

SECTION 4

MASTER PLAN FRAMEWORK

4.1 PURPOSE

The Master Plan, as an implementation tool of the SPC District, establishes the primary framework for the overall development of the Property. Detailed site plans and subdivision plats will be prepared, submitted and approved before development occurs on a particular portion of the Property. The Master Plan defines the standards and regulations that govern the development of the Property along with the conceptual master plans for the Property as a whole. The following outlines the sequence and hierarchy of planning.

A. Master Plan

The Master Plan is the first level of planning and sets forth the primary framework for development of the Property. The Master Plan also establishes an allowable Budget, Land Use Groups or LUGs, and permitted uses. In addition, the Master Plan incorporates General Development Standards that shall apply to each site plan and subdivision plat. The Master Plan includes by reference approved infrastructure master reports that provide the guidance for infrastructure (“Master Reports”) to accommodate the Land Use Budget (“Budget”). See Section 4.2 – Infrastructure Master Reports. The Master Plan sets forth the regulatory framework to allow the implementation of the Master Plan in a manner that evolves to accommodate the market, surrounding conditions, and redevelopment of the Property in time.

The Master Plan provides context for individual site plans and subdivision plats within a particular area.

B. Site Plans and Subdivisions Plats

The most detailed level of planning and development review occurs with the approval of a site plan and/or a subdivision plat. This level of planning provides site specific details of individual parcels and will identify LUGs and locations of buildings as appropriate.

Submissions at the site plan and subdivision plat level will be of sufficient detail to ensure the compatibility of future development within the Property, to ensure appropriate transitions between different developments, to ensure that development will not overburden the transportation system, utility infrastructure or community facilities, and to facilitate the implementation of the Master Plan and Master Reports. At the time of preliminary plat or site plan submittal, a LUG for the parcel or LUGs for each part of the parcel must be selected and the lots or tracts created therein must conform to the Development Standards of the designated LUG.

C. General Development Standards

The existing City rules, regulations, policies, development standards, General Engineering Standards, and other development guidelines will apply to the development of the Property

(collectively, the "Rules"). Notwithstanding the foregoing, if and to the extent that this Master Plan or the development agreement conflict with or vary from the Rules, then this Master Plan and the development agreement will modify the conflicting or varied Rules and will apply to development of the Property. The Rules, as modified by this Master Plan and the development agreement, are referred to herein as the "Governing Requirements." The Governing Requirements also include: (i) all future applicable City ordinances, resolutions, rules, regulations, standards, procedures, and policies agreed to by an Owner (with respect to such Owner's property only); (ii) future amendments to the City Code that do not conflict with or vary from this Master Plan and the development agreement (but not future amendments to the General Engineering Standards or Land Development Code or provisions moved from the Land Development Code or General Engineering Standards to elsewhere in the City Code) that are uniformly applicable, non-discriminatory, and reasonably applied; (iii) all future applicable City ordinances, resolutions, rules, regulations, standards, procedures, and policies necessