Climate Action Options" report are offered from a framework of sustainability – i.e., solutions that simultaneously maintain environmental integrity and economic vitality. A number of these climate-resilient strategies are embedded in different elements of this 2025 General Plan.

Sustainable Economic Development and the Prescott 2025 General Plan

The Quad Cities Climate Profile highlights several climate impacts in our region during this century. Impacts include hotter temperatures, changing precipitation patterns, increasing drought, and wildfire risk. Climate impacts damage global and local economies by harming agricultural productivity, increasing exposure to extreme weather events, lowering labor productivity, and eroding tourism.^{1,2,3,4} Economic exposure to climate impacts and associated costs have partly driven international agreements and policy targets toward integrating sustainability practices and creating a more sustainable economy.⁵ Therefore, it is imperative that our community economic development plan is rooted in sustainability principles that foster resiliency, so that our economy will be prepared for the continued pressures of climate impacts, and in adaptability, so that our workforce can fulfill emerging "green job" fields and ecotourism markets.

Sustainable local economic development (SLED) is an approach that holistically considers economic, environmental, and social benefits for improving well-being and quality of life⁶. It considers various development and regeneration options to maximize the co-benefits between businesses, the natural environment, and community members. Core principles of SLED include 1) quality of life, 2) participation and partnerships, 3) care for the environment, and 4) planning for the long term. Focusing on quality of life helps drive local economic development plans for the ultimate goal of improving the lives of community members. Participation and partnerships empower community members to contribute to local economic solutions while seeking opportunities to pool resources among businesses, government agencies, and non-profits. SLED actively seeks to preserve and regenerate local environments while promoting green business opportunities. Lastly, planning for the future emphasizes long-term solutions that extend beyond political terms.

SLED principles have already been integrated into the 2032 Yavapai County Comprehensive Plan. Specific language mentions "sustainable development" under land use and agriculture, population and workforce, transportation, water resources, and environmental planning. Many of these categories overlap with adaptation option categories in the [Local Climate Action Options](#) report. This synergy presents a unique opportunity for contributing to economic planning. The [Quad Cities Climate Profile](#) mentions, "Integrating adaptation considerations across all plans helps to ensure the various plans that reduce risk and guide futures are not in conflict with each other and instead work together to move a community forward on its vision for its future. For example, it is important to review the variety of plans that impact development holistically so that economic development goals in one plan do not encourage growth into areas identified as high risk in another plan." With this general background and context, we recommend SLED strategies below to be included in the 2025 Prescott General Plan under the Economic Development section.

Education, Workforce & Capacity Building

- Expand green workforce development programs via public-private partnerships or by partnering with non-profits like LocalFirstAZ and Arizona Serve
 - Expand green workforce training or mentorship programs with higher education institutions—Yavapai College, ERAU, and Prescott College—to retain young sustainability-minded professionals in the local business environment
- Identify community attributes and amenities needed to attract younger residents and business owners by, for example, conducting focus groups with young professionals, business owners, and residents to identify their specific concerns and needs
- Conduct economic research via the [Cost of Living Index](#) to determine the total costs of living for workforce residents and identify strategies for supporting the resiliency of lower socioeconomic populations and essential workers like teachers, County and City staff, police and fire, EMTs, and others

Housing & Transportation

- Expand walking and biking infrastructure to promote safe and accessible transportation for walkers/cyclers to connect to jobs, commercial activity, and workforce housing
- Require any continued growth to be higher-density development that facilitates economic mobility with jobs, commercial activity, and affordable workforce housing in designated high-growth areas. Prescott is among the lowest-ranked urban sprawl areas via the [Sprawl Index](#) (p. 6).
- Encourage various housing types in growth areas—townhouses, apartments, and senior and assisted housing—to provide diverse housing opportunities for all socioeconomic segments of the population
- Encourage the development of a balanced multimodal public transportation system focused on alternative transportation. Prescott is among the least transport-efficient municipalities via the [Housing & Transportation Index](#).
- Extend public transportation route diversity and frequency to connect residential areas, including higher-education housing, with essential services and local businesses

Tourism

- Support sustainable tourism that values and protects our local economic and environmental assets, such as the Prescott National Forest and The Granite Dells

- Preserve and expand open space and opportunities for outdoor activities—hiking, biking, fishing, hunting, birding—as one of the main economic drivers in Yavapai County

Business Retention, Expansion and Entrepreneurship

- Curate and advertise a list of loans and grants available to local small businesses that incentivize reduced water use, energy consumption, and other sustainability metrics with environmental and financial co-benefits (see, for example, [LocalFirstAZ Green Loan Fund](#))
 - Encourage these businesses to earn a green business training certificate through similar organizations
- Continue promoting technologically-focused businesses with remote/flexible working options and expanding broadband connectivity
- Curate a list of grants or other financial support for the improvement of energy efficiency of local businesses, tourist housing, residential buildings, and industrial facilities
- Incorporate messaging in our branding that highlights the community's commitment to being a sustainable and climate-resilient city
- Strengthen the arts, culture, and education sectors as important economic drivers in the community
- Foster entrepreneurship and start-up businesses in sectors that demonstrate considerable growth potential
- Identify and support community resources that assist new businesses, such as workforce development, marketing, building processes, venture capital, financing, and management
- Leverage the region's assets of history, culture, and the natural environment, as well as education and scientific facilities, as an economic development tool

References:

["The Economic Impacts of Climate Change", Richard S. J. Tol, *Review of Environmental Economic Impacts and Policy*, Vol.12, Number 1, Winter 2018](#)

["Global non-linear effects of temperature on economic productivity", Marshall Burke, Solomon M. Hsiang, Edward Miguel, *Nature*, October, 2015.](#)

["Climate Change: Vulnerability and resilience of tourism and the entire economy", Tarik Dogru, Elizabeth A. Marchio, Umut Bulut, Courtney Suess, *Tourism Management* 72 \(2019\).](#)

["Revised Estimates of the Impact of Climate Change on Extreme Poverty by 2030", Bramka Arga Jafino, Brian Walsh, Julie Rozenberg, Stephanie Hallegatte, World Bank Group, 2020.](#)

[Meadow, Alison M., Jeremy Weiss, Michael Crimmins, and the Quad Cities Profile Working Group. 2023. Climate Profile for the Quad Cities Region of Arizona. Climate Assessment for the Southwest – University of Arizona.](#)

[Quad Cities Profile Working Group. 2023. Local Climate Action Options for the Quad Cities Region.](#)

Tammy Dewitt

From: Ann Friday [REDACTED]
Sent: Sunday, February 18, 2024 6:28 AM
To: Sarah Siep; Phil Goode; Joseph Young; Connie Cantelme; Cathey Rusing; Brandon Montoya; Eric Moore; Lois Fruhwirth; Ted Gambogi; Tyler Goodman; Tammy Dewitt; Daily Courier
Subject: Prescott's 'housing crisis' among issues reviewed by General Plan Committee - Daily Courier January 31, 2024

Sarah Siep City Clerk: Please distribute to the General Plan Committee and the Workforce Housing Committee members. Thank you. Ann Friday

Greetings: Northwest Arkansas is one of the fastest growing areas in the United States. Here are some short articles on issues they are experiencing in addressing it, pros and cons of providing housing, and new technology they are employing in building affordable housing. I hope you find it thought provoking. Thanks, Ann Friday

[\(Arkansas Advocate\)](#)

[Bentonville Rejects Rezoning Request for Teacher Housing](#)

The Bentonville City Council dealt a blow to the School District's plan for an **affordable housing development for teachers** and staff, the [Northwest Arkansas Democrat-Gazette](#) reports.

- The council voted 4-3 against two requests for a rezoning and a future land use map adjustment
- The district had hoped to donate more than 9 acres on its high school campus to a nonprofit that would [build about 100 housing units](#)
- Council member Aubrey Patterson, a teacher at Bentonville High School, abstained on both votes

Mixed reception: Despite **unanimous approval from city planners** and legal clearance from the state Attorney General's Office, [state lawmakers have expressed skepticism](#) about the district's plan.

What's next: "We still believe that it was a wonderful opportunity for the School District and for the community," Superintendent Debbie Jones said. "We're going to **get back and reassess** and see what we do next."

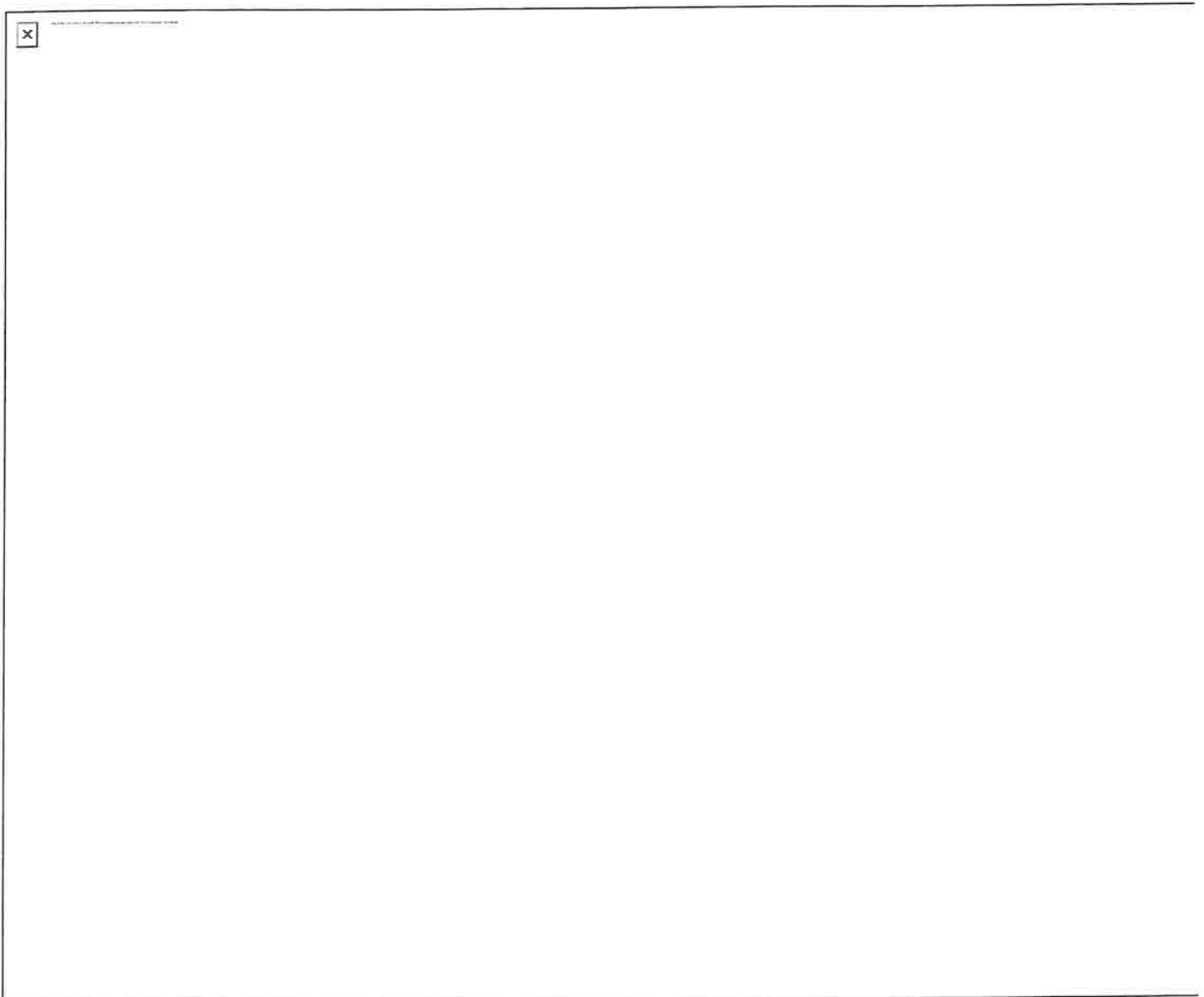
[\(Northwest Arkansas Democrat-Gazette\)](#)

State lawmakers express concerns about Bentonville School District's plan to donate land for construction of housing for teachers, staff

January 9, 2024 at 7:44 p.m.

by [Neal Earley](#)

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The Bentonville School District administration building is shown in this undated photo. (File Photo/NWA Democrat-Gazette)

State lawmakers attempted to poke holes in a proposal by the Bentonville School District to donate land to a nonprofit developer to build housing for teachers and staff.

With affordable housing scarce in growing Benton County, Bentonville School District officials proposed an plan to hand over 9 acres of land from its high school campus to a nonprofit that would build about 100 affordable housing units for district employees and those who qualify for federal rental assistance.

The plan was met with a lukewarm reception Tuesday from members of the House and Senate Education committees, as some legislators didn't like the idea of a school district trying to get into the housing business.

Sen. Joshua Bryant, R-Rogers, called for the hearing after learning about the school district's proposal this summer. Lawmakers met at the Capitol to discuss the school district's proposal but not to take action, with Bryant saying the gathering could serve as an "opening dialogue" for possible bills in the 2025 legislative session.

"If we had to vote to approve this, I'd be a hard 'no' on this," said Rep. Stephen Meeks, R-Greenbrier. "I just don't think it is the school's responsibility to provide housing for their employees."

"Honestly, because we can do something doesn't necessarily mean that we should do something," Rep. Ron McNair, R-Harrison, said.

The school district voted 5-1 in November to approve a plan to donate district land so the Rogers-based non-profit Excellerate Foundation can build housing for school staff. Debbie Jones, superintendent of Bentonville Public Schools, said the deal for the land donation has not been finalized as the district is "hammering out details with an agreement."

The project is estimated to cost \$20 million to \$25 million and would include options to rent or own. Of the 100 housing units, 50-60 would be two- and three-bedroom apartments for rent, which the school district would have influence over who can live there but not final say due to federal and state funding sources.

Other dwellings would be reserved exclusively for school staff with 20 one- and two-bedroom apartments that the school district would have say over who can live there, and 20 one- and two-bedroom homes, estimated to be priced at \$180,000 to \$200,000. A small community center also is planned to be a part of the housing property.

Jones said the housing plan would be another benefit the school district could use to recruit teachers, especially with the rising cost of homes in Northwest Arkansas.

"We, like most districts across the nation, are facing a shortage of teachers," Jones said. "The pipeline is getting smaller, and so really this was an attempt to address that situation."

Sen. Jim Dotson, R-Bentonville, said he liked "the overall project" but said he opposes the plan because the district has chosen to donate the land to a nonprofit rather than sell it to a developer.

"As a taxpaying, millage-rate paying citizen of the Bentonville School District, I'm very frustrated by this," Dotson said.

Jones said if the district were to sell the land to a developer, the housing built on it would not be affordable for its staff.

Bryant asked a hypothetical question about whether the school district could donate land to build a food pantry if food prices increased, asking "At what point do we say education is education, housing is housing, food is food?"

"The big difference between housing and food insecurity is food insecurity is being addressed," said Kelly Carlson, president of the Bentonville Schools Board of Education. "Our problem with affordable housing is not being addressed because our teachers can't find housing; they can find food."

While there was pushback from Republican lawmakers, the proposal received approval from the Arkansas attorney general's office which said in an opinion that the district's plan to donate land for an affordable housing project would be legal.

"Because the plan you have described fulfills the statutory and constitutional conditions necessary for a school district to donate real property, it is my opinion that Bentonville School District's proposed land donation to Excellerate Foundation would be lawful," according to a November opinion prepared by Assistant Attorney General Kelly Summerside.

Representatives Hope Duke, R-Gravette and DeAnn Vaught, R-Horatio, criticized the district for not holding community town hall meeting regarding the proposal. Jones defended the project's transparency, saying the school board has discussed the project during its public meetings.

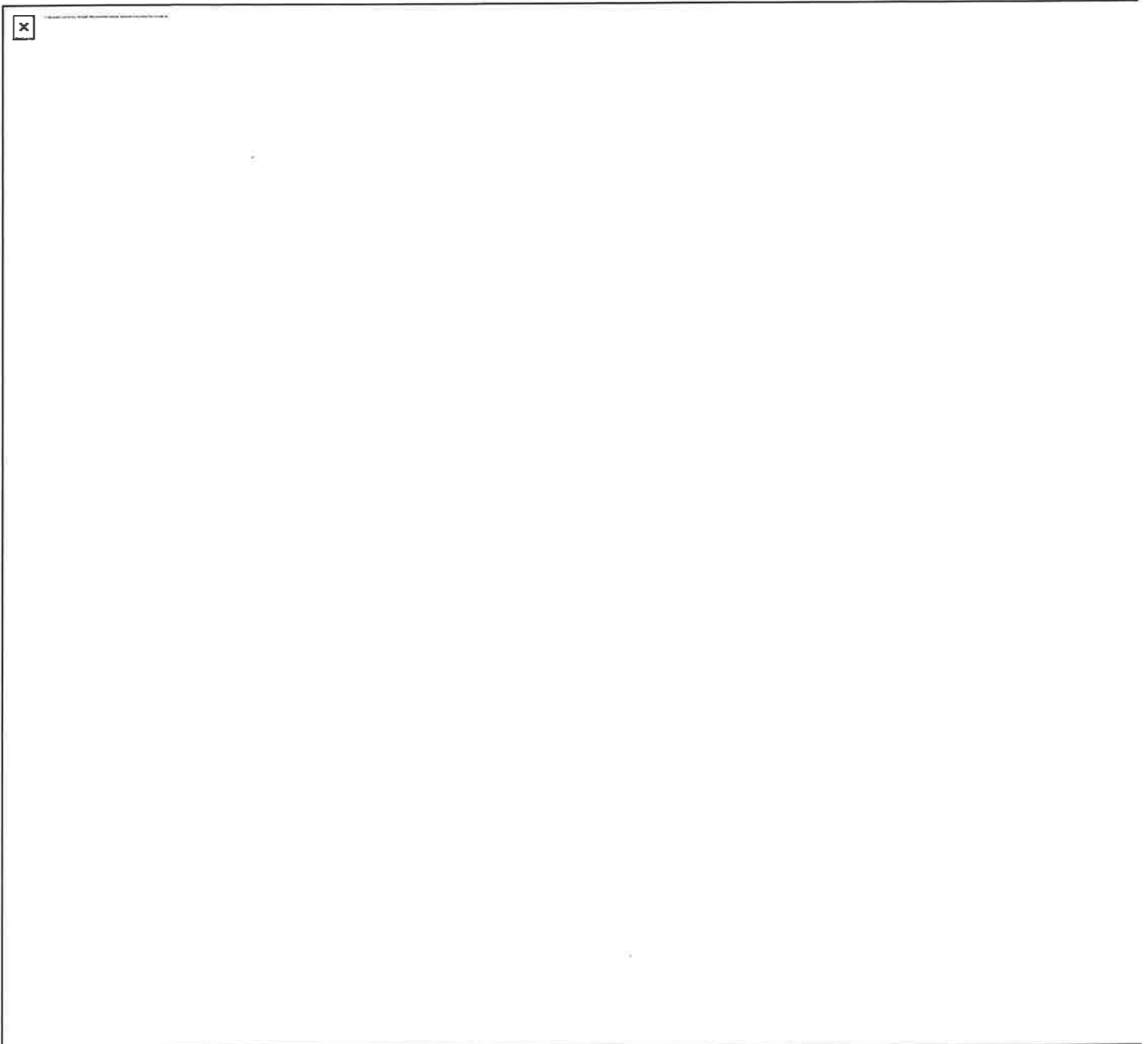
"Most people are going about their lives and they're not reading the school board minutes, they're not watching the [meetings] online, they're not coming to school board meetings," Duke said. "I personally believe if you do something this big you better be proactive with it within your community."

Information for this article was contributed by reporter Al Gaspeny of the Northwest Arkansas Democrat-Gazette.

Rogers OKs 3D-Printed Housing Development, the First in Arkansas

by [Arkansas Business Staff](#) - February 1, 2024, 7:15am

2 min read



Plans for a 3D-printed housing development in Rogers (Rogers Lowell Chamber)

A 3D-printed housing development said to be the first of its kind in Arkansas is moving forward, the Rogers Lowell Chamber announced.

The Rogers City Council recently approved the \$50,000 sale of an acre of land for the project, which will use 3D-printed concrete to construct at least four two-story duplexes with eight units apiece. The duplexes will range from 1,300 SF to 1,600 SF.

Construction is scheduled to begin in late spring or summer, with occupancy targeted by late 2024.

Groundwork Northwest Arkansas, the Northwest Arkansas Council's workforce housing center, is leading the project. The organization is collaborating with Alquist 3D of Greeley, Colorado, which is known for using robotic technology capable of building a 1,500-SF home in 30 hours.

The project at 920 S. First Street near downtown Rogers aims to help address the region's [lack of affordable housing](#). The homes will be sold to buyers who earn below more than 80% of the area's median income.

Home prices in northwest Arkansas have surged as the region's population has grown. In Benton County, where Rogers is located, the average sale price in the second half of 2022 was \$423,564, up more than 77% from five years ago.

"We've got to look for ways to build more efficiently that will bring these building costs down," Duke McLarty, director of Arkansas Groundworks, told Arkansas Business news partner [KFSM](#).

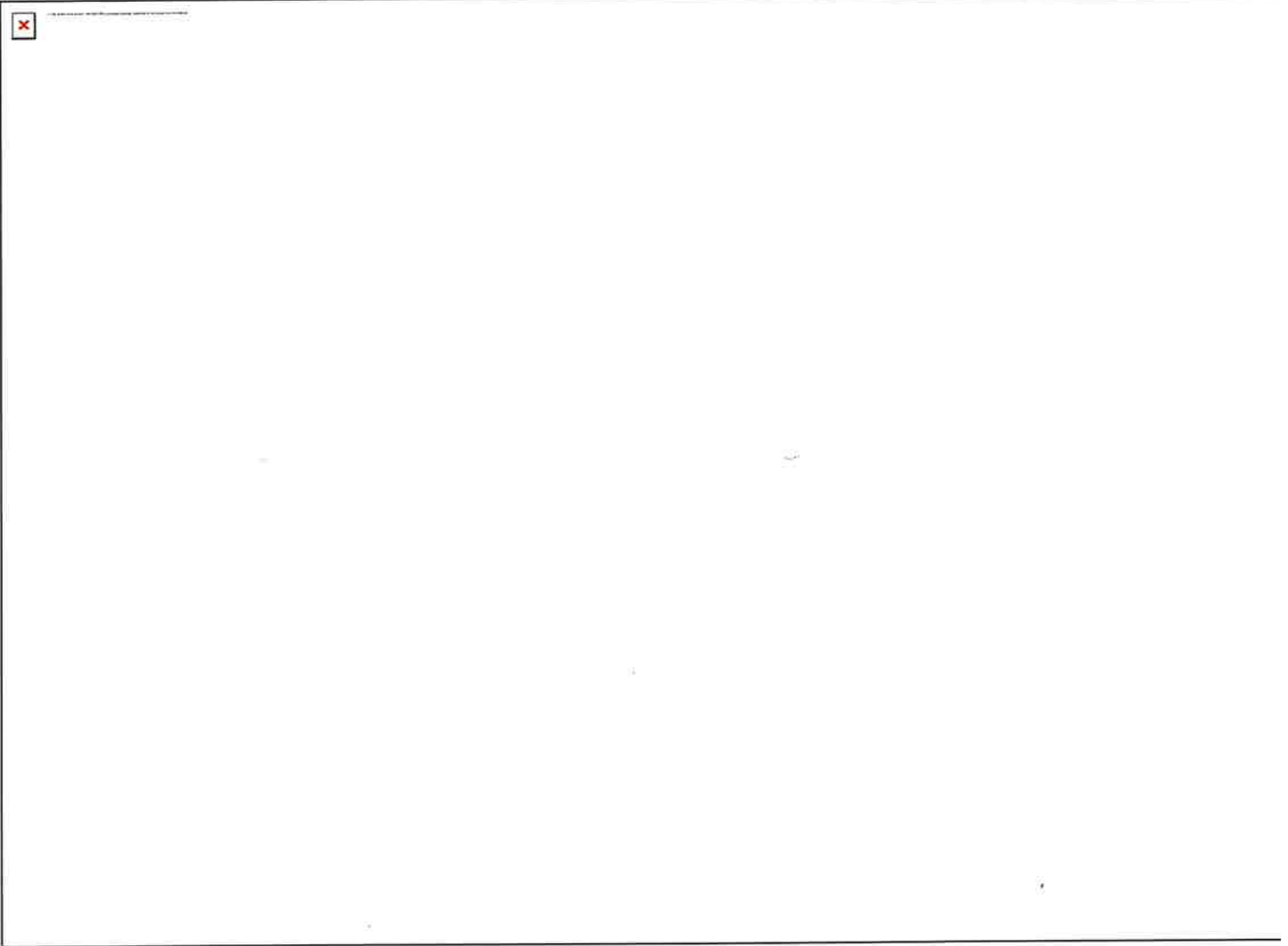
People looking to rent have few options. The multifamily vacancy rate in the region is "functionally zero," according to the latest Arvest Bank [Skyline Report](#).

Groundwork is also behind a [housing development in](#) Springdale called "Big Emma." Thirty of the development's 77 units will be permanently reserved for households earning below the region's median income. The project is supported by a grant from the Walton Family Foundation.

'Big Emma' to Bring Affordable Housing to Downtown Springdale

by [Arkansas Business Staff](#) - July 18, 2023, 4:07pm

2 min read



Renderings of "Big Emma" development in Springdale (Images provided by Northwest Arkansas Council)

The Northwest Arkansas Council's newly named workforce housing center, Groundwork, on Tuesday announced a 77-unit apartment complex would be built in downtown Springdale.

The announcement came during the council's annual meeting Tuesday at the Momentary in Bentonville. The mixed-income "Big Emma" complex will be built at the corner of Emma Avenue and Park Street and will guarantee that 30 of the units are reserved for tenants who earn less than the median income of northwest Arkansas.

The project is funded by a \$6.75 million grant from the Walton Family Foundation. The WFF had issued a report, "Our Housing Future," in 2019 that said minimum-wage workers would have a difficult time [finding affordable housing](#) in the region.

The council created the workforce housing center in 2021 and hired Duke McLarty as executive director [later in the year](#).

