

1. Agenda

Documents: [AGENDA NOVEMBER 05.PDF](#)

2. Packet

Documents: [PACKET NOVEMBER 05.PDF](#)

**TOWN OF CHINO VALLEY
JOINT MEETING NOTICE
PLANNING AND ZONING COMMISSION
AND GENERAL PLAN COMMITTEE**

**WORK STUDY SESSIONS
November 5, 2013
6:00 P.M.**

**Council Chambers
202 N. State Route 89
Chino Valley, Arizona**

AGENDA

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. MINUTES**
 - A. October 15, 2013**
- 4. DISCUSSION ITEMS**
 - A.** Review of Working Draft of the Circulation/Transportation Element of the General Plan.
 - B.** Review of Working Draft of the Open Space/Recreation Element of the General Plan.
 - C.** Review of Working Draft of the Land use Element of the General Plan.
- 5. PUBLIC COMMENTS**
- 6. ADJOURN**

A copy of the agenda and background material provided to the Commissioners is available for public inspection at the Marion Lassa/Chino Valley Library, 1020 W. Palomino Road, Chino Valley, Arizona.

Further details may be obtained by contacting Development Services Department at 1982 Voss, Chino Valley, Arizona (928) 636-4427. The Town endeavors to make all public meetings accessible to persons with disabilities. With 72 hours advance notice, special assistance can also be provided for sight and/or hearing impaired persons at public meetings. Please call 636-2646 (voice), 636-1787 (TDD) or use the AZ Statewide Relay Service at 1-800-367-8939 (TDD) to request an accommodation to participate in this meeting.

In accordance with Chapter 3, Title 38, Section 38-431.02 Arizona Revised Statutes, public notice is hereby given that four (4) or more members of the Mayor and Town Council may be present at this meeting.

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P&Z Joint Work Study Session

Meeting Date: 11/05/2013

Submitted By: Mary Brasher, Development Services

Information

Subject

October 15, 2013

Attachments

Minutes

DRAFT

MINUTES OF THE JOINT MEETING OF THE PLANNING AND ZONING COMMISSION AND THE GENERAL PLAN COMMITTEE OF THE TOWN OF CHINO VALLEY

**TUESDAY, OCTOBER 15, 2013
6:00 P.M.**

The Planning and Zoning Commission and the General Plan Committee of the Town of Chino Valley, Arizona, met for a Joint Meeting in the Chino Valley Council Chambers, located at 202 N. State Route 89, Chino Valley, Arizona, on Tuesday, October 15, 2013.

Present: Chair Gwen Rowitsch; Vice-Chair Garland Miner; Commissioner Michael Edmonds; Commissioner Robert McCaullay; Commissioner Chuck Merritt; Commissioner Florence Sloan

Staff Present: Town Manager Robert Smith; Planner Ruth Mayday; Town Clerk Assistant Liz Hart (recorder)

1) CALL TO ORDER

Commissioner Gwen Rowitsch called the meeting to order at 6:18 P.M.

2) ROLL CALL

General Plan Committee Members Present: Nancy Best (arrived at 7:00 P.M.), Michael Edmonds, Dava Hoffman, Patricia Lamb, Robert McCaullay, John Morgan, Tom Payne, Frank Perkins

Members Absent: Norm Freeman, Vanessa Herb, Marti Klein, Dan McGuire, Cheri Romley, Ron Romley, Edward Steinback, Celia Vander-Molen

3) DISCUSSION ITEMS

A) Draft review of the Town of Chino Valley General Plan.

Dava Hoffman presented for review the Town of Chino Valley General Plan draft. The sections covered were Introduction, Chino Valley Today, and Economic Development. Dava Hoffman advised the draft is an assimilation of all of the input from last year with a change in the format for the community's ease of use.

Chino Valley General Plan - A Manual For Creating a Community Inspired General Plan

1. Introduction

- What is a general plan
- How is it created
- What are the parts
- What is the process for creating and approving the general plan
- How will the general plan be used
- How does the general plan help the community achieve its vision of the future

2. Chino Valley Today

The Planning and Zoning Commission and the General Plan Committee discussed making a distinction between rural lifestyle and rural community, and the term farming area. Rural lifestyle and farming character identify the Chino Valley community.

Dava Hoffman presented information regarding Chino Valley's population, demographics, household sizes, age grouping, and characteristics of housing.

Town Manager Robert Smith requested information on the housing vacancy rate differences between the present and three (3) years ago.

3. Economic Development Element

Dava Hoffman described the relationship between the six (6) elements and the Town's vision.

What is it like in Chino Valley today?

- What happening in regards to employment and types of employment
- Strengths and weakness in economic development
- Changes influencing economic development
- Future possibilities for Chino Valley
- Local business' as a basis for employment and sales tax
- Core concept land use and its support for local business
- Goal for economic development "Enhance local business and create a sustainable economy"

The economic development goal is achievable by the following methods: create a community focused retail base, establish an employment job base, enhance the recreation agro-tourism base, provide a business friendly atmosphere, create a research business database, commit financial resources, and staff to marketing efforts for Chino Valley.

Commissioner Gwen Rowitsch asked if the Town has a capital plan.

Dava Hoffman clarified that it was part of the general plan.

Town Manager Robert Smith advised the general plan provides a road map to the core investment areas, which are key to the Town.

Dava Hoffman advised on the tentative schedule for the Planning & Zoning Commission and General Plan Committee joint work-study meetings. The November 5 topics are land use, circulation, and open space; November 19 topics are water resources, environment, cost of development and tentatively "Get it done"; with December 3 and December 17 meetings if needed.

4) PUBLIC COMMENTS

5) ADJOURN

MOVED by Chair Gwen Rowitsch, seconded by Vice-Chair Garland Miner to adjourn the meeting at 7:11 P.M.

Vote: 6 - 0 PASSED - Unanimously

Chair Gwen Rowitsch

Date

P&Z Joint Work Study Session

Meeting Date: 11/05/2013

Submitted By: Mary Brasher, Development Services

Information

Subject

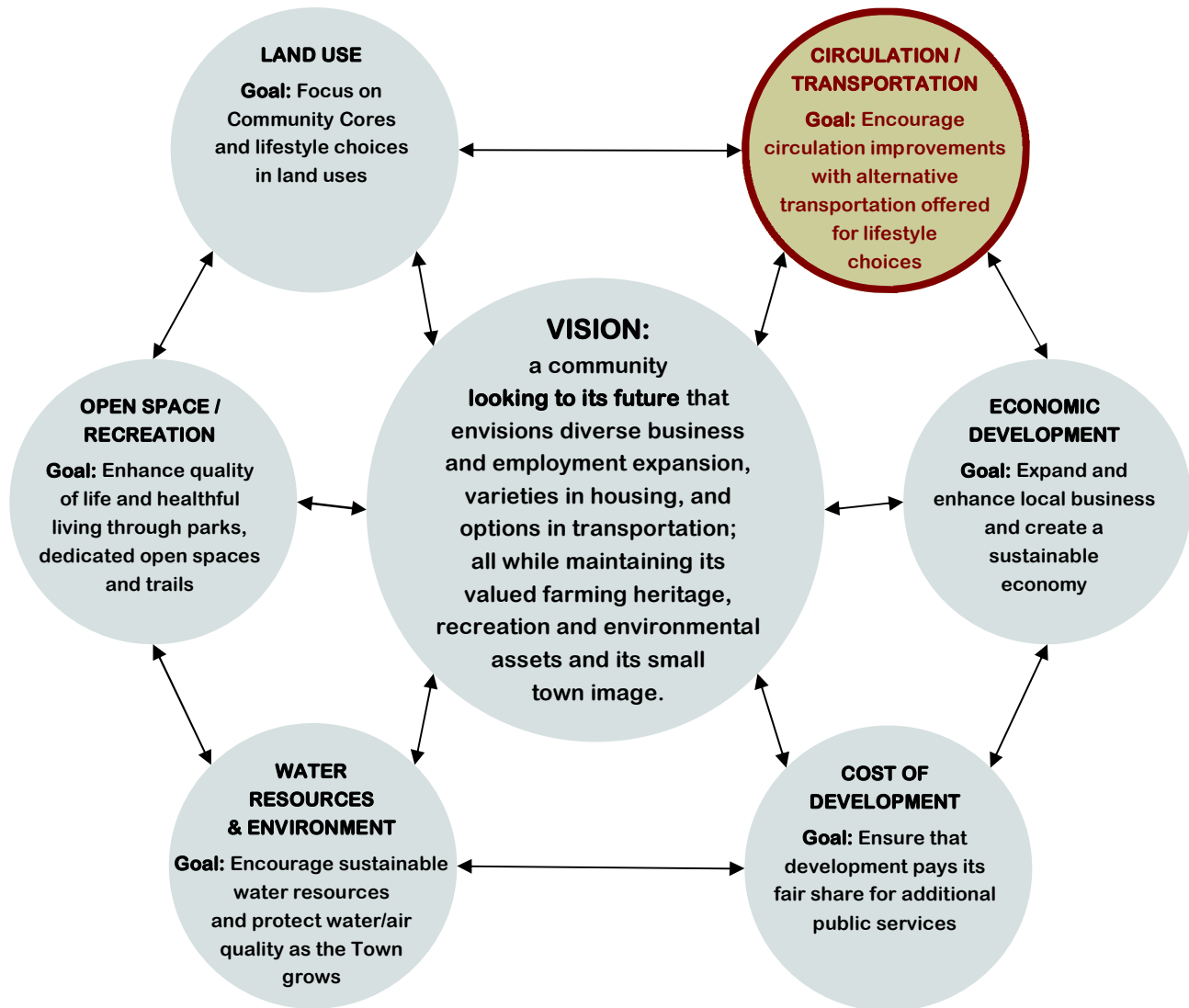
Review of Working Draft of the Circulation/Transportation Element of the General Plan.

Attachments

Circulation

Chino Valley General Plan • 2014

Part 2: General Plan Elements



Chino Valley General Plan • 2014

Circulation / Transportation Element

DRAFT

What is the difference between circulation and transportation?

Circulation refers to a system of passage for something from place to place. Generally this includes highways, arterial streets, and other types of roads, pathways or sidewalks; and sometimes air and rail systems.

Transportation refers to the means of conveyance such as automobiles, trucks, transit, bicycles, feet, airplanes and trains. The terms “circulation” and “transportation” are often interchanged.

Simply put, the Circulation / Transportation Element is about a variety of ways that people and goods get around the Town and the region.

CIRCULATION / TRANSPORTATION considers the locations and conditions of highways, major streets, bicycle/walking routes, and other types of transportation, all correlated with the Land Use Element; circulation within a community may be characterized as auto-oriented or pedestrian/bicycle/transit-oriented, or combined.

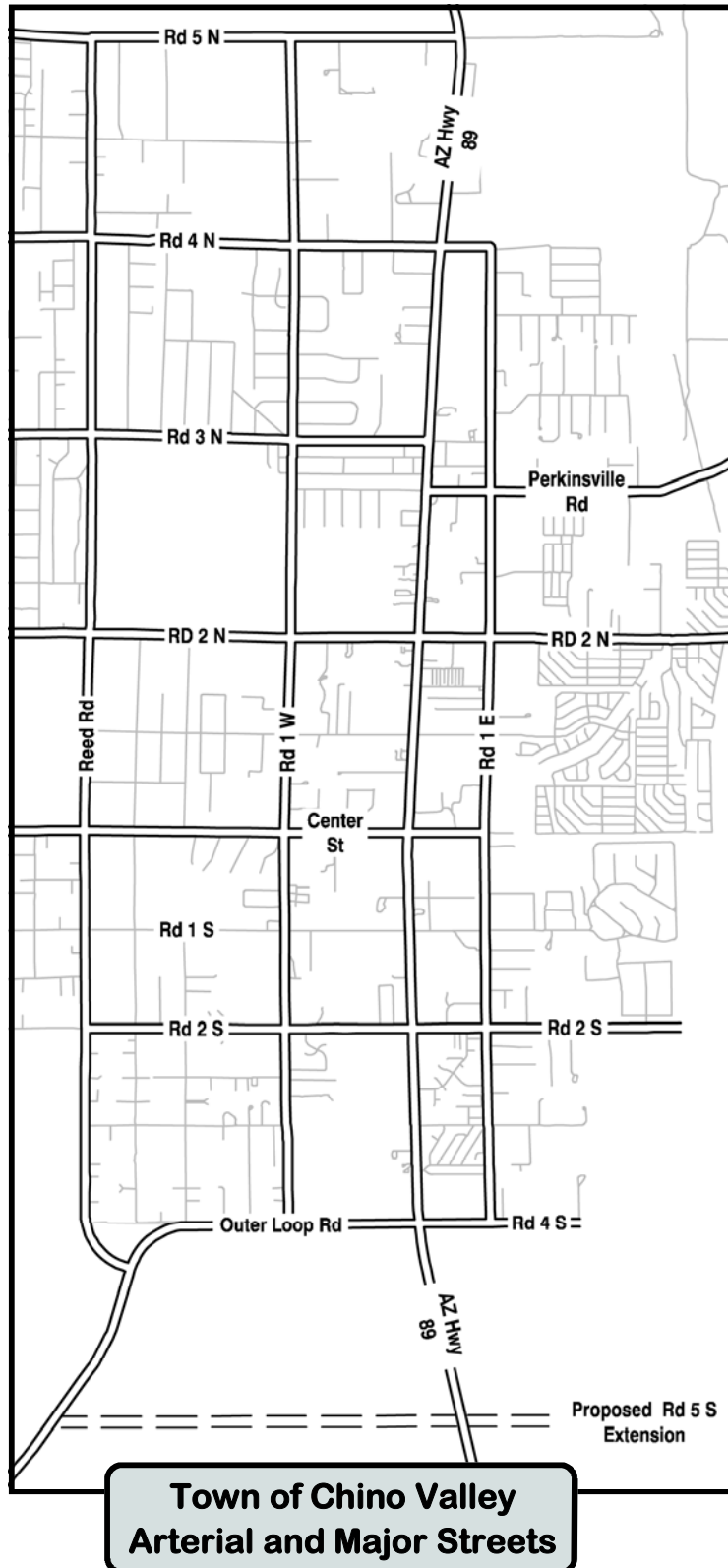
How did transportation begin in Chino Valley?

When the Town of Chino Valley incorporated in 1970, it was largely a farming and ranching community. Its small population of less than one thousand residents, did not require a complex transportation network, or paved roads, curbs, gutters and sidewalks. Running throughout Arizona, SR 89 owned and maintained by the State, was a paved two-lane highway, the only paved roadway in town. The major traffic flows were on SR 89, as they are today.

The Vision

The Town of Chino Valley is a community looking to its future that envisions diverse business and employment expansion, varieties in housing, and options in transportation; all while maintaining its valued farming heritage, recreation and environmental assets, and its small town image.

Some years after incorporation, with an increasing population and related traffic volumes, the Town commenced upon a systematic plan of chip-sealing public roadways to mainly control dust. This proved to be a difficult task as it soon became evident that many roads thought to be public and used openly by the public, were actually not dedicated to the Town as public rights-of-way. The Town has continuously been working with property owners to acquire public roadway easements or dedications, and has been providing annual budgets for road improvements.



What's it like in Chino Valley today?

Current Circulation

Today, the Town's circulation system consists of one arterial highway, SR 89, and a series of east-west and north-south major streets. There are eleven major east-west streets, parallel to each other at approximately ½ mile to 1 mile intervals from Rd 5N to Rd 4S. All major east-west streets intersect SR 89, and also intersect at least one of the three major north-south streets: Reed Road, Rd 1W, and Rd 1E.

SR 89 and two of the major east-west streets, Center Street and Perkinsville Road, have asphalt paving. The remaining major east-west and north-south streets are chip-sealed and mostly in fair condition. All major streets are two lane roadways with varying rights-of way which range from 36 to 65 feet in width. Portions of Center Street contain curb, gutter and sidewalks. There are no bicycle lanes or bicycle routes designated on any major or arterial streets.

There is one modern round-about currently in Chino Valley at the intersection of Rd 4S and SR 89, and 5 signalized intersections of SR 89 at Rd 3N, Rd 2N, Center St, Rd 1S and Rd 2S. Traffic is regulated by stop signs at the remaining intersections of major streets with SR 89 and with other major streets.

SR 89, the only arterial, contains 4 lanes plus center turn lanes, curb and gutter and sidewalks. Traffic volumes on SR 89 have been constant over the past several years with average annual daily traffic (AADT) counts of 20,000 or more between Rd 4S and Rd 3N, as shown in the following chart. The highest AADT is between Rd 2N and Rd 2S, resulting from the locations of major shopping venues and schools, such as Safeway, Walgreens, Chino Valley High School.

SR 89 TRAFFIC COUNTS 2007-2010
Average Annual Daily Traffic (AADT)

Start	End	2007	2008	2009	2010
Willow Creek/ MacCurdy/ Airport	Outer Loop/ Rd 4 South	22,500	21,000	21,500	20,000
Outer Lp/ Rd 4 S	Rd 2 South	22,500	21,000	21,000	20,000
Rd 2 South	Center Street	22,500	21,000	21,000	23,000
Center Street	Rd 1 North	22,500	21,000	21,000	25,000
Rd 1 North	Rd 2 North	22,000	23,500	24,000	22,500
Rd 2 North	Rd 3 North	22,000	23,500	24,000	20,000
Rd 3 North	Rd 4 North	12,000	12,000	12,000	11,500
Rd 4 North	Big Chino Rd	9,900	10,000	10,000	9,600

Source: Arizona Department of Transportation

Current Transportation

The primary type of transportation in Chino Valley today is the individual automobile or truck since the spread-out land use pattern in the Town offers few options for short-distance walking or bicycle riding. However, with the increasing numbers of older residents and others needing alternative transportation, a fledgling public transit bus system was initiated by the Town.

Buses

The Chino Valley Transit commenced after more than a decade of studies reflected the need for regional alternative transportation, culminating in the 2009 Transit Feasibility Study for Chino Valley. With this study, the Town applied for a Section 5311 transit grant through Arizona Department of Transportation and started service in November 2010.



The Chino Valley Transit provided local fixed-route, hourly service, with deviations of up to one mile for mobility-limited riders, operating

on Mondays and Wednesdays between 8:00am and 2:00pm. On Tuesdays and Thursdays, the Chino Valley Transit offered regional services to Yavapai Regional Medical Center and major shopping centers with connections to Prescott Citibus for stops at other shopping venues, Yavapai College, the VA Hospital and other requested locations. Recently this fledgling bus system has transitioned into a regional transit system, the Yavapai Regional Transit Authority, as discussed in a later section about transit.

Planes & Trains

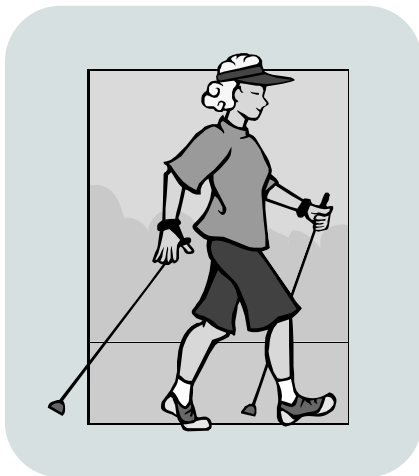
Other types of transportation such as air and rail systems do not exist today within Chino Valley. The closest airport is located approximately 10 miles to the south at Prescott Municipal Airport/Love Field. The Prescott Airport is the only commercial airport in Yavapai County and serves the entire region. Commercial passenger service is provided to two major cities, Los Angeles and Denver, daily. General aviation and pilot training by private agencies and the Embry-Riddle Aeronautical University make Love Field the third busiest airport in Arizona.

Historically, Chino Valley and the region were traversed by railroads, but as the nationwide interstate highway system expanded, rail service was largely phased out. A major railroad company, the Burlington Northern-Santa Fe (BNSF), continues to operate freight rail service from the Phoenix area to the mainline located near Interstate-40. Spur lines at Drake, approximately 20 miles north of Chino Valley, allow the new Drake Cement, LLC, plant to connect to the BNSF. Passenger service by Amtrak is available on the mainline with the closest station at Williams Junction approximately 50 miles northeast of Chino Valley.

Bicycles/Pedestrians

Other regional historic railways were sold to private entities in the 1970s and 1980s when the ties and rails were removed. Most of the railroad easements were purchased by the three municipalities and now serve as bicycle and hiking trails. A former railway, known as the Peavine Trail, runs north and south for almost six miles through the eastern part of Chino Valley.

Although the trail has not been improved, trailheads for parking are designated at Perkinsville Rd and at Rd 2N.



Within the City of Prescott, the Peavine Trail has been improved from just south of the Prescott Airport some five miles to the Prescott Lakes Parkway where it connects to designated bike lanes. An improved former railway spur, the Iron King Trail, connects with the Peavine Trail and runs four miles easterly to the Town of Prescott Valley. The Peavine-Iron King Trail network is currently used for mostly recreational pursuits, but is proposed for viable commuter usage throughout the region. The existing and proposed trails network is shown in the Open Space/Recreation Element.

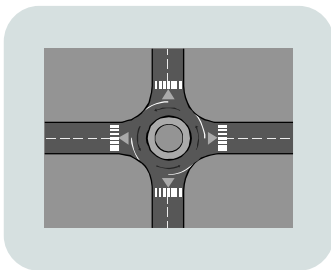
Will the circulation change and require more roads?

Circulation potentials within Chino Valley

Circulation potentials within Chino Valley are not expected to change dramatically over the next ten years. Traffic volumes have remained static over the past few years as shown in the previous table of AADT for the years 2007 - 2010, mostly due to the recent downturn in the economy, the loss of jobs and decreases in new home building. There are no substantial increases in traffic volume projected for the next ten years, unless some major developments were to occur in Chino Valley or its vicinity. With this in mind, it is not expected that any new streets will be added within the Town, except for two extensions described below on the southeast side where access is presently limited.

- The Town plans to create an additional north-south route in the southeast that will loop Rd 4S to Center Street using a portion of the Peavine Trail easement. Both Rd 4S and Center Street will be extended to the east after right-of-way acquisition and engineering design are completed. Construction on portions of the loop is expected to begin in the near future. This will provide improved access to properties in this southeast section of the Town. The planned eastside loop has potential for eventual extension northward to Rd 4N.
- The other roadway extension is also in southeast Chino Valley. An extension of Rd 1East is planned to the south from Rd3S to approximately Rd 4½ S; and then to connect west from Rd1E to SR 89. Construction is expected to commence in 2014 and continue for two to three years.

The extensions of Rd 1E and Rd4S/Peavine/CenterSt will provide not only better access for adjacent properties, but also much needed alternate access for emergencies.



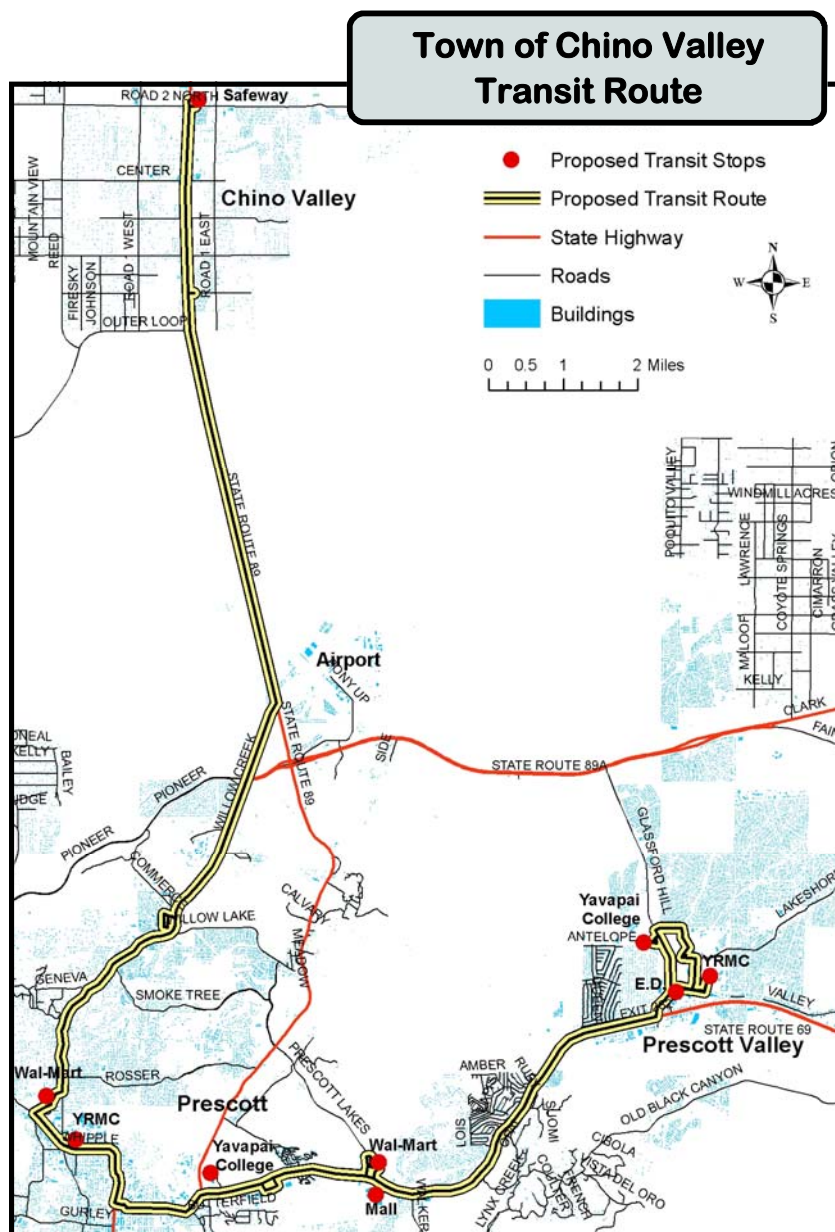
There are also two new traffic control systems planned for SR 89 within Chino Valley. One roundabout, proposed at Rd 4N is to be constructed within the 2014 fiscal year by Arizona Department of Transportation (ADOT) in conjunction with the Federal Highway Administration. The other planned roundabout for Perkinsville Rd /SR 89 construction schedule has been delayed due to ADOT's budgetary constraints. The roundabouts are proposed to offer safer traffic turning movements and flows at the intersections. Construction period for the roundabout project at Rd4N is proposed for approximately nine-month duration and will include the installation of curbs, gutters, sidewalks and drainage structures in addition to roadway improvements.

Circulation potentials beyond the Chino Valley Town Limits

Circulation potentials beyond the Chino Valley Town Limits are expected. Yavapai County has conducted a feasibility study for locating a local connector road between Williamson Valley Road and Reed Road. The study considered the area from Rd 2 South to Rd 2 North. The County's preferred alignment will connect to Chino Valley at Center Street and Reed Road. Im-

provements to streets within the Town will be needed in order to tie into Rd2N to augment the potential Community Core near Rd2N/SR 89. (See Land Use Element.)

Although increases in traffic volumes are not projected within Chino Valley in the near term, there currently is a bottle-neck effect during rush hours on SR 89 between Rd 4S and the SR 89A intersection. ADOT plans to widen SR 89 to four lanes, running south from the Chino Valley Town Limits as far as Deep Well Ranch Rd north of the Prescott Airport within the 2014 fiscal year. Construction to continue SR 89 widening south to the intersection with SR 89A/Pioneer Parkway has been rescheduled and may not occur before the 2016 fiscal year budget.



Will there be other types of transportation in the future?

Two primary types of alternative transportation have potential to be successful in Chino Valley in the near future. One is the expansion of the Yavapai Regional Transit and the other is a possible combination of the pedestrian/bicycling mode of transportation that largely depends on the planning of Community Cores.

Transit

Ridership of the Chino Valley Transit had been progressively increasing since its inception near the end of 2010. Recent discussions between Chino Valley Transit and New Horizons Independent Living Center in Prescott Valley have resulted in a joint approach to offer regional transit services throughout the greater Prescott area.

The “Yavapai Regional Transit Authority” (YRTA) system was founded on two regional transit studies provided in 2007 and 2009 for the Central Yavapai Metropolitan Planning Organization (CYMPO). YRTA is to be funded through a combination of sources including Section 5311 ADOT contracts for rural areas, and several state agencies for the disabled, low income and aging programs. Additionally, the regional transit system is obtaining sponsorships and advertisers; and in becoming a qualified non-profit organization, it is able to obtain tax deductible donations. No local government funding is anticipated. Service is expected to begin in late 2013.

YRTA’s plan is to provide fixed-route service from 6:30am to 6:30pm daily Monday through Friday, while still maintaining the deviated route program for disabled passengers. By expanding the hours and days, the transit system can provide daily service for commuting workers to business, as well as riders to shopping and other venues previously served only twice a week. The expanded service will include a total of 15 stops through Chino Valley, Prescott and Prescott Valley’s Entertainment District (i.e. Harkins Movie Theaters and Tim’s Toyota Events Center), Library/Town Hall, Yavapai Regional Medical Center East, and Yavapai College east campus.

Pedestrian/Bicycling Transportation

The success of either pedestrian or bicycling transportation depends on the land use pattern of “walkable” communities or neighborhoods. A walkable area consists of residences being located close to destinations: shops, cafes, services, parks, schools, or employment areas. Walkable areas also consist of walking paths that are barrier-free, safe and interesting; i.e. often augmented with pedestrian-friendly amenities, such as shade trees, landscaping and benches, or attractive shop windows, outdoor dining and entertainment areas.

This type of alternative transportation in Chino Valley is possible when considering the discussion about Community Cores in the Land Use Element. The Community Cores selected by the General



The Core Concept

In simple terms, the Core Concept encourages a sustainable economy because it provides a neighborhood-centered economic base, fully open to the entire community, tourists and regional visitors.

Plan Committee each contain potential for infilling the areas around the SR 89 intersection hubs with a combination of various residential types and commercial uses.

The Community Cores may differ in the amounts of areas and uses, but all will provide some residential uses within $\frac{1}{4}$ to $\frac{1}{2}$ mile of commercial uses. This enables easy access to businesses for walkers and bicyclists from their homes, offering an option for a healthier lifestyle. The concept of residential uses in close proximity to neighborhood shops obviously supports the local economy.

The Community Cores also allow ease of access to a transit system, and may offer opportunity for transit-oriented devel-

opment. This may result in a series of future stops for each of the local residential and business hubs along the proposed regional transit routes, augmenting the economic support to businesses provided by neighborhood hubs.

What about future circulation in the undeveloped areas beyond the possible Community Cores?

The discussions about transit and potential alternative transportation are ideas that may be implemented through the infilling of the Community Core areas in the near future. Additionally some improvements to SR 89 and other streets are planned to commence shortly as previously discussed. The vast amount of vacant land, especially in the eastern portion of the Town Limits, however, is not expected to develop until well beyond the next ten years; for that, long range transportation planning is needed.

Long Range Transportation Planning

Planning for future circulation should not be neglected in order to be prepared for circulation needs of the distant future. Transportation planning for the future has largely been conducted on a regional basis by the Central Yavapai Metropolitan Planning Organization (CYMPO). The membership of CYMPO includes Chino Valley, Prescott, Prescott Valley, Dewey-Humboldt, the Yavapai-Prescott Indian Tribe, Yavapai County and ADOT. Its planning area covers more than 400 square miles of private and State land between the US Forest Service properties. See the CYMPO Planning Boundary map on the next page.

Beyond Ten Years
considers future growth
and potential circulation
in the region.

Several regional transportation studies have been prepared for CYMPO in recent years, mostly during a period of enormous increases in growth and development, between 2003 and 2007. Coinciding with the peak of the increased growth rates were the completions of the CYMPO Regional Transportation Study and the Chino Valley Small Area Transportation Study. At that time, projections were for continued intensely rapid growth.

The ensuing recession and the 2010 US Census data resulted in a reality check for growth projections which were adjusted in the Regional Transportation Plan Update, completed in June 2012. This latest plan forecasts a population of approximately 17,300 for the Town of Chino Valley in the year 2030, and a total population in the entire CYMPO planning boundary projected at over 220,000.

Future Regional Connectors

The significance of the growth projections is the corresponding projected numbers of increased housing units, businesses and traffic demand that form the foundation for long range transportation planning. The regional transportation studies, and the recently adopted update, all recommend future regional connector highways and transit systems.

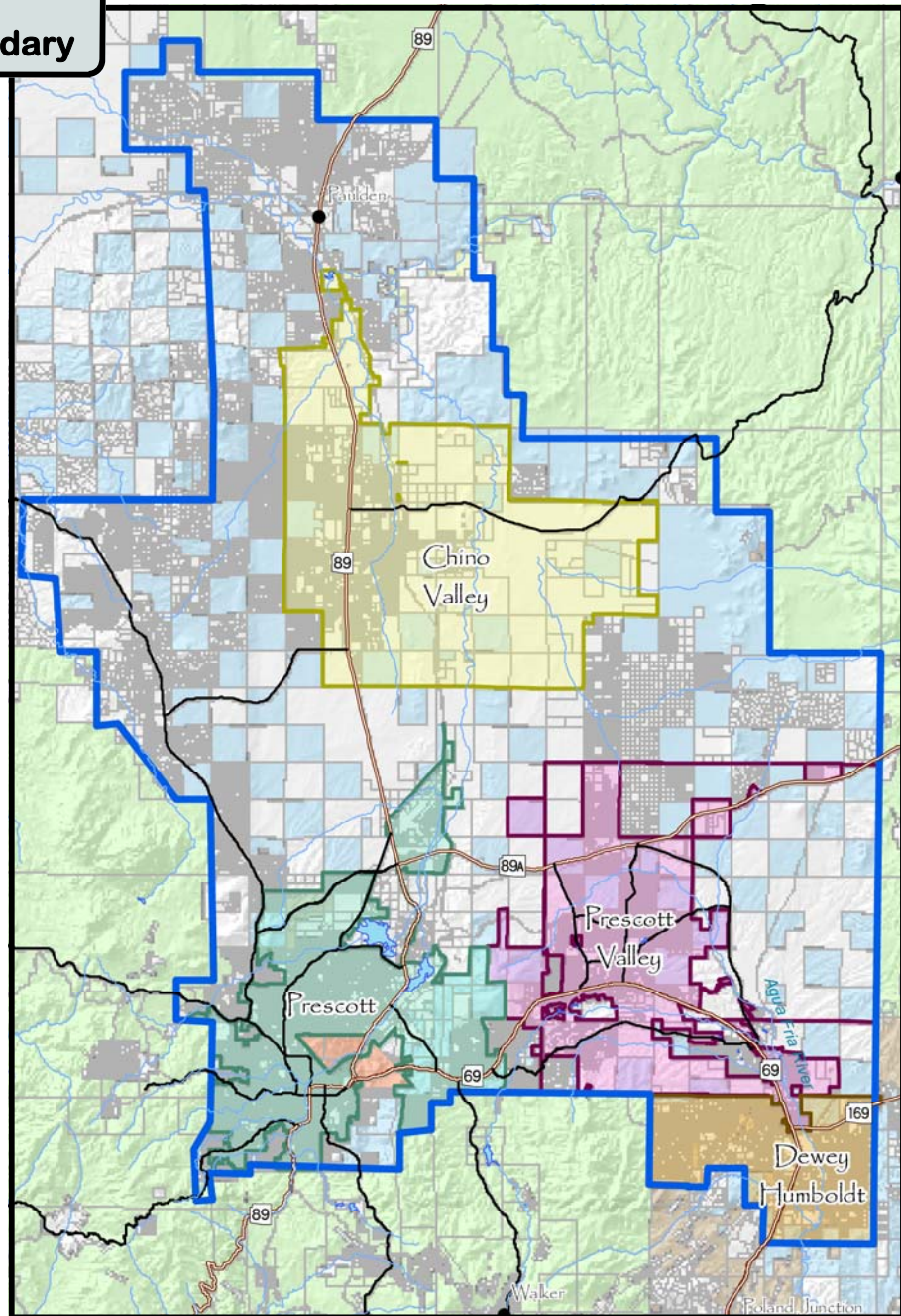
CYMPO Planning Boundary

The next page contains the 2030 Regional System map produced by CYMPO for major transportation networks in the entire area. The following describes the portions affecting Chino Valley.

One regional connector is proposed for an extension of Rd5S east from its intersection with SR 89 to a north-south connector (Great Western Blvd/Glassford Hill Extension) from SR 89A in Prescott Valley, with further connections to SR 69. Much longer range planning discussions propose a continuation of the north-south regional connector to extend north of the Rd 5S alignment sometime in the future to the northern boundaries of Chino Valley.

The future Rd5S/Great Western regional connector is also planned to extend to the west through the re-alignment of Outer Loop Rd from its present Rd 4S intersection to a new Rd 5S intersection. The proposed realignment of Outer Loop Rd connects west to Williamson Valley Rd.

The Williamson Valley Rd corridor has recently been widened to four lanes from Pioneer Parkway south to Iron Springs Rd, a major arterial into the City of Prescott. Plans to continue the widening north to the Outer Loop Rd intersection are underway.



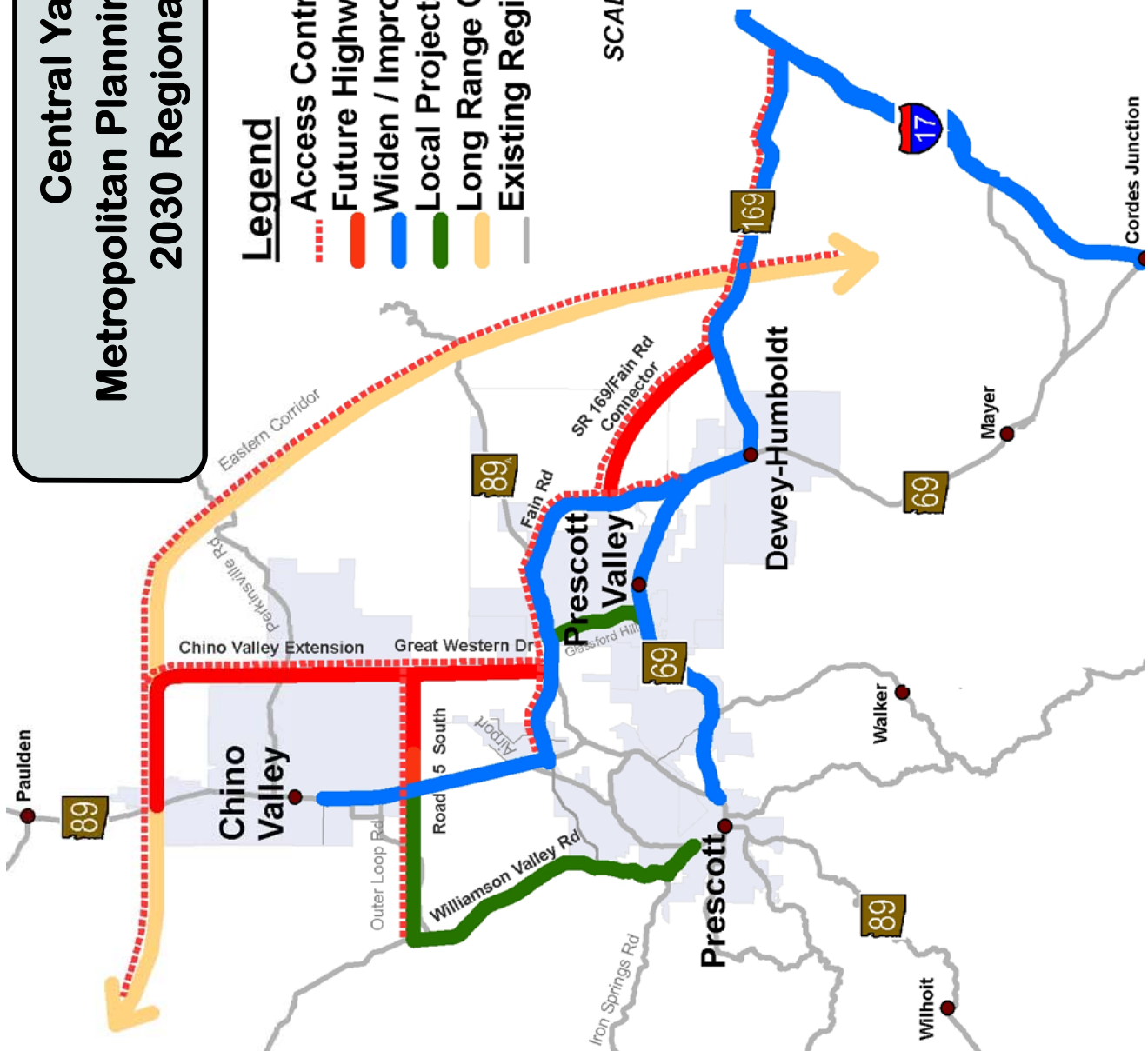
Central Yavapai Metropolitan Planning Organization 2030 Regional System

- Legend**
- Access Controlled Facility
 - Future Highways
 - Widen / Improve Existing Highways
 - Local Projects
 - Long Range Corridor Study
 - Existing Regional Routes

SCALE: 0 2 4 8 Miles



April 3, 2008





How will improved circulation and transportation happen?

The General Plan Committee studied circulation concerns along with land use and economic development issues and decided on the following concise goal statement that is integrated with the Goals listed in the Land Use and Economic Development Elements.

Following the Goal are Targeted Strategies that may help to accomplish the Circulation Goal; suggested

Steps follow the Targeted Strategies in support of implementation for the Goal and Strategies.

GOAL: Encourage Circulation Improvements with Alternative Transportation Offered for Lifestyle Choices

Targeted Strategies



1. Encourage new connecting local roadways that offer convenience and provide emergency/safety routes



Step: Promote Yavapai County's proposed endeavor for a connecting Westside road at Center Street alignment between Williamson Valley Rd and Reed Rd

Step: Coordinate road improvements for the intersection of Reed Rd/Center St, improvements of Reed Rd north to Rd 2N, and improvements of Rd2N east, as well as improvements of Center St to SR 89

Step: Budget for design and construction of the eastside loop road near the Peavine Trail between Rd2S and Rd4S

2. Support regional cooperation for continued widening of SR 89 south to SR 89A



Step: Work with Prescott, Yavapai County, CYMPO and ADOT to obtain funding in ADOT's next 5-year budget cycle

3. Encourage regional transportation planning for a major regional connector from SR 89A to Rd5S extension, and long range planning for further northward extensions



Step: Actively participate in all CYMPO meetings and activities

Step: Encourage property owners to reserve/dedicate roadway easements/rights-of-way

4. Promote the usage of the Yavapai Regional Transit Authority (YRTA)

Step: Create ample bus stops locations for resident convenience within Chino Valley and within the region

Step: Install adequate and safe seating and shelters at fixed-route bus stops

5. Encourage all modes of alternative transportation including installation of bicycling and pedestrian route networks, the use of local non-profit vans and YRTA

Step: Use complete streets template (i.e. auto lanes, bicycle lanes, parking lanes, sidewalks, shade trees, medians, lighting) for new street construction

Step: Provide origin-destination study to determine bicycle and walking needs

Step: Include design and construction in Town's 5-year capital improvement plans annually for pedestrian, bicyclist other complete street features

6. Investigate green streets techniques for new street construction

Step: Research integrate rain-harvesting, solar energy, permeable pavements and storm water reuse for street vegetation irrigation, lighting and amenities for pedestrians

7. Coordinate all proposed roadway construction with existing and planned land uses and with the Vision and Goals of the General Plan

Step: Review proposed street improvements with the Planning Commission and Development Services Department

Step: Review 5-Year Capital Improvements Plan with the Planning Commission annually for input prior to Council review

GETTING IT DONE!

The General Plan is an ongoing process. There's more to do after it's adopted. To learn about how the Goals and Targeted Strategies get done, go to the General Plan's last section for details.



P&Z Joint Work Study Session

Meeting Date: 11/05/2013

Submitted By: Destiny Software, Town Manager

Information

Subject

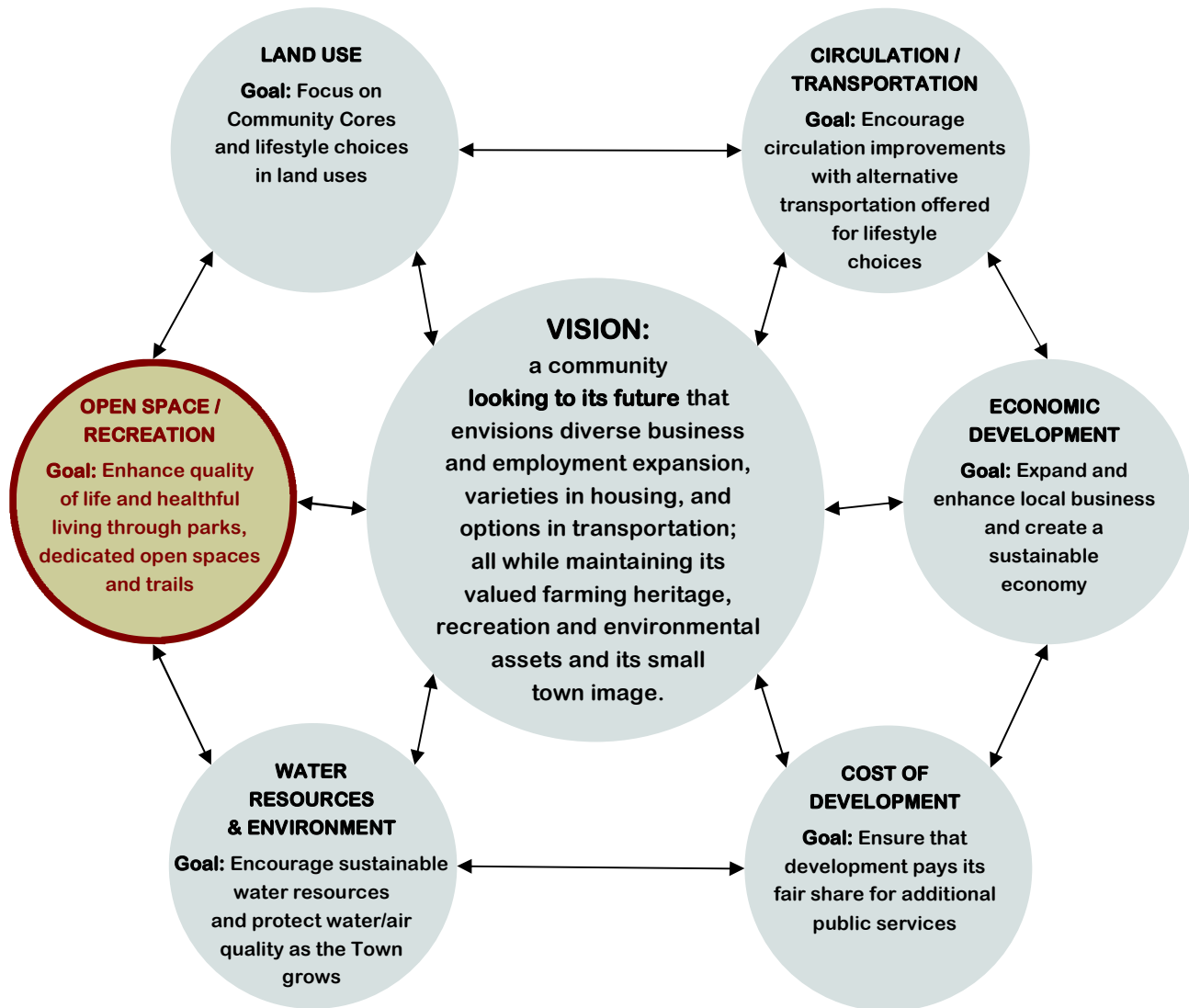
Review of Working Draft of the Open Space/Recreation Element of the General Plan.

Attachments

Open Space

Chino Valley General Plan • 2014

Part 2: General Plan Elements



Chino Valley General Plan • 2014

Open Space / Recreation Element

DRAFT

What does Open Space mean? Doesn't Chino Valley have lots of open space?

There is a feeling of openness in Chino Valley, but openness is not necessarily what "Open Space" means. Open Space is often thought to be any vacant land. In reality most vacant properties in Chino Valley are either privately owned or are State Trust Lands that are managed by the AZ State Lands Department; these lands are not dedicated public Open Space. They are just currently undeveloped properties.

OPEN SPACE / RECREATION inventories recreational resources and open space areas with analysis of forecasted needs and policies for regional coordination; it may consider the community's focus on outdoor recreation/sports, or on the arts: visual/music/dance, or on cowboy/equestrian activities.

Open Space can be defined as land that is dedicated, reserved or conserved, usually by a public agency, for specific uses such as recreation. The Open Space lands that fit this definition in Chino Valley and its vicinity are discussed in this Element as designated in Arizona statute requirements for an Open Space Element:

- *A comprehensive inventory of open space areas, recreational resources, and designations of access points to open space areas and resources;*
- *An analysis of forecasted needs, policies for managing and protecting open space areas and resources, and implementation strategies to acquire additional open space areas and further establish recreational resources;*
- *Policies and implementation strategies designed to promote a regional system of integrated open space and recreational resources and a consideration of any existing regional open space plans.*

The Vision

The Town of Chino Valley is a community looking to its future that envisions diverse business and employment expansion, varieties in housing, and options in transportation; all while maintaining its valued farming heritage, recreation and environmental assets, and its small town image.

The State law adds that the application of an "Open Space" designation in a General Plan is limited as follows:

"...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."

What's been happening in Chino Valley?

The open spaciousness associated with Chino Valley's environment is largely due to its historic ranching and agricultural lifestyle. As the area became attractive to new residents, the trend was to a land use pattern of large lots. Large residential lots were the norm since residents needed to provide for individual water and sanitation, i.e. wells and septic tanks, in accordance with health regulations. As the area transformed from a rural area to an incorporated small town, Chino Valley invested in central water production and service, as well as in central sewage collection and waste water treatment. This municipal infrastructure encourages the possibility of smaller residential lots, multi-family dwellings and a variety of business uses. It also decreases the need for the prevalence of large lots.



While a number of the region's historic ranches and farms that provide a sense of openness may be decreasing, Arizona is still richly endowed with Open Spaces, i.e. public lands that are dedicated and reserved for recreation and other public uses. Northern Arizona contains many public Open Space areas including National Parks such as the Grand Canyon, National Monuments such as Montezuma's Castle and Tuzigoot, and the Bureau of Land Management properties such as the Agua Fria National Monument. There are also State Parks such as Dead Horse Ranch in the Verde Valley area that are public Open Spaces. In the Chino Valley vicinity, the primary Open Spaces are the thousands of acres of USDA Forest Service lands. The Prescott National Forest (PNF) lies within 5 or 10 miles of both the east and west Town Limits. The Granite Mountain Wilderness Area lies southwest of Chino Valley in the PNF, adjacent to the Granite Basin Recreation Area that contains hiking trails, picnic and camping areas and lake. None of the federal public open space properties or state parks are within the boundaries of the Town of Chino Valley. Attempting to meet the needs of its residents, the Town has provided parks and trails discussed in this Element.



What types of parks and recreation are in Chino Valley?

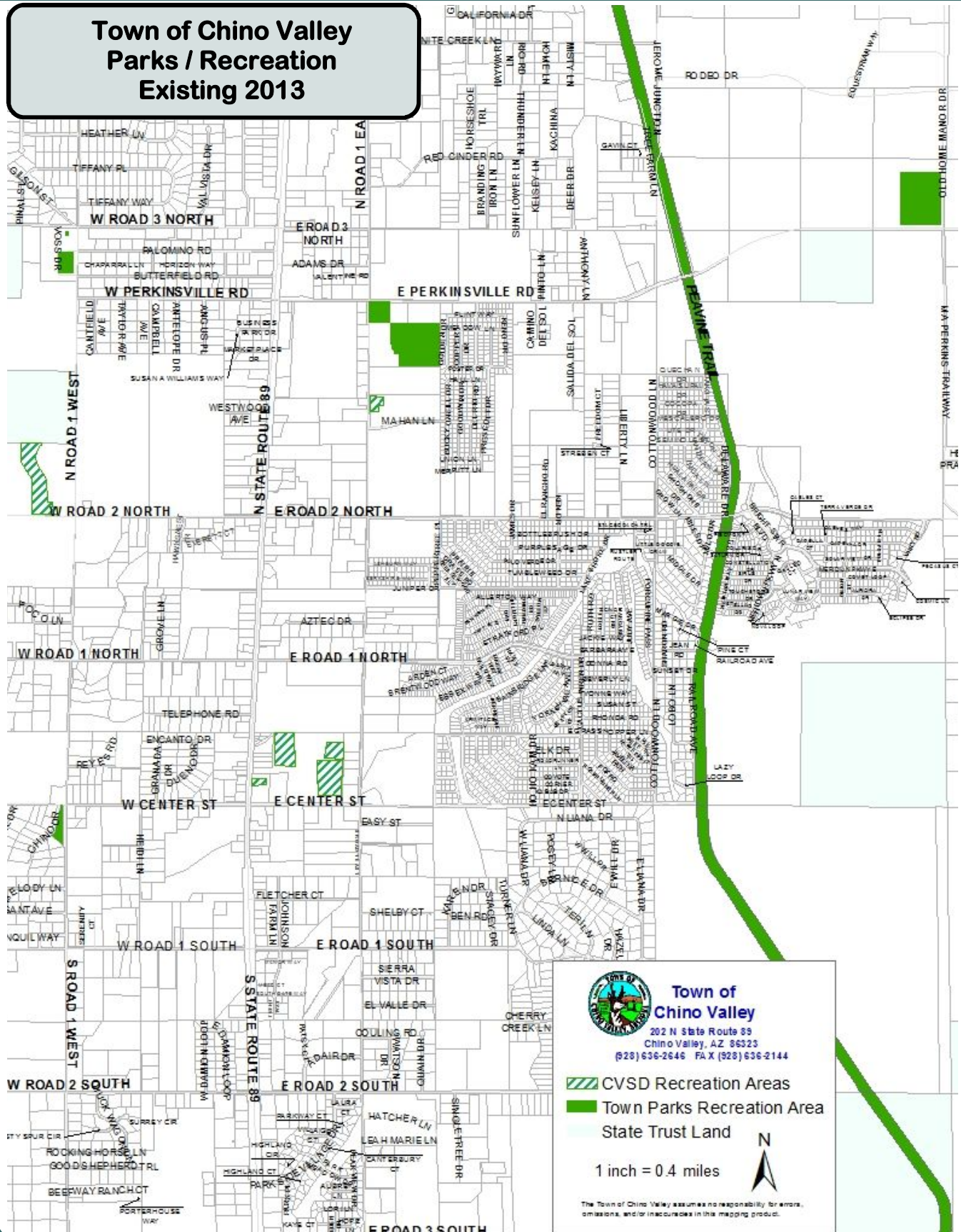
Within the Town of Chino Valley, residents enjoy several Open Space properties that are

publicly owned and reserved for recreational uses. An inventory of existing parks, trails and other recreational facilities is summarized in the following chart and map showing locations.