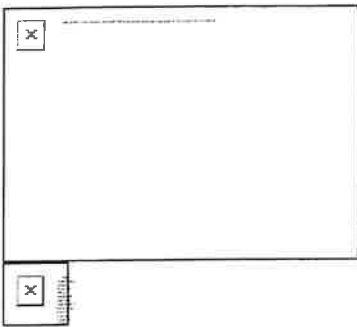
"Northwest Arkansas' rapid growth has caused housing to become increasingly inaccessible for the region's workers and their families," McLarty said. "While growth is great news for the economy, more must be done to ensure there are adequate housing options for the workers that make up the fabric of

the community. Groundwork’s first investment in downtown Springdale will serve as a model for future projects to provide more affordable housing options near core city centers.”

Big Emma will be designed by BiLD Architects of Fayetteville and was originally conceived by Shiloh Capital LLC, an investment fund led by Ken Hall, Don Harris and Tom Lundstrum. That group developed the Little Emma apartment complex, which is located near the proposed Big Emma site.

“Permanently affordable housing is crucial to providing homes for teachers, nurses and other workers we all depend on,” said Robert Burns, director of the Walton Family Foundation Home Region Program. “Big Emma will be a model for the region, ensuring northwest Arkansas remains a great place to live and thrive.”

Prescott’s ‘housing crisis’ among issues reviewed by General Plan Committee



By [Cindy Barks](#) | [Cindy Barks](#)

Originally Published: January 31, 2024 10:20 p.m.

With more than double the number of retirement-age residents than the state of Arizona in general, as well the entire United States, Prescott’s new housing units over the past several decades have skewed dramatically toward single-family detached homes on large lots.

At the same time, the median sale price of a home in Prescott has shown a significant rise – from the \$200,000 range in 2003 to about \$670,000 two decades later.

That situation has helped to create what has been termed a “housing crisis” in Prescott, in which teachers, police officers, medical workers, and others in the workforce have a difficult time finding housing that is attainable for them.

Members of Prescott General Plan Committee appeared to agree this week that more housing diversity is needed in order to preserve a balanced population that includes the necessary workforce.

In its first meeting of 2024, the Prescott General Plan Committee met on Wednesday, Jan. 31 to continue its multi-year discussion about the update of the community’s General Plan, a document that charts the future for the next decade.

The committee has been meeting since August 2022 to review and update the plan, which was last updated in 2015. The committee’s monthly meetings have continued throughout 2022 and 2023, and the

discussion has now reached the point of review of the updated elements, which cover various aspects of the community.

Workforce housing, which has been discussed concurrently for much of the past year by a new Workforce Housing Committee, occupied much of the time of the General Plan Committee during Wednesday's three-hour meeting.

The meeting started off with a presentation from Workforce Housing Committee member Nicole Kennedy on statistics that illustrate why Prescott's housing market is especially difficult for people in the workforce. Her presentation also included the initial recommendations the committee has proposed for helping to solve the situation.

Kennedy's statistics showed that in 2022, 41% of Prescott's residents were 65 years or older, while 45% were between the ages of 18 and 64, and 12% were under 18.

That compares with the entire state of Arizona, which has just 19% of residents over 65, and 59% in the 18-to-64 ages, while 22% are under 18.

In the U.S. as a whole, 17% of residents are 65 or older, and 61% are between 18 and 64, with 22% under 18.

Kennedy's statistics also showed that the number of Prescott's total housing units has grown significantly faster than elsewhere in the country over the past two decades – by 29% between 2000 and 2010 and by 14.5% between 2010 and 2020, compared with the national growth of 13.6% and 6.7%, respectively, during the same time periods.

Still, the bulk of the housing-unit growth appears to have happened in single-family homes. The stats show that between 2000 and 2023, Prescott's new homes were made up of 75% single-family detached homes, with 16% multifamily, 2% each for manufactured and triplex/four-plexes, and 1% for duplexes.

That raised a question from the General Plan Committee on whether Prescott's housing growth had been the "wrong type" of growth. Kennedy responded that although the growth has been wrong in the past, it has not been diverse.

"We need more diversity of homes," she said, adding, "I think we can all hopefully agree" that Prescott needs more housing for teachers, medical works, and retail workers. "I would say it's essential."

The statistics also showed that the cost of housing in Prescott Valley and Chino Valley – long viewed as communities with more affordable housing options available – has been rising dramatically as well, similar to Prescott's increase. Kennedy maintained that viewing those two towns as bedroom communities where Prescott workers could find workforce housing "is really quickly not becoming a solution."

Local officials at the meeting and members of the committee appeared to agree that alleviating the affordable housing crisis was crucial to the community's planning for the future.

Prescott City Councilman Ted Gambogi, who resigned from the General Plan Committee this past fall when he was elected to the City Council, called the workforce housing issue “the linchpin to solving a lot of the city’s problems.” He added, “One is traffic. If they live here, they don’t have to drive here.”

The recommendations from the Workforce Housing Committee are expected to be included as a new element of the updated General Plan, along with topics such as economic development; land use; public facilities and services; Prescott vision; open space and recreation; circulation (streets and traffic); and historic preservation.

City Community Planner Tammy DeWitt, who is overseeing the General Plan update process, has said the ongoing review process should be complete by about July 2024, after which a 60-day public comment period would begin.

The draft update would then go to the Planning and Zoning Commission, which will conduct two or three public meetings. After that, the draft will go to the Prescott City Council for review, and then on the ballot for a decision by the voters of Prescott on whether to approve the document.

The final draft is expected to be done by January 2025, DeWitt said. City officials have said that the document, which serves as a guide for the community’s future, would be ready to go to Prescott voters later in 2025.

Tammy Dewitt

From: Eileen Groom [REDACTED]
Sent: Wednesday, March 27, 2024 9:44 AM
To: Hello Plan Prescott; Eileen Groom
Subject: General Plan

I write to express the following requests and concerns.

(1) No Sundog Connector in perpetuity, no Sundog Connector in the next General Plan

I have lived here since 1986. Unlike most, I know what Prescott was and could have become. Unlike most, I acknowledge how fragile this high desert environment is. What I see are more roads and roads spawning development, ugly development.

(2) In the 2015 plan, urban sprawl is discouraged but urban sprawl is what we see as Willow Creek heads north and what we will see to the north of Pioneer Parkway as it heads to Williamson Valley Road (the Deep Well development?) and off of Williamson Valley Road, Springfield development. We do not have the water. With more people, more chance for fire also exists and of course, more degradation of the land and decimation of the wildlife. But, thank goodness, we can name our developments after what the developers have wiped away for "economic prosperity," the developers' "economic prosperity."

(3) I also have seen beautiful ridge lines destroyed by MacMansions and have seen a big hole in Pioneer Park to mine dirt for roads.

The zoning committee and some others in the local governments here make me think of kids playing in the dirt with Tonka toys, bulldozers and trucks. Like kids too, they think short term and just walk away when they are done making a mess.

Eileen Groom

K. G. Murray's Comments on "A Community Connected" section of Prescott 2025 General Plan

As a citizen concerned with maintaining the integrity of the natural systems that make Prescott a good place to live, I'm really happy to see so much in this section that aims to promote wildlife habitat and people's access to open space. I do have some general and some more specific comments however, that I think might strengthen these components of the plan.

First, an observation I've made that is especially relevant to the 2025 General Plan and indeed to planning in general. I've noticed again and again that transportation projects - even those that have yet to be implemented - often have a history of highly detailed planning that goes back decades. For example, the Great Western Corridor plan dates at least to 2010, and CYMPO has adopted plans that project road building projects as far into the future as 2045. The rationale for such planning is based upon projections of future population growth, which may or may not turn out to be realistic. Yet once these plans are on the books, they become "real" in the sense that property owners, land managers, and developers base their own plans for the future on the expectation that those road projects will become reality. It's not surprising, then, that these plans become "self-fulfilling prophecies" driven by the economic and tax base interests of landowners, developers, and decision-makers. *Indeed, a transportation plan invites and facilitates the very residential and commercial development that it was proposed to be in preparation for.* In contrast, planning for wildlife habitat preservation and connectivity is usually a reaction to the realization that existing or imminent development constitutes a threat. Moreover, it is rarely detailed, and the public funding that would be necessary for detailed studies usually isn't considered a high priority until the violation of a particular statute like the National Environmental Policy Act (NEPA) or the Endangered Species Act (ESA) is perceived to be imminent. I suspect that we all realize that this difference in planning priorities is completely backwards - that we should plan wildlife corridors with even *more* foresight and care than we use for transportation systems. After all, we can build or widen roads as the need arises more easily than we can create wildlife habitat out of spaces that have already been developed, and certainly more easily than we can reestablish wildlife populations in places where they have been extirpated by development. **I'd like to urge city staff and the General Plan Review Committee to make this point explicit in the 2025 General Plan, and work toward making the planning for connected wildlife habitat a central feature that guides the planning process as much as any other factor. Wildlife is the hardest thing to "get back" once it's gone - we need to get it right the first time!**

Second, I'm sure that I'm not the first person to note that Arizona's requirement to maximize "revenue" from state trust lands can be detrimental to the public interest in the long run. Lands that could be protected for the benefit of wildlife and recreation using easements, purchase-of-development-rights, outright purchase by conservation organizations, etc. are likely to produce long-term benefits to communities that exceed the short-term revenue that a sale for commercial or residential development can produce. Obviously, the scope of this issue is much larger than the City of Prescott, but it might make sense for Prescott's General Plan to point out

that this provision of state law can be detrimental to a community's interests? Perhaps there is room for progress through considering "revenue" in a broad sense?

Third, I think that Prescott really needs a permanent **open space commission** to advise city council and staff about best practices for establishing and maintaining ecological connectivity between open spaces in other jurisdictions, about the scientific basis for corridor design, and to serve as liaisons to non-profit organizations and even government programs that provide expertise (and funding) for policies that enhance ecological connectivity. Because the natural environment is so important and so highly valued by the community (according to the recent community survey), this commission should be a prominent and permanent one. This is a great opportunity for Prescott to leverage the time, enthusiasm, and expertise of its own citizens toward enhancing the quality of life for everyone, without significant cost and requiring minimal city staff time.

I also have some comments about particular sections of the draft. First, I very much appreciate the Open Space section of the plan - especially the listing of the benefits of open space to Prescott's citizens and the listing of mechanisms by which open space can be preserved in perpetuity. The bullet point on p. 22 (lines 23-25), "Integrating the existing and desired recreational assets into a network physically connected and functionally related, rather than simply adding stand-alone parcels to our inventory" is especially appropriate.

There is also much to celebrate in the section entitled, "Open Space Policy Goals and Strategies." Recognizing that open spaces provide important ecosystem services in addition to recreational opportunities is really important, and foremost among those services is the provision of wildlife habitat. I think that the strategies aimed at identifying potential open spaces, approaches for funding their acquisition, and identifying wildlife corridors are key to protecting the quality of life for both people and wildlife in our area. And the explicit goal of building and nurturing public-private partnerships in the service of enhancing open space is more than welcome!

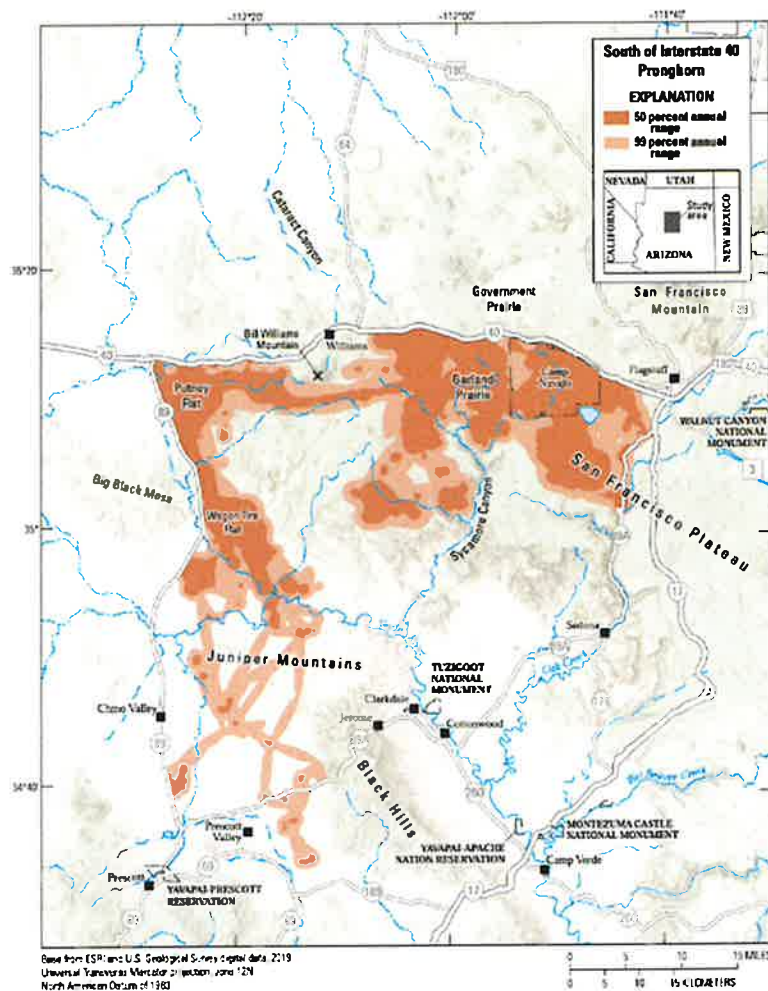
I think that goal 1 (p. 24; "Build a strategic approach to open space acquisition opportunities") would benefit from having the additional guiding principle of **connecting** natural open spaces with one another. Open spaces that are connected with other open spaces have greater value to wildlife populations by allowing them to move over the landscape to follow food and water resources, maintain genetic diversity, etc. And connected open spaces provide greater recreational opportunities for people via connected trail systems, direct pedestrian access from residential and commercial areas, etc. A candidate natural space that is connected to others may have greater value than a larger or less expensive candidate that is isolated from others. I realize that connectivity comes up in strategy 3.3, but I think it also makes sense to include it as a key part of identifying the most beneficial open spaces for acquisition in the first place.

Strategy 3.3 ("Protect connectivity of existing open space and trails by requiring developing and existing areas to allow and provide appropriate access") could perhaps be stated in a way that

also emphasizes that connectivity between natural areas should be based not just upon the needs for human access via trails, but also upon the characteristics used by wildlife to consider it as a movement corridor. This basis should be specific to the needs of the wildlife that might use a particular connection. For example, pronghorns require a much wider connection than amphibians or rodents might. There is a rich scientific literature that deals with corridor design, and the efforts to create and maintain connectivity should be based upon it wherever possible.

I think that the entire Wildlife Corridors section is very well-conceived, and again I'd like to commend the city staff and committee for including a fair bit of detail *and acknowledging the necessity of coordinating with other jurisdictions* "to assure regional connectivity of open space and wildlife corridors (strategy 1.3; p. 27).

Back in the Transportation Planning section, the explanation of the "Great Western Corridor" (pages 5-6) proposal notes the call for a 6-lane highway starting at Glassford Hill Road on SR 89A and paralleling Granite Creek up to Outer Loop Road in Chino Valley, thence west to SR 89 and eventually to Williamson Valley Road. In my view, this proposal is very much ill-advised for its certain impacts on wildlife - especially pronghorns. This proposed road runs right through some of the only remaining open space used by pronghorns, and much of it is listed as belonging to Arizona Eco-Development, Copperfield Land Company, and other entities that are likely to consider residential or commercial development in the future. Given the fact that even two-lane roadways constitute an effective barrier to the movements of pronghorns, we can be sure that the construction of this proposed major road will further fragment pronghorn populations that depend upon that habitat - they will be cut off from the habitat north of Outer Loop Road that runs most of the way the Verde River, and hence also from the habitat that continues north all the way to I-40. The USGS's work from 2022 (Ungulate Migrations of the Western United States, Volume 2; available at <https://doi.org/10.3133/sir20225008>) shows that this entire area contains important migratory corridors for the "south of I-40" pronghorn herd (about 450 animals total) that extend all the way from Prescott Valley to I-40 and then east to Flagstaff (see figure below). That study found that individual pronghorn in that herd travel up to 118 miles in their annual migrations.



This proposed road project is a perfect example of the phenomenon that I began my comments on: the advanced, detailed planning for transportation projects that contrasts so sharply with planning for wildlife habitat connectivity. Might the general plan use this very project as an illustration of the need to consider wildlife habitat connectivity first, and then design transportation corridors *around* the open spaces for wildlife and recreation?

Especially relevant to the goals of protecting and connecting open space for its ecosystem and wildlife benefits, **city staff, City Council members, and General Plan Review Committee members should take notice of a newly-formed citizen’s group, the Central Arizona Wildlife Alliance (CAWA)**, that is dedicated to maintaining wildlife populations by protecting the open spaces that comprise habitat, and by *connecting* them with one another. As such, CAWA’s goals are congruent with those stated in the draft general plan. *CAWA’s mission: “Wildlife enriches our lives and environment through its beauty and support of biodiversity. Central Arizona Wildlife Alliance envisions a Central Arizona where wildlife*

and people thrive together. To ensure healthy wildlife populations and the health, environmental, and economic benefits they bring to central Arizona, we envision interconnected open space across public, agricultural, and residential lands, protected in perpetuity."

CAWA's first project is to understand pronghorn land use in our area, and to support that goal we have introduced a smartphone app with which users report sightings of wildlife along roadways in the region. Even though the Central Arizona Wildlife Survey has been live for only since early June 2024, clear patterns are already emerging for pronghorns in particular. A summary of the data can be viewed at

<https://www.arcgis.com/apps/dashboards/fd102ed0d8bb4459abb705ad5641d65c>, and

CAWA intends to share its data with agencies like ADOT, CYMPO, and AzGFD.