CHINO VALLEY PARKS & RECREATION INVENTORY

Parks, Trails & Recreation Ctrs	Location	Approx Size	Primary Uses	Amenities
Memory Park	W. Palomino/ Road 1West	2.4ac	Picnics; informal recreation; Veteran's memorial	Ramada; 4 horseshoe pits; 2 bocce ball courts; tetherball; gazebo; 5 BBQ grills; fire pit; basketball goal; playground; walking trail; rest rooms; drinking fountain; street parking
Community Center Park	Perkinsville Rd/ Road 1East	32.5ac	Team sports and aquatic activities; indoor multi-purpose uses	Fields: 3 softball, 1 baseball, 3 soccer, 1 little league, 1 multi-use; 2 sand volley ball courts; playground; ramada; snack bar; aquatic center; adult education/ multi-purpose building; rest rooms; drinking fountain; walking path; dog parks; landscape; lighting; on-site parking 200 spaces
Center Street Park	Road 1West/ Center Street	3ac	Proposed: picnic, playground, walking trails	Undeveloped
Appaloosa Meadows Park	Road 1West/ Road 4North	5ac	Proposed: ramada, picnic, BBQ, workout stations, walking trails	Undeveloped
"Allen's Park" Allen Rothlisberg Park	Palomino/Rd1West	60'x40'	Passive activity; picnic; in memory of past Librarian	Ramada; 2 benches; picnic table; adjacent to Public Library
Old Home Manor Park	Old Home Manor Dr/Perkinsville Rd	3.75ac	Team Sports	1 baseball field; portable rest-rooms; on-site parking;
Peavine Trail	Jerome Jct/ Railroad Ave, Rd 4 N - Rd 4S	5.7miles	Hiking, biking	Cinder surface historic railroad bed; scenic views; trailhead parking areas
CV Model Aviator Airport	3 mi east off Perkinsville Rd, Old Home Manor	60'x800' paved & 500' dirt runway	Model plane flying, training and air races	Paved airport; covered cabana; model assembly tables; fueling/ startup stands; 5 flight stations; parking
Chino Valley Shooting Facility	3 mi east off Perkinsville Rd, Old Home Manor	40ac	20ac Prescott Sportsmen Club activities;	100meter rifle range; 50meter pistol range; covered cabana; parking
			20ac Police Tactical Range	360 degree range; proposed 200meter police range
CVSD High School	NE Corner Center St/SR 89	32ac	Team sports	4 basketball courts; 4 tennis courts; track field; ball fields; parking
Chino Valley Senior Center	Butterfield Rd/ Road 1 West	4,524sqft building	Seniors' Activities & Programs	Meeting rooms- 155 seating capacity; food service; restrooms; parking

**Town of Chino Valley
Parks / Recreation
Existing 2013**



How do Chino Valley's parks and recreation facilities compare with other places?

The amount of open space/recreation areas shown previously in the Inventory chart totals more than 100 acres. This conforms to the standard of approximately ten acres per 1,000 residents for the minimum open space/recreation area suggested by the National Recreation and Park Association (NRPA) in the mid 1990s. More recent research by the NRPA involving over 380 municipalities and counties provides analyses of actual parks and recreation facilities. The NRPA "2013 Parks and Recreation National Database Report" compares specific types and median populations from a 2012 survey as follows in the chart below, in the left three columns. The right 2 columns are estimates for Chino Valley derived from the NRPA "Median Population per Facility".

Recreation Facility Type	% of Agencies Offering	Median Population per Facility	Facility per Chino Valley 2010 Pop	Existing Facilities in Chino Valley
Diamond fields (baseball/softball)	94.6%	2,900	3.7	5-7
Playground	94.3%	3,364	3.2	2
Basketball court (outdoor)	91.5%	7,340	1.5	5
Tennis court (outdoor)	90.8%	4,375	2.5	4
Rectangular fields (football/soccer)	89.4%	3,783	2.9	3-4
Recreation/community center	77.5%	24,683		2
Swimming Pool (outdoor)	63.0%	33,128		1
Dog Park	47.7%	43,333		1

The Town of Chino Valley has several parks, augmented by Chino Valley School District sports facilities, offering many types of recreation. Chino Valley is well within or above the typical facilities per median population surveyed with 5-7 diamond fields, 5 basketball courts, 4 tennis courts, and 3-4 rectangular fields. Playgrounds are the only recreation category that falls below the typical surveyed since there are only two (Memory Park and the Community Center Park). With Chino Valley's two recreation/ community centers (Senior Center and Community Center), the Town exceeds those of other agencies. Aquatic centers and dog parks are usually found only in much larger communities.

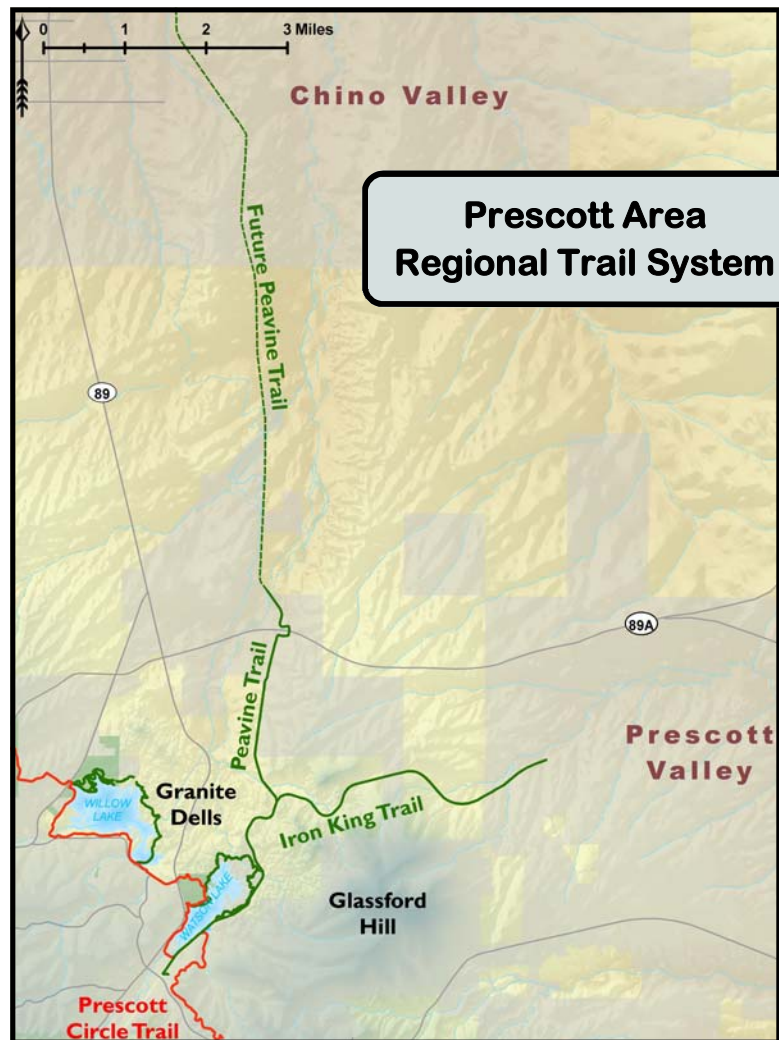
What other types of recreation are desired in Chino Valley?

In addition to the potential need for at least another playground as derived above, the Town's Parks and Recreation Advisory Board has discussed the importance of maintaining all existing recreational facilities and possible expansions and additional uses. One of these preferred uses is a skate park for youth and teens. Previously there was a skate park at the Community Center Park but it was closed due to construction safety factors.

Another recreational use that is growing in popularity is bicycle riding and hiking. The Town owns several miles of the former railroad right-of-way known as the Peavine Trail. Major portions of the Peavine Trail have been improved and are highly used by hikers and bicyclists within the City of Prescott. The 5.7 trail miles in Chino Valley, however, are in need of improvement, and consequently have little usage. Regional connections from Chino Valley to the Peavine and Iron King Trails in Prescott and Prescott Valley are desired, but a segment of the right-of-way is in private ownership and is not open to the public.

A potential "Wildlife/Greenway Trail Corridor" is desired that would loop around the eastern edge of the Town from Rd 5S to Rd 5N, east of Old Home Manor. To allow wildlife to safely roam, under-paths would need to be installed under major roads and the Peavine Trail.

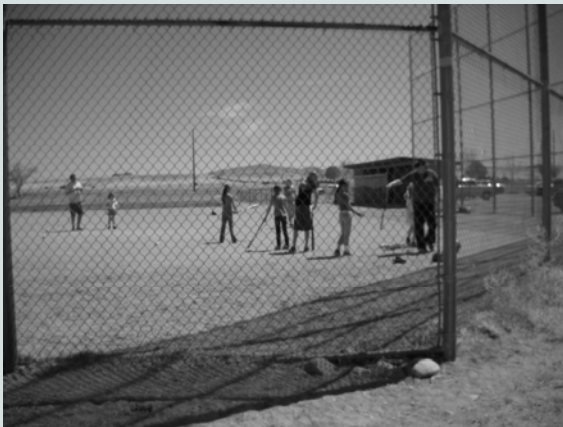
Additionally, there are many enthusiasts in the region who enjoy off-road vehicle motoring. Connections to off-road vehicle trails beyond the eastern boundary of Chino Valley are desired for use by residents and visitors alike.



Courtesy of the City of Prescott

What are the future possibilities for open space, parks and recreation?

As Chino Valley grows in population, more housing and business structures will be developed on currently vacant properties. This may include not only individual parcels, but also the large sections of State Trust Lands that comprise approximately 4,800 acres, some 13% of the Town's land area. The State Land Department is mandated to provide revenue from leases or sales of State Trust Lands for the beneficiaries of the trust, i.e. public schools and institutions. Consequently, as Chino Valley develops, the current appearance of openness may diminish.



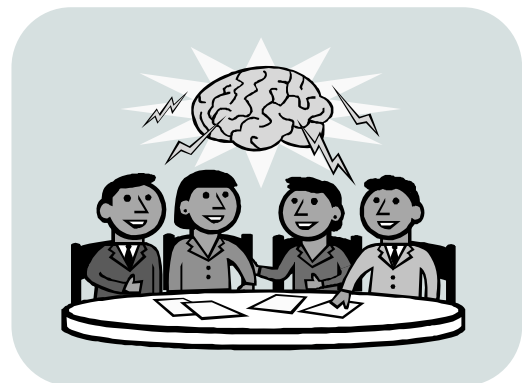
Budgetary constraints may also inhibit the Town's ability to achieve additional parks and recreation facilities. A new emphasis for obtaining additional open space, parks and trails may need to be placed on the private sector. The concept of compact development through Community Cores as discussed in the Land Use Element, as well as through the use of Planned Area Development overlay and other zoning standards can provide open space and recreational resources in the future.

The Town's endeavors to obtain more business and employment bases can be enhanced by active pursuits in expanding parks and recreation

facilities. Business owners look to locating in communities with quality standards of living for their employees. Parks, trails and recreation programs are a major part of these qualities.

How does the creation of parks and recreation happen?

The appreciation of a sense of openness in Chino Valley was expressed time and again by the community. The desire to maintain openness and provide parks, trails and recreational opportunities is paramount to the health and the quality of life enjoyed by residents. The General Plan Committee considered the needs and opportunities for parks, open space and recreation in the following Goal Statement, Strategies and Steps.