Again, congratulations on a section of the general plan that acknowledges the importance of wildlife - both for its inherent value and its ability to enrich the lives of Prescott's citizens. And thanks for entertaining the comments and suggestions of the public!

Tammy Dewitt

From: K. Greg Murray [REDACTED]
Sent: Friday, May 31, 2024 9:28 AM
To: Tammy Dewitt
Subject: Mythology about renewable energy sources, the Texas electrical grid failure of Feb. 2021, and climate change

Hi Tammy. Thanks for being open to citizen input on the General Plan, both in writing and at the review committee meetings. It's clear to the rest of us that this is a lot of work for both committee members and especially for staff working on it, but it has the potential to be really important to Prescott's citizens for many years to come. It needs to be said - more often - that the rest of us appreciate it.

At Wednesday's meeting when the chairperson brought up the idea that renewable energy sources were the cause of the 2021 power grid failure in Texas, I was taken aback because his claim was completely debunked in that same year of 2021. The causes of the failure were studied in detail by professionals, and it turned out that there were many causes of that catastrophic failure. And while it's true that many wind turbines that had not been winterized properly did freeze, many natural gas lines froze and even coal-fired power plants shut down. Nuclear plants also suffered. Of course, since most of Texas' electricity is generated by fossil fuels, the greatest share of the power failure came from the failure of gas- and coal-fired plants - NOT from frozen wind turbines! These findings have been extensively reported in literally hundreds of news articles dating back to Feb. 2021 -

e.g., <https://www.npr.org/sections/live-updates-winter-storms-2021/2021/02/18/968967137/no-the-blackouts-in-texas-werent-caused-by-renewables-heres-what-really-happened>

You can download the entirety of the University of Texas' Energy Institute's 100-page report here: <https://energy.utexas.edu/research/ercot-blackout-2021>

One bullet-point from the Executive Summary: *"All types of generation technologies failed. All types of power plants were impacted by the winter storm. Certain power plants within each category of technologies (natural gas-fired power plants, coal power plants, nuclear reactors, wind generation, and solar generation facilities) failed to operate at their expected electricity generation output levels."* And if you download the whole report and look at Figure. 2.m. on p. 30, you'll see that the greatest share of outage was from the thermal plants (coal, gas, and nuclear):

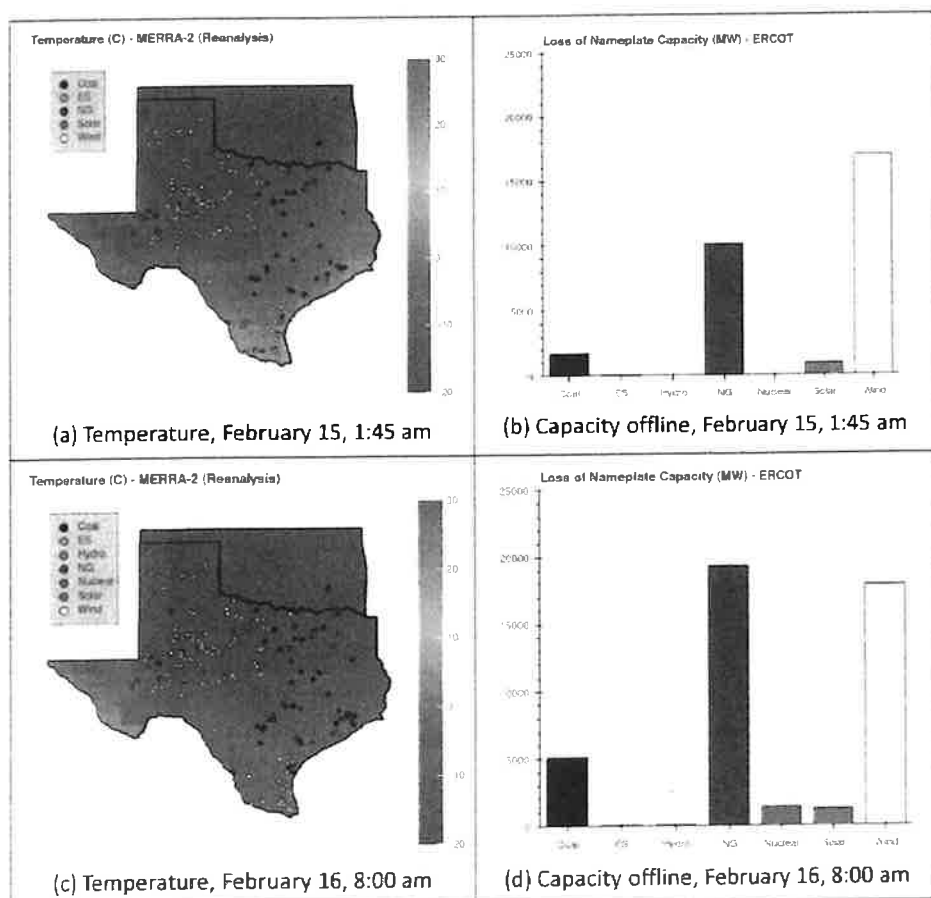


Figure 2 m The temperature across Texas and reported loss of (nameplate) capacity by ERCOT for the critical time period of February 15, 1:45 a.m. (a and b) and the time of peak generation outage on February 16, 8:00 a.m. (c and d)."

Anyway, the many complex causes of this catastrophic event were explained 3 years ago now, but Chairperson Sapio misrepresented it in order to call into question the recommendations for developing renewable generating technologies. Moreover, he stated at the outset of the discussion of the climate change section that he didn't think that climate change posed as big a risk as was claimed, despite the decades-old consensus position of so many of the world's scientists. I hope that more rational voices that respect evidence and expertise will hold sway on the review committee, and indeed among the staff who are writing the plan.

I was also reminded on Wednesday of the first time that Patrick Grady and I summarized the results of the CLIMAS report and the "Local Climate Action Options" document for the review committee last year. Most of the allocated time was occupied by addressing questions and statements from some committee members, including Chairman Sapio, that were clearly motivated by climate change denial, even on topics that had been addressed extensively by the scientific community many years ago. One such statement was that "... there was a consensus of scientists back in the '70's that we were on the verge of another ice age." I remember the news articles about that one, and I also remember the scientific community's response: there was never any such consensus at all. This is unrelated to Wednesday's meeting, but in my mind it adds up to a disturbing pattern. For anyone who's interested, here's a readable article from the professional literature about the "1970's cooling myth" and how it originated with a single article in Newsweek

Magazine: https://journals.ametsoc.org/view/journals/bams/89/9/2008bams2370_1.xml

Anyway... Thanks again for your work on the general plan. I sincerely hope that the final document and the policies that it eventually informs will reflect the understanding and best practices that experts in

relevant areas of the natural and social sciences, engineering, and public policy have spent their lives acquiring, and not a persistent mythology that just won't seem to die no matter how many times it is debunked.

cheers,

Greg

"What's so funny 'bout peace, love, and understanding?" - Elvis Costello, 1979

K. Greg Murray, Ph.D

T. Elliot Weier Professor Emeritus of Plant Science, Department of Biology, Hope College
Certified Senior Ecologist, Ecological Society of America

Thanks for making this draft of the **Resiliency and Sustainability** section of the general plan available to us! Upon reading it, I was encouraged by seeing some of the issues and ideas raised in the CLIMAS report (the "climate profile"), in the "Local Climate Action Options" document prepared by the working group, and in the "white papers" submitted by members of the Quad Cities Climate Collaborative! Thank you for considering them in your work on this section!

I was perplexed upon reading the first few pages of this draft, because it focuses so narrowly on housing. Given that the title of this section is "Resiliency and Sustainability", I think it's crucial to add some sort of preamble that defines these two terms in order to give the entire section some context. After all, The word "sustainability" in the context of planning is generally defined in terms of "meeting the needs of the present without compromising the ability of future generations to meet their own needs." Recognizing that those needs depend upon intact ecosystems, a healthy human population, and a vibrant economy, "sustainable" policies are those that *simultaneously* promote economic vitality, environmental integrity, and social equity. This overarching idea is generally referred to as the "triple bottom line," but nowhere in this document is sustainability defined. Likewise, the word "resiliency" is used but not defined. Resiliency to what? In the context of planning documents and sustainability, the word resiliency is usually used in reference to making communities more resistant to the negative effects of climate change. But here again, there are no references to that context in this draft chapter. I realize that the Introduction section (distributed later) contains some information on the concept of resiliency in the face of wildfire and climate change, but that's a separate section of the General Plan entirely. I really think that this section - entitled "Resiliency and Sustainability" - needs its own preamble that defines these terms more explicitly.

Even though it may be premature to suggest detailed wording changes on an early draft, a few things did occur to me as I read the document, and I'll mention just a couple of them here.

- P. 1, line 28: "The key is to maintain sufficient undeveloped commercial and industrial lands to provide the necessary expansion of services to support anticipated residential growth." This statement seems mostly backward to me. Commercial and industrial development don't simply *follow* residential growth in order to provide services - they *precede* residential growth by providing the employment opportunities and services that attract residents in the first place!
- P.7, line 33: The goal of Green Infrastructure is to "slow it down, spread it out, and soak it in"
- In the Temperature Projections section (p. 19-20), I think that it should be specified that the temperatures are in degrees Fahrenheit, since so many scientific and government reports use degrees Celsius.

I think that the housing section addresses a lot of critical issues facing Prescott, and that it makes important recommendations that should receive careful consideration by policymakers. One of these is a proposal for higher-density single-family or multifamily units. Higher density developments are more sustainable, having a lower "ecological footprint" than low-density ones.

But it's not immediately clear why the section labeled "Resiliency Land Use Goals and Strategies" should focus almost solely on housing issues. What about open space for wildlife and nature-based recreation like hiking and nature study? And what about land use for organized recreation like parks and ballfields? I do see the wisdom of including housing as a topic under sustainability and resiliency, but given that it is within the context of wise land use I think it could be better integrated with open space for wildlife and nature-centered recreation, since these are so often shown to promote community mental health and satisfaction. The recent community survey showed that Prescotttonians value their access to nature more highly than almost any other surveyed component, and *integrating* open space with residential and commercial spaces will enhance citizen's access to nature. This seems to me to be very much in line with the concepts of community sustainability and resilience!

This is a very detailed and comprehensive document, but I found it a little harder to follow than I thought I would. I think it might seem more logical, and better integrate the different subsections under the umbrella of sustainability and resilience with some reorganization. I would propose that a consistent numbered or lettered section organization be used for this entire chapter, to help both the writers and readers navigate the chapter and communicate more effectively during its development and later use to guide policy. The following organization of existing sections makes sense to me, even though I haven't included quite all of the subsections that are identified in the draft. I do NOT mean to imply that those sections shouldn't be included, of course.

- A. Environmental Planning
 - a. Air Quality
 - b. Water Quality
 - i. Emerging contaminants
 - ii. Green Infrastructure (GI)
 - c. Water Resources
 - i. Water Available to Prescott
 - 1. Treated Wastewater Effluent Supplies
 - 2. Surface Water Supplies
 - 3. Additional Water Supplies
 - ii. Water Conservation
 - iii. Future Growth and Water Demand
 - 1. Prescott AMA & Regional Partnerships
 - 2. Water Resources Long-Term Management Plan
 - d. Lakes
- B. Fire Prevention and Resiliency to Wildfire
 - a. The Prescott Fire Department
 - b. Firewise Management principles
- C. Climate and Energy
 - a. Climate
 - i. Temperature trends
 - ii. Precipitation

- iii. Climate Impacts
- b. Energy
- D. Land Use Planning and Housing

Tammy Dewitt

From: Linda Crogan [REDACTED]
Sent: Thursday, June 20, 2024 5:43 PM
To: Tammy Dewitt
Subject: Re: Prescott General Plan Committee Agenda Packet

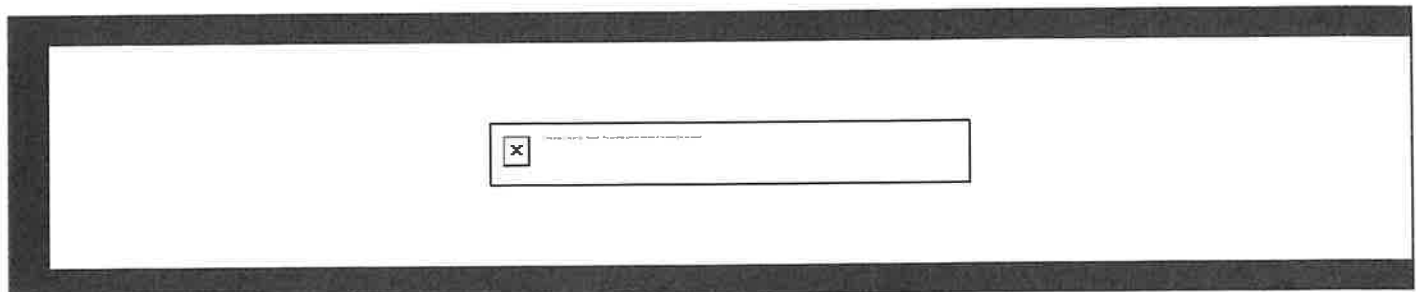
Thank you for the information! Our only comment at this time is that we are adamantly OPPOSED to the reduction of any vehicle public roadways for bicycle use. We are very aware of the loss of income by local businesses in various US cities and towns when parking spaces are eliminated and customers cannot park near stores, restaurants, medical and other professional offices, public spaces like parks, schools, libraries, etc. because of the loss of parking spaces to create bike lanes. Further, we have also witnessed bike riders failing to follow laws re safe driving, speeding through stop signs and traffic lights, unsafe lane changes, etc. And of course, in Prescott, we have inclement weather that restricts the use of bicycle use. While the stated goal of adding bike lanes is to reduce the effect of fossil fuel impact on the climate by getting people out of cars, it is well documented that very, very few people use bikes to get to and from work. And, of course, bike riders are a minuscule percentage of the entire population that use public roads. This is a case of "who yells the loudest (or donates the most) get what they want" and civic decisions made for idealistic reasons rather than based on pragmatic, "best decisions for the most people." A better solution to reducing vehicle use would be to support the use of small vans (8 or so passengers) to offer transportation. Rideshares like Uber and Lyft serve a similar purpose. Vans could be used by young and old, disabled, low income residents, etc. in a much more economical manner than driving a car. Before any serious discussion occurs regarding bike lanes replacing car lanes and parking spaces there should be objective, thorough, professional analysis and research of how many local bike riders use public roads daily, where the greatest use of public roads for biking takes place, the fiscal impact already known in other cities to businesses and the loss of parking space in residential and nearby neighborhoods.

Thank you Tammy!

Linda Crogan
[REDACTED]

Prescott

On Jun 20, 2024, at 3:40 PM, City of Prescott <tammy.dewitt-prescott-az.gov@shared1.ccsend.com> wrote:



**Joanne Oellers, Save the Dells
Great Places and Neighborhoods Commentary**

City staff and others have put a huge amount of writing, organizing, and communicating into this project. The new format is effective as it weaves elements together showing a continuum of topic to topic. I see more detailed references to wildlife and open space and their relationship to quality of life and economic well-being.

I'd like to offer some points for your consideration.

1) Open space commission

PARKS AND RECREATION GOALS AND STRATEGIES, page 11

Goal 1 Recognize greater recreation potential and act on them to improve the quality of life for residents and visitors and make improvements, where needed, to current facilities.

Strategy 1.2 Identify and evaluate appropriate available lands for acquisition, license agreements, or acquisition of easements, based upon an inventory of parklands, open space, and recreation facilities. Trail connectivity should be a high priority.

We recommend the establishment of an Open Space Advisory Commission as suggested in the 2008 Open Space Master Plan. This commission would advise the city council and staff about best practices for choosing lands to acquire and how to establish and maintain ecological connectivity between open spaces in other jurisdictions, and to serve as liaisons to non-profit organizations and even government programs that provide expertise (and funding) for policies that enhance ecological connectivity. The natural environment is so highly valued by the community (according to a recent community survey). Through a commission, Prescott can put its own citizens' expertise to beneficial use "with using minimal staff time.

2) Incorporate wildlife more consistently

Page 12 and others

Recognizing that open spaces provide important ecosystem services in addition to recreational opportunities is important, and foremost among those services is the provision of wildlife habitat.

Open spaces that are connected with other open spaces have greater value to wildlife populations by allowing them to move over the landscape to follow food and water resources, maintain genetic diversity,

*Goal 2 Establish recreation strategies for Willow, Watson, and Goldwater Lakes to continually improve and enhance these assets for both residents, visitors, and **wildlife**.*

*Strategy 2.4 Continue to expand recreational opportunities and facilities at upper and lower Goldwater Lakes to fully utilize the area to better accommodate recreation demands, future recreation, **and compatibility with wildlife.***

*Goal 3 Support the linkage of public and private open space and trail systems to serve the community **and our wildlife** more efficiently.*

Strategy 3.1 Encourage new developments to designate open space areas that adjoin and link to existing public or private open space areas.

3) Inclusion of Central Metropolitan Planning Organization name in all appropriate sections

Page 15, COMPLETE STREETS, VISION ZERO, AND TRANSPORTATION SAFETY PLANNING

The Central Yavapai Metropolitan Planning Organization, CYMPO is responsible for conducting a comprehensive Transportation Safety Plan: A system-wide, multimodal, proactive process that better integrates safety into surface transportation decision-making.