GOAL: Enhance Quality of Life and Healthful Living through dedicated Open Spaces, Parks, and Trails

For Chino Valley to achieve its Goal for an enhanced quality of life and healthful living, the following Strategies and Steps are needed:

Targeted Strategies

1. Plan for comprehensive recreation, parks and trails commensurate with the Town's growth

- Step: assess community needs for active and passive activities for all age groups
- Step: consider existing and future resident demographics and land use conditions
- Step: plan for short-term and long-term needs for parks, open space and trails within the Town and with connections to regional resources
- Step: budget for the preparation of a Parks/Trails/Recreation Masterplan for Chino Valley

2. Provide for short-term recreation and parks enhancements

- Step: Augment existing parks and facilities
- Step: Develop existing vacant park land

3. Provide for long-term development of parks and recreation coordinated with the Parks/Trails/Recreation Masterplan and with regional agencies

- Step: Include budget planning annually for parks, trails and recreation as part of the Town's Capital Improvement Plan
- Step: Plan for ample and suitable access to regional open space areas and interconnected trails
- Step: Coordinate with volunteer groups for building and maintaining trails and other recreational venues

4. Create partnerships for the development of new recreational assets and expanded facilities

- Step: Examine the UDO for sections with existing requirements or standards for open space, landscaping, pedestrian pathways or other similar attributes

Step: Add incentives and standards to the UDO to obtain open space, parks and/or trails for residential and commercial zoning; e.g. reduction in required parking spaces for additional pedestrian pathways connecting to other properties; and/or, increase in permitted building height for certain amounts of dedicated public use park area

Step: Consider joining the Greater Prescott Trails and partnering with regional agencies

5. Add Open Space, private or public, by zoning regulations and by conservation easements

Step: Update the UDO to require new rezoning requests for larger lands (e.g. over 10 acres in size) to be filed as a Planned Area Development Overlay, obtaining a minimum of 20% dedicated open space area

Step: Provide information to owners of large ranching or farming properties to consider alternatives such as conservation easements

6. Motivate healthfulness through stimulating activity and ease of use in mobility alternatives

Step: Add new Community Core zoning or overlay district to the UDO and standards that facilitate compact developments and close proximity of varying land uses

Step: Provide incentives for Core developments such as expedited processing, increased building heights, greatly reduced or eliminated on-site parking, reduced or eliminated building setbacks, and increased or deleted lot coverage requirements

Step: Add new sections to the UDO for developments that promote active lifestyles with recreational amenities and mobility alternatives such as walking and bicycling paths, equestrian trails, and transit-oriented land use design

GETTING IT DONE!

The General Plan is an ongoing process. There's more to do after it's adopted. To learn about how the Goals and Targeted Strategies get done, go to the General Plan's last section for details.



P&Z Joint Work Study Session

Meeting Date: 11/05/2013

Submitted By: Mary Brasher, Development Services

Information

Subject

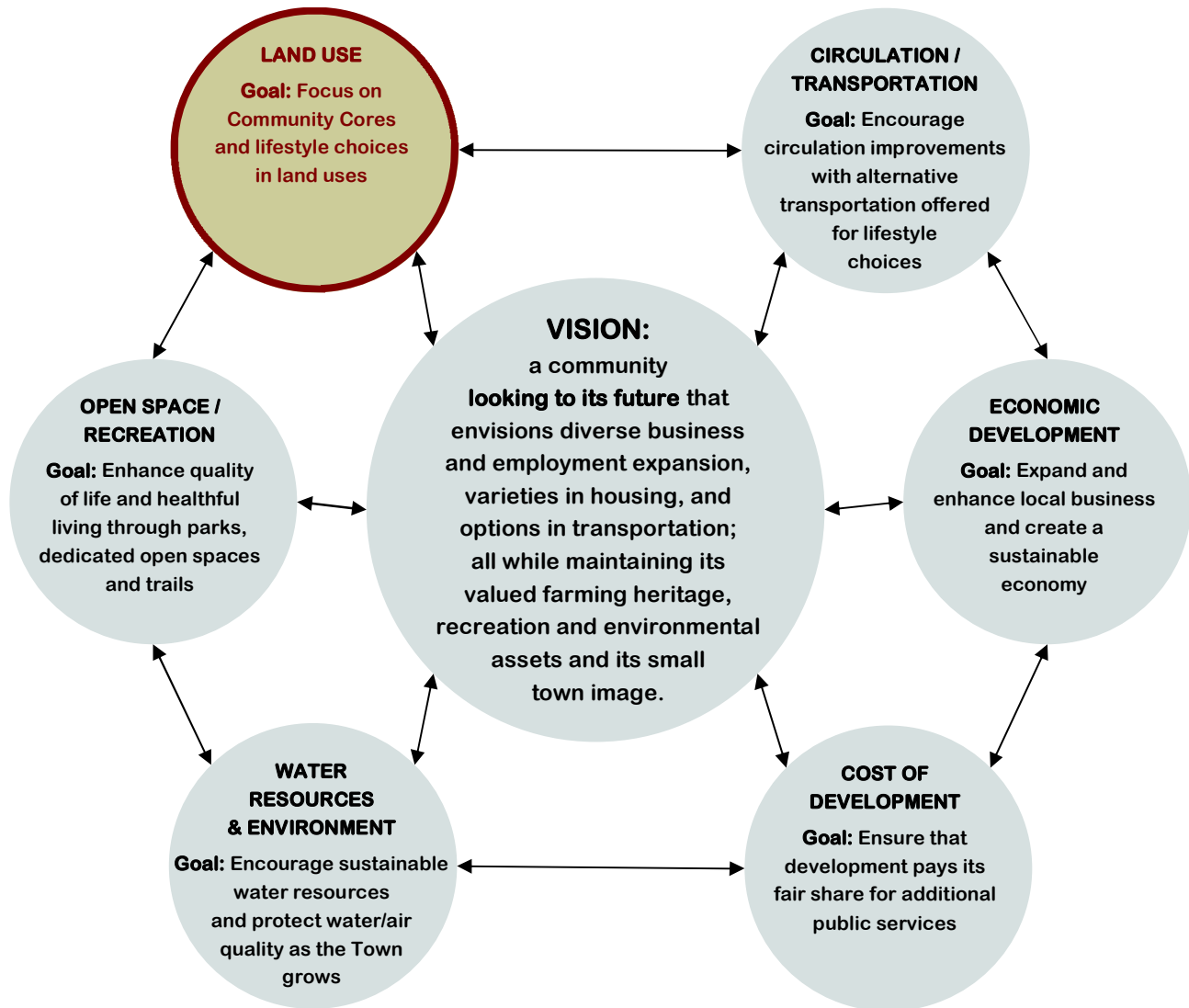
Review of Working Draft of the Land use Element of the General Plan.

Attachments

Land Use

Chino Valley General Plan • 2014

Part 2: General Plan Elements



Chino Valley General Plan • 2014

Land Use Element

DRAFT

What is Land Use about?

Land Use refers to a wide variety of existing and potential uses of private and public lands. It includes developed and undeveloped lands, even “vacant” parcels since a vacant parcel may be only currently undeveloped.

First, the Land Use Element will review briefly the background of the Town of Chino Valley’s development over the past 40 years. It will then examine current uses in existence at the time of this General Plan study. Following that is a discussion of potential future land uses and growth areas, culminating in Goals and Strategies for Land Uses to support the Chino Valley Vision.

LAND USE

includes a broad range of uses/types for housing, retailing, services, industrial, warehousing, agriculture, education, recreation, cultural and civic purposes; and identifies Growth Areas that may be suitable for future multi-type transportation and infrastructure expansion to support a variety of uses.

What’s been happening in Chino Valley?

The Town of Chino Valley incorporated on September 21, 1970 with approximately 11 square miles and a population of 802. It quickly annexed almost 6 square miles the same year. Then in 1979, a property known as the Old Home Manor with over 800 acres was acquired, bringing the

Town’s total area to just over 18 square miles.

Chino Valley grew steadily during the next two decades to a population of 7,835 in the 2000 US Census.

At the turn of the new millennium, a series of five annexations commenced; four of the five consisted of large areas of land. From the spring of 2000 to the summer of 2002, Chino Valley annexed over 43 square miles of mostly vacant land, gaining about 300 additional residents. Along with two smaller annexations in 2006 and 2008, the current land area within the Town Limits is approximately 62 square miles with a 2010 US Census population of 10,817. The graphic on the next page illustrates the original Town incorporation area in 1970 and the series of annexations through 2008, reflecting the current Town Limits.

The Vision

The Town of Chino Valley is a community looking to its future that envisions diverse business and employment expansion, varieties in housing, and options in transportation; all while maintaining its valued farming heritage, recreation and environmental assets, and its small town image.

Annexations 1970 - Present

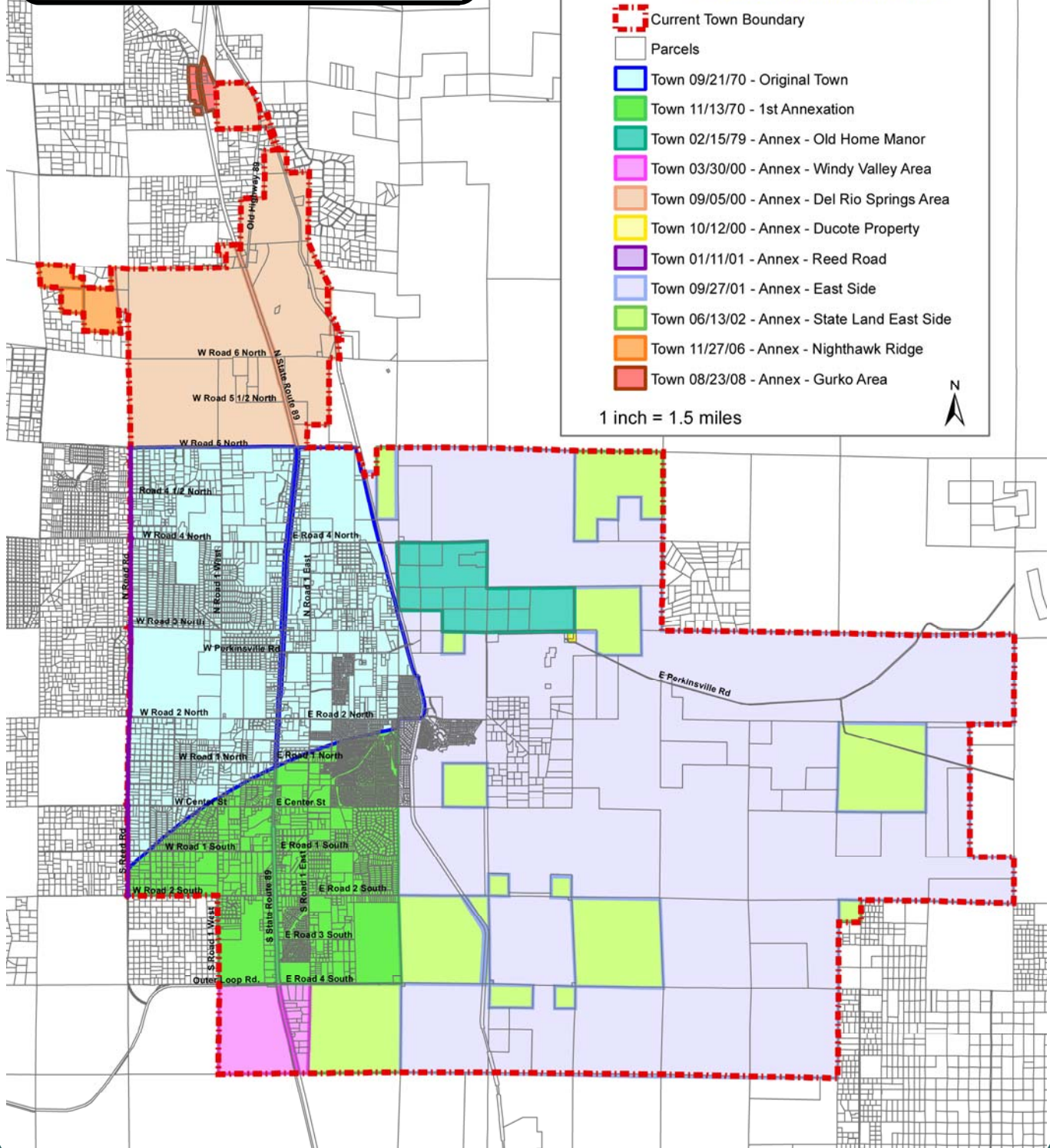


Town of Chino Valley

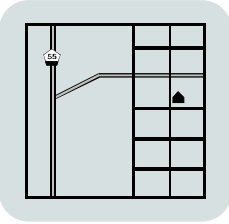
202 N State Route 89
Chino Valley, AZ 86323
(928) 636-2646 FAX (928) 636-2144

- Current Town Boundary
- Parcels
- Town 09/21/70 - Original Town
- Town 11/13/70 - 1st Annexation
- Town 02/15/79 - Annex - Old Home Manor
- Town 03/30/00 - Annex - Windy Valley Area
- Town 09/05/00 - Annex - Del Rio Springs Area
- Town 10/12/00 - Annex - Ducote Property
- Town 01/11/01 - Annex - Reed Road
- Town 09/27/01 - Annex - East Side
- Town 06/13/02 - Annex - State Land East Side
- Town 11/27/06 - Annex - Nighthawk Ridge
- Town 08/23/08 - Annex - Gurko Area

1 inch = 1.5 miles



The Town of Chino Valley assumes no responsibility for errors, omissions, and/or inaccuracies in this mapping product.



The land use pattern of Chino Valley developed similarly to that of many early towns containing a major highway running through it. Businesses often develop along the highway with residential and agricultural uses spreading out from the business corridor. Chino Valley's primary business development stretches many miles between the north and south Town Limits fronting SR 89.

Homes on lots mostly one-acre or larger in size are spread out east and west from the business strip, with undeveloped large parcels interspersed, and grazing/agricultural uses beyond.

What's it like in Chino Valley today?

Although the Town of Chino Valley contains a large area within its corporate boundaries, approximately only 11 square miles, or 18% of the Town, are currently developed. Many vacant parcels are located in and around the developed portions of the Town. Over 82% of the total area in Chino Valley is vacant, undeveloped land. The majority of vacant land, lying primarily in the eastern area of Chino Valley, is privately owned and used for agricultural businesses and grazing purposes. Additionally in the east there are aggregate areas located primarily along floodplains and drainage ways. Aggregates are defined in state statutes as "cinder, crushed rock or stone, decomposed granite, gravel, pumice, pumicite and sand".



Included in the vacant lands are over 4800 acres administered by the Arizona State Land Department (ASLD) in trust for public beneficiaries, mostly schools, colleges and hospitals, specified at the time of statehood. The State Trust Lands are large parcels scattered through the Town, and cannot be sold or leased without the ASLD obtaining fair market value. The state lands are not publicly dedicated open space and all public uses are regulated by the State.