Along with the initiatives above, CYMPO introduced in January 2024 its plans to

- *Facilitate regional environmental needs conversation*
- *Confirm areas of need with member agencies Identify funding sources, grants, and strategies*

They plan to be facilitators for Wildlife Corridors / Migration Open Space, Trails, and Air Quality, so CYMPO should be referenced in the 2025 Plan in these areas. Stated as, for example,

“The Central Yavapai Metropolitan Planning Organization, CYMPO is responsible for conducting a regional wildlife study and a regional trail study.”

4) Dark skies for bird migration

Pages 17-18, DARK SKY, GLARE AND LIGHTING

Prescott’s clear dark night sky is an environmental asset the community wishes to protect.

The Dark Sky, Glare, and Lighting section is missing references to the needs of migrating birds. By turning off excess lighting during the months migrating birds are flying overhead, we help to provide them safe passage between their nesting and wintering grounds. Watson and Willow Lake Ecosystem Important Bird Area (as identified by Arizona Audubon), for example, is most notable for the number of waterfowl it supports during the migration and winter periods. These lakes are particularly important to large numbers of waterfowl and shorebirds during migrations.

To protect birds, the City of Prescott has implemented regulations regarding the recreational use of the two lakes, such as a “no wake” regulation on Watson Lake with limited horsepower motors. However, attention to lighting negatively affecting migrating birds is absent.

For instance, nighttime lighting on the ball fields at Willow Lake is an obstacle to migrating birds because lights can throw birds off their migration paths. Bird fatalities are more directly caused by the amount of energy the birds waste flying around and calling out in confusion. Exhaustion leaves them vulnerable to other urban threats. Turning off bright nights helps birds move through. We value our birds and other wildlife as stated in some passages in these chapters. Why not be more complete by making lighting recommendations for migrating bird safety? Audubon's Lights Out program (<https://www.audubon.org/our-work/cities-and-towns/lights-out>) is a national effort to reduce the problem of migrating bird fatalities.

We would like to see a specific reference to the benefits to birds, such as

"Exterior lighting provides safety, security, visual enjoyment of outdoor living spaces and requires careful consideration as to not infringe upon a neighbor's enjoyment of the dark starlit sky **or movement of migrating birds.**"

5) Site disturbance, hilltop construction

Page 47, From 2015 General Plan, Growth Management Goal 5,

Goal 5 Promote effective management and mitigation of negative growth impacts such as light pollution, loss of landscaping, site disturbance [mass-grading], erosion, construction on hilltops, ridgelines, and the loss of open space.

This language appears to have been lost in the "Land Use" section iteration of this 2025 chapter draft and should be strengthened as hilltop construction and mass grading detract from us being a "Great Place."



What do you like best about Prescott?

Small town atmosphere. Protected land, and treasured trails, and National forest are integral to Prescott. Protecting the seldom appreciated history of Native American tribes from the area.

What about Prescott you would like to see improved in the next ten (10) years?

LESS DEVELOPEMENT! We do not have a water source to support a growing population. This has been an issue since the 70's! More land protection.

Do you think the lack of affordable housing is an impediment to young families locating or staying in Prescott?

YES! I was born and raised here. I teach in this community and have lived here almost all of my 25 years of life, and I can barely afford housing. Along with many of my friends and family.

What businesses or services in Prescott do you and your family use the most?

SCHOOLING! Education is often overlooked here and is integral to our community.

Right now Prescott is a lovely & simple community.

Ten years from now Prescott should become a even more lovely & simple community.



What do you like best about Prescott? It's my hometown! The City's focus on Public safety - Fire EMS Law Enforcement support.

What about Prescott you would like to see improved in the next ten (10) years? Housing at a cost a service employee family could afford.

Do you think the lack of affordable housing is an impediment to young families locating or staying in Prescott? Greatly!!!. huge difference in the wealthy and the folks working in Nursing home.

What businesses or services in Prescott do you and your family use the most? Recreation

Right now Prescott is a upscale community.

Ten years from now Prescott should become a People community.



What do you like best about Prescott?

Courthouse Square
Variety of elevation
Outdoor activities.

What about Prescott you would like to see improved in the next ten (10) years?

STOP URBAN SPRAW!!!

Do you think the lack of affordable housing is an impediment to young families locating or staying in Prescott?

Yes.

What businesses or services in Prescott do you and your family use the most?

Eateries
Fry's

Right now Prescott is a good community.

Ten years from now Prescott should become a great community.



What do you like best about Prescott? *It is a genuine western town - small
Lots of great hiking & mtn. Bike trails (ie) Circle trail*

What about Prescott you would like to see improved in the next ten (10) years?

Cycling infrastructure - bike lanes

Do you think the lack of affordable housing is an impediment to young families locating or staying in Prescott?

Not sure. Prescott is a desirable place to live & more people are moving here - it would be nice to have some affordable housing, but real estate market is what the market will bear & that often makes it difficult for lower income families.

What businesses or services in Prescott do you and your family use the most?

*Prescott Antiques,
Ironclad bicycles, & restaurants (Bill's Pizzeria, Zmamas, Greek on,
Dee's Thai, Bill's Grill, Taco Don's) etc. & of course Fry's Supermarket
& Gas Station*

Right now Prescott is a Retirement community.

Ten years from now Prescott should become a small town community. (preserve what we
all love)



What do you like best about Prescott?

SMALL TOWN / WEATHER

What about Prescott you would like to see improved in the next ten (10) years?

LESS govnership

Do you think the lack of affordable housing is an impediment to young families locating or staying in Prescott?

NO

What businesses or services in Prescott do you and your family use the most?

Retired / medical, ect.

Right now Prescott is a great community.

Ten years from now Prescott should become a greater community.



What do you like best about Prescott?

Willow and Watson lake and all the trails

What about Prescott you would like to see improved in the next ten (10) years?

Less house development

Do you think the lack of affordable housing is an impediment to young families locating or staying in Prescott?

Yes of course

What businesses or services in Prescott do you and your family use the most?

Parks

Right now Prescott is a Republican community.



Ten years from now Prescott should become a diverse community.



What do you like best about Prescott?

SAFE, QUIET PLACE TO RAISE KIDS

What about Prescott you would like to see improved in the next ten (10) years?

IMPROVE ROADS & INFRASTRUCTURE
SLOW! GROWTH

Do you think the lack of affordable housing is an impediment to young families locating or staying in Prescott?

100% AFFORDABLE HOUSING IS A MUST

What businesses or services in Prescott do you and your family use the most?

PAPA'S ITALIAN RESTAURANT

Right now Prescott is a strong community.

Ten years from now Prescott should become a _____ community.



What do you like best about Prescott?

the environment AND THE INTEGRITY OF THE SQUARE

What about Prescott you would like to see improved in the next ten (10) years?

BUILD UP THE WESTERN FEEL OF THE SQUARE AND
NOT BUILD BIG HOTELS. A BETTER TRAIL SIGNS. MORE
ETHNIC RESTAURANTS

Do you think the lack of affordable housing is an impediment to young families locating or staying in Prescott?

DON'T KNOW

What businesses or services in Prescott do you and your family use the most?

the TRAILS. WALKING THE SQUARE

UNFORTUNATELY
Right now Prescott is a TRUMP community.

Ten years from now Prescott should become a HOMETOWN AGAIN community.



What do you like best about Prescott?

The people.
The trails and open spaces

What about Prescott you would like to see improved in the next ten (10) years?

More thought out development

Do you think the lack of affordable housing is an impediment to young families locating or staying in Prescott?

I think we need to focus on
local wages being elevated!

What businesses or services in Prescott do you and your family use the most?

Small family cafes. College theatre,
Love the downtown events.
Very thankful for the firewise crew!

Right now Prescott is a awesome community.

Ten years from now Prescott should become a more awesome community.



What do you like best about Prescott?

Climate, Trails, size, low traffic levels,

What about Prescott you would like to see improved in the next ten (10) years?

Safer for Pedestrians & Bicyclists
More affordable housing
More jobs at a livable wage

Do you think the lack of affordable housing is an impediment to young families locating or staying in Prescott?

Yes

What businesses or services in Prescott do you and your family use the most?

Medical Services

Right now Prescott is a great community.

Ten years from now Prescott should become a greater community.



What do you like best about Prescott?

on our doorstep → Open Space, Granite Dells
Nat'l Forest
bike paths, hiking
focus on outdoor experiences

What about Prescott you would like to see improved in the next ten (10) years?

- controlled growth on our borders
- need density in city (housing)
- Granite Dells Regional Park + Preserve realized

Do you think the lack of affordable housing is an impediment to young families locating or staying in Prescott?

yes!

What businesses or services in Prescott do you and your family use the most?

Natural Groc.
Costco
Wild Iris
Raven

Right now Prescott is a developing community.

inclusive

Ten years from now Prescott should become a n _____ community.