There's a lot of undeveloped area, but what is developed?

The developed areas, where land is in use for residential, business or civic purposes are primarily located in a wide swath, one to two miles east and west of SR 89 between Rd 5N and Rd 4S. There is a variety of business types primarily fronting SR 89. These include restaurants, bars, general retail, beauty-barber shops, gas stations and other automotive-related businesses, professional, medical and veterinarian offices, banks, mini-storage and some industrial uses. Some businesses are within small strip centers while others stand alone. The largest numbers of businesses are located in the vicinity of SR 89 corridor between Rd 3N and Rd 1N, centered at the Rd 2N intersection where a major grocery and a major drug store abut the highway.

Interspersing the business uses are churches, apartments, mobile home parks, government offices, schools, homes, farms and vacant properties. The following chart reviews the Land Uses in the

primary developed area of Chino Valley. The chart is not presented to be an exact inventory of Land Uses, but rather to be an approximated summary of the types, numbers and general locations of businesses and other non-residential uses, as well as the presence of some residences, vacant buildings and undeveloped properties.

**Numbers and Types of Land Uses: SR 89 and Vicinity
Approximated from Windshield Survey September 2012**

Land Use Type	Area	R5N- R4N	R4N- R3N	R3N- R2N*	R2N- R1N	R1N- R1S	R1S- R2S	R2S- R3S	R3S- R4S	S of R4S	Totals
Agriculture/Related		3	-	6	2	3	1	2	1	1	19
General Retail & Services		10	11	38	16	9	9	15	3	5	116
Restaurants/Bars		2	-	13	-	3	4	1	1	1	25
Attorney/Accountant		-	-	1	2	2	-	1	-	-	6
Insurance/Real Estate		1	-	2	1	1	4	1	1	-	11
Banks/Financial		-	-	4	-	2	1	-	-	-	7
Medical/Health & Animal Med		1	-	9	-	8	1	2	-	-	21
Automotive Related		7	6	7	6	1	1	4	2	-	34
Mini-Storage/ Storage		2	2	2	1	-	2	-	-	1	10
Mfg/Industry/Const/ Warehouse		6	7	4	3	-	-	9	4	-	33
Homes		4	2	5	5	4	-	4	-	1	25+
Apartment/Duplex/MHP		1	-	5	2	1	-	-	2	-	11
Churches/Charities		1	2	6	-	3	1	3	-	3	19
Government		-	-	5	1	4	-	-	-	-	10
For Lease/Sale Buildings		4	5	5	1	5	5	-	1	-	26+
Vacant Properties		8	3	13	10	6	3	4	2	3	52+

Notes: * includes Perkinsville Rd and Rd 1East areas

+ denotes some areas may have more than the number shown; also large quantities of undeveloped lands exist south of Rd 4S and north of Rd 5N

Source: General Plan Committee

Although some residential uses exist along SR 89, its frontage is primarily occupied by business and other non-residential uses. The majority of homes are located some distance from the highway, a quarter mile to over one and a half miles, east and west. There are approximately 60 recorded subdivisions in Chino Valley, but not all recorded subdivisions are built, and there are many vacant lots. Additionally, a large number of homes were built on parcels other than recorded subdivision lots.

The 2010 US Census estimated 4,967 housing units, including all types of dwellings in Chino Valley; an increase of almost 53% from 3,256 total housing units in 2000. The first decade of the new millennium was a period with many annexations, some included subdivisions.



The following chart reflects building permit activity over the past 12 years from data provided by the Chino Valley Development Services Department. The millennium commenced with a flat building period for the first few years, followed by an extreme increase, peaking in 2004-05. In recent years there has been a return to a flat rate of new building activity.

Chino Valley Number of Permits Issued For New Buildings: 2000-2012

Year	Single-family Site-built Dwellings	Manufactured Home Dwellings	Multi-family Buildings (# DUs unknown)	Commercial Buildings
2000	1			
2001	1			1
2002	6	1		1
2003	68	20	1	4
2004	200	53	11	21
2005	282	53	1	14
2006	168	39		6
2007	93	20		11
2008	42	16		6
2009	3	16		8
2010	5	14		2
2011	7	12		3
2012	8	5		4 + 2 Greenhouse
2013				
1 st Quarter		3		1
2 nd Quarter	9	3		3

Source: Town of Chino Valley Development Services Department

Are there changes happening that will influence future development patterns?

Taking a look at national, state and regional trends for the past ten years, the following may influence changes to the existing land use development patterns:

- Rising prices in gasoline;
- Rising rates of obesity in both children and adults, often accompanied by diseases such as diabetes;
- Rising trends toward walkable business-clusters and neo-traditional neighborhoods;
- Rising numbers of single-occupancy households;
- Rising average life expectancies; (US Census Bureau, 2010 life estimates: 76 for men, 81 for women; 2020 life projections: 77 for men, 82 for women)
- Rising numbers in population groups approaching or entering retirement years, also known as the Baby Boomer Generation (generally born during the twenty year period post WW II);
- Rising needs for inter-generational housing due to: longer life expectancies, economic conditions, and an increasing number of Baby Boomers becoming also known as the “Sandwich Generation”, taking care of elderly parents and children; and recent increases in the number of grandparents raising grandchildren.

So how does all of this affect land use patterns in Chino Valley?

As discussed in Part 1 of the General Plan *Chino Valley Today* section, the prevailing land use patterns in Chino Valley reflect large residential-use lots spreading out long distances from each other and from shopping, schools, parks, services and other uses. Consider how this existing pattern affects each of the trends noted above:

- The prevailing Chino Valley spread-out pattern requires almost all occupants of residential-use to drive to all other land uses, in spite of the rising costs for gasoline;
- Besides the high gas costs, the spread-out land use pattern is not conducive to avoiding obesity and related health issues; a walkable-distance land use pattern might encourage a healthier lifestyle.
- Approximately 25% of the Chino Valley population lives alone; and household sizes (persons per dwelling unit) have decreased by almost 6% since 2000;
- The median age of Chino Valley residents is almost 45, an increase of over 12% since 2000, and is also some 20% older than the median age of Arizona residents;

- Approximately 50% of Chino Valley's residents are part of the Baby Boomer and older generations; (the youngest Baby Boomers are 50 and the oldest are in their mid to late-sixties; the "Silent" and "Greatest" generations are in their seventies, eighties and older);
- The large number of Baby Boomers and older generations in Chino Valley reflects a need for inter-generational housing (where two or more generations, each living with separate or shared complete facilities, i.e. cooking, bathing, sleeping, relaxing areas, all within one dwelling unit, or more, on one lot);
- The large number of Baby Boomers and older generations in Chino Valley portends a future need for shorter distances between residential and other types of land uses (e.g. shopping, medical/health care, personal services, recreation/entertainment, higher education, financial and professional services), and a need for alternatives in transportation modes.

SUM IT UP...

There is a need for some additional types of land use patterns in Chino Valley to accommodate the needs of its multi-generational and aging population, its desires to create healthier and less costly lifestyle options, and to promote a sustainable economy.



How can this new type of land use pattern make me healthier and promote a sustainable economy?

It's simple: when you can walk or ride a bike to a local store to buy what you need, rather than driving a long distance to a large store in another community, you won't have the expense of gas, the loss of time or stress in traffic, and you'll get some exercise. And

you'll also keep your sales taxes in your town to help maintain local services. This is in keeping with many residents' desires to live more self-reliant lifestyles in rural communities like Chino Valley by both enhancing their individual health and in helping to sustain the local economy.



What are the future possibilities for land use patterns in Chino Valley?

While the current Land Use pattern in Chino Valley appears to be spread out, some parts have been planned and at least partially developed in more compact ways. Examples of the more compact land use patterns are Bright Star, Parkside Village, and Chino Meadows Subdivisions. These subdivisions may offer a sense of neighborhood due to the clustering of lots; but their residents must still drive for shopping and other needs. If subdivisions were planned so that homes were located within an area offering options for walking, biking or short-distance driving for at least some daily needs, the subdivision might be considered to be part of a “Community Core”.

The “Community Core” concept envisions places where some uses, or combination of uses, are more concentrated than in other areas of the Town. There are various types of Community Cores. Some may focus on business uses, others on enter-

tainment, recreation, education or health care; but all generally have a mixture or combination of uses including residential; and all are pedestrian-oriented with compatible architectural appearance.

The Chino Valley General Plan Committee explored the Community Core concept and identified desirable uses within a Core as those that add convenience to neighborhood residents, e.g.

churches, books/news stands, day-care centers, private schools, fitness centers, small grocery/convenience store, household goods and repair shops, neighborhood pub/coffee-juice bar or small café, as well as a variety of housing types. On the next page, see the graphic representation of the community core concept prepared by a General Plan Committee member.

The General Plan Committee also identified locations that may be suitable for “Community Cores”. Most are in areas that are partially developed but have undeveloped properties nearby. The next section describes potential Community Core areas that may be forming within the “Near Term”, i.e. the next ten years. Cores that are expected to take longer than a decade to develop are described as the “Long Term”, and areas taking more than 20 years for development are considered as future Growth Areas.

Where will the Community Cores be located?

The following section contains locations and descriptions of six Community Core areas identified by the General Plan Committee and the types of Land Use focus for each Core. The Com-

The Core Concept
In simple terms, the Core Concept encourages a sustainable economy because it provides a neighborhood-centered economic base, fully open to the entire community, tourists and regional visitors.



Aspects of Community Core Concepts

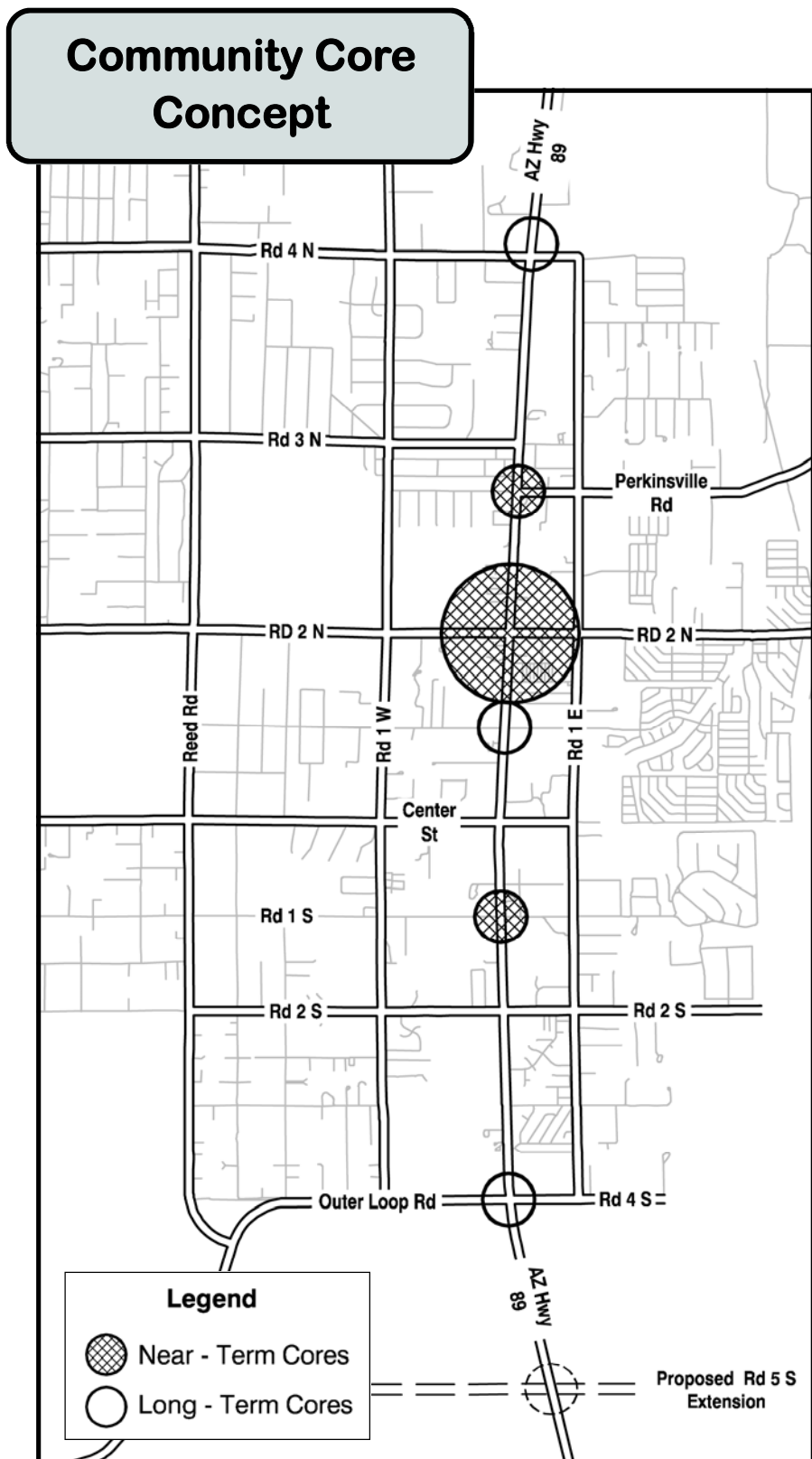


sketch
LANDSCAPE ARCHITECTURE STUDIO
www.sketch-la.com

mittee recommends that all Cores be a mixture of uses and that pedestrian orientation, building appearance, colors, street trees and other vegetation are important components; and that Zoning Codes need to permit residential uses in commercial zones for Cores or adjacent areas.

The intent of these identified Community Cores is to offer alternative lifestyles and to support local businesses and to promote future business expansion.

While the Committee emphasized the need for new Cores with sustainable lifestyles, they also identified the need for the protection of existing large lot, low-density residences; that protection can be provided through buffering, separation, screening and other planning methods in advance of, or simultaneously with, new development. See the Community Cores Concept map at right for an idea of general locations.



Which Community Cores will develop first?

The first three Community Cores listed are targeted for initial development/infill in the Near-Term, i.e. potentially within the next ten years, as described in the following expected order.

Potential Next 10 Years

First Expected Development
Major Community /
Downtown Core
Rd2N / SR89

Contains:

- existing major retail
- hwy frontage
- traffic signal
- water/sewer access
- large vacant adjacent lands
- may expand to schools, library-Town Hall, Memory Park, Senior Ctr, @ Rd3N/Rd1W,
- and to State Land/Reed Rd

Hospitality / Entertainment Core
Rd1S / SR89

Contains:

- water/sewer access
- commercial hwy frontage
- existing national chain motel
- vacant adjacent properties

Recreation / Employment
Gateway Core

Perkinsville Rd / SR89 / Rd1E

Contains:

- existing Community Center Park: aquatic ctr, ball fields, dog park, multi-purpose bldg
- near elementary school
- Town water access
- entrance to potential industrial park & recreational uses @ Old Home Manor
- existing adjacent vacant land

What about Core development after 10 years?

The following are other Community Cores identified with location and factors for the selections. These are expected to be developed later, in the “Long-term”, i.e. beyond ten years.

Beyond Ten Years Core / Corridor Potentials

Future Regional Gateway Rd4 / 5S / SR89

- Existing round-about @ Rd4S/SR89
- Planned round-about @ Rd5S/SR89
- Possible 2nd grocery
- Potential senior care/ living & health care/ medical support for planned YRMC future facilities
- Possible park & agri-tourism trolley @ Rd1E from Rd4S to Rd 4N

Future Medical Hub Rd1N / SR89

- Existing medical services expansion
- Possible senior care and retirement living communities
- Future traffic control device needed

Future North Mixed-Use Hub Rd4N / SR89

- Planned round-about with construction 2013-14
- Future north loop to Old Home Manor developments

IS THERE A MAP OR DIAGRAM?

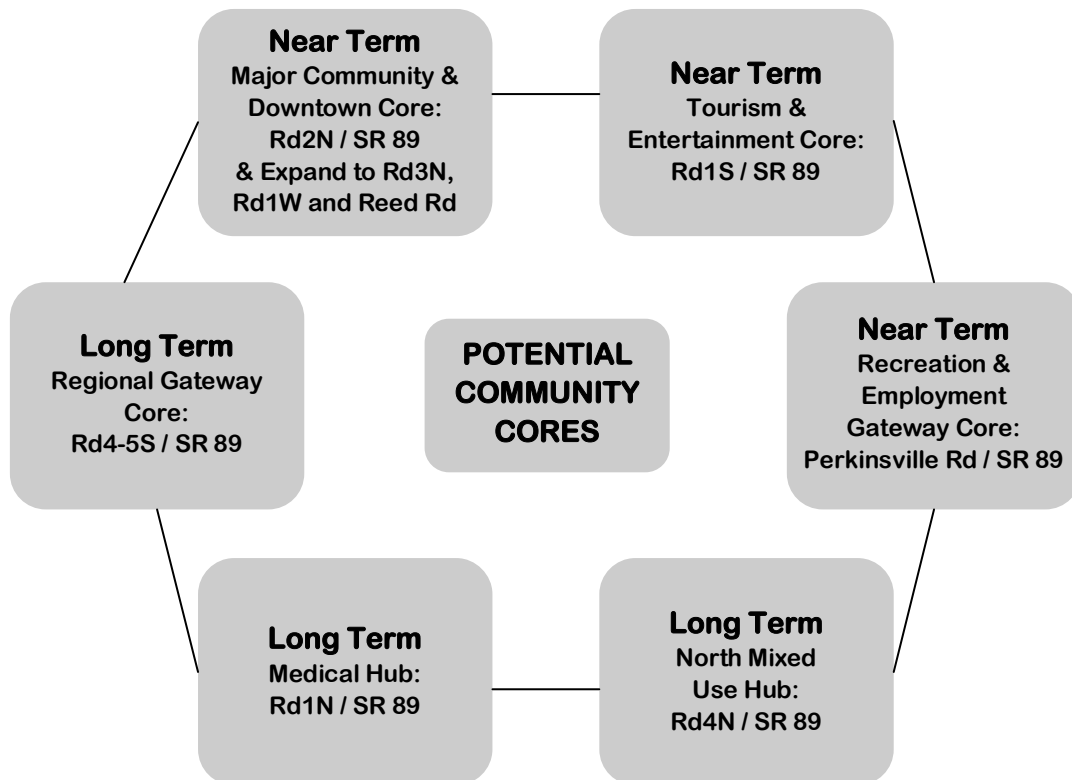
The Potential Land Use Map depicts the generalized locations and ideas expressed in the Goals and Strategies of the Land Use, Circulation/Transportation, Economic Development, Open Space/ Recreation and other Elements.

The purpose of the Potential Land Use Map is to provide a broad depiction of land use patterns. The Potential Land Use map is not intended to be specific and it is not a zoning map with designated zoning classifications or boundaries. See The Potential Land Use Map following the Land Use Goals, Strategies and Steps.

What about growth and development way out in the future?

Rapid growth has been a major part of the Arizona scene since the end of World War II. Recent downturns in the housing industries from the now approaching, decade-long recession has slowed population and business growth throughout Yavapai County. While Chino Valley's population rate of change neared 7% annually in the rapid-growth decades from 1980 to 2000, it is now estimated at a 3% growth rate for a projected population of 17,300 in 2030.

Many factors may affect the estimated growth of Chino Valley's population and development from national and worldwide economics to decisions made at the local and regional levels. Consequently, the potential development of Community Cores and future Growth Areas may vary in timing and characteristics. Accordingly, current discussions of future development, especially those beyond ten years, are subject to change.



Future Growth Areas

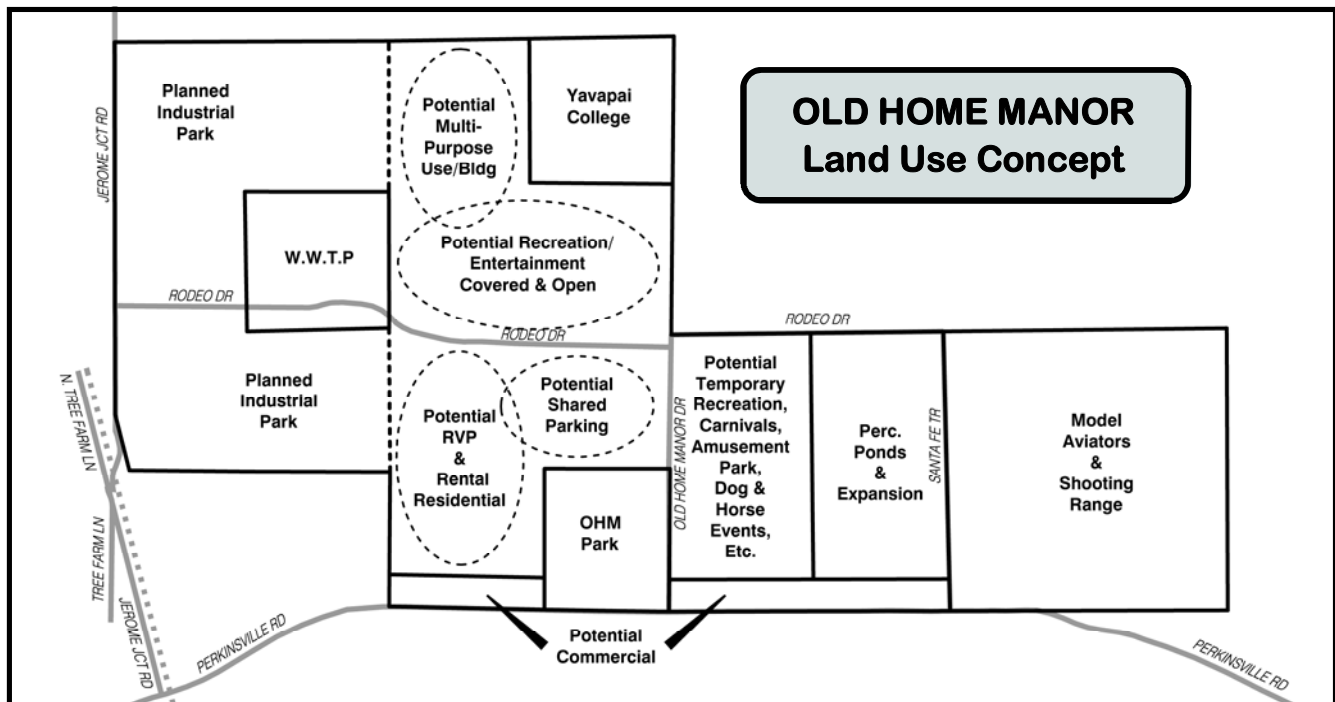
To consider future Growth Areas beyond twenty years the General Plan Committee discussed and identified areas primarily in the eastern part of the Town. These Growth Areas may be mostly for expansion of employment bases and educational institutions, but they contain large amounts of land that lend themselves to mixed-uses with residential components, enabling future residents to live, work and play within each area. The following major future Growth Areas are listed and described below.

Future Grow Area: East Perkinsville Rd Gateway / Regional Connector Extension

© Future uses at Old Home Manor (see Future OHM Land Use Concept map):

- Industrial park/employment base, on west 200 acres
- Yavapai College expansions/education area on north-central 80 acres

- Office and service business with some commercial retail fronting along Perkinsville Rd
- Rental moderate-income housing and RV parks west of and adjacent to existing OHM Park/ball fields and its expansion
- Major recreational facility for multi-purposes, including open air and covered arenas for sports and equestrian events, entertainment and other uses; in central areas south of Yavapai College
- Major improved parking area centrally located for shared use by all recreational/entertainment facilities
- Solar energy panels farm
- Infrastructure (water, sewer, utilities, roads) planning and construction
- Other support developments in vicinity



⊙ Future improvements to the Peavine Trail; and future Wildlife/Greenway Corridor and future connections to motorized off-road vehicle trails east of Town

Future Growth Area: North Industrial / Manufacturing and Planned Community Development, north of Rd 5N / SR 89

- This area contains the closest access to I-40
- Potential development of Del Rio Springs planned community

How does a good land use pattern with Community Cores happen?

The General Plan Committee, studied land use issues along with economic development and circulation issues and decided on the following concise goal statement that is integrated with the Goals listed in the Economic Development and Circulation Elements. The Committee also listed supporting Strategies and Steps.



GOAL: Focus on development of Community Cores and on Lifestyle Choices in Land Use

The following Targeted Strategies are ideas that may help to accomplish the Land Use Goal; suggested Steps follow the Targeted Strategies in support of implementation for the Goal and Strategies.

Targeted Strategies



1. Encourage new variety of residential and compatible development in Community Cores for sustainable lifestyle choices



- Step: Inventory existing land uses and vacant properties within identified Community Cores
- Step: Communicate with property owners of lands in identified Community Cores and organize a team of owners interested in pursuing development of the Community Core Concept
- Step: Analyze Community Core development ideas with existing and potential zoning
- Step: Update the Unified Development Ordinance (UDO) to create a new Community Core Zoning District permitting a variety of residential uses and lot sizes, and non-residential uses in potential Community Cores, including the items described in the following Steps
- Step: Add appearance, landscape, signage, lighting, noise and other development standards to the UDO for compatibility within the Community Core and for compatibility and buffering with adjacent existing residential neighborhoods

Step: Create incentives in the UDO for Community Core Concept development, such as reduced or eliminated parking and building setback requirements, increased building heights, increased residential densities, increased intensities, combined uses, etc.

2. *Protect existing residences in large-lot neighborhoods as new lifestyle choices develop*

Step: Revise UDO to create flexibility in zoning districts allowing small ranges of lot sizes, e.g. ¼ ac to ½ ac; ½ ac to 1 ½ ac; 1ac to 2 ½ ac, etc.

Step: Update UDO to specify types of uses permitted at edges of Community Cores that are appropriate and compatible with existing adjacent residences

Step: Revise UDO to add significant buffering and screening methods where new Community Cores or other non-residential uses are proposed adjacent to existing residences

3. *Avoid proximity of incompatible land uses*

Step: Identify high-intensity types of land uses, such as heavy industrial manufacturing, outdoor arenas, aviation research, sand and gravel excavation, etc. that are not easily buffered or screened, and create zoning district designation for these and similar uses

Step: Preserve currently identified aggregate areas sufficient for future development, in accordance with ARS 9-461.05C.1.g through buffering from residential encroachment

4. *Strive for developments that fulfill the Community Vision while allowing flexibility and encouraging innovation*

Step Recognize and embrace changes in both demographics and technology

Step: Be proactive in updating
Town regulations and
practices to facilitate
innovation

GETTING IT DONE!

The General Plan is an ongoing process. There's more to do after it's adopted. To learn about how the Goals and Targeted Strategies get done, go to the General Plan's last section for details.



Potential Land Use

A LIVING DOCUMENT

The Vision, Goals and Strategies of the General Plan are guides for helping to determine new development including roads, parks, residences, business, manufacturing, agricultural industries, civic and other uses. Judgments by the community's leaders in their review of the Goals, Strategies and Steps are essential for land use determinations to achieve the Town's Vision. The General Plan including this Potential Land Use Map is a living document and may be amended as needed. Amendment procedures are described in the **Getting It Done!** section.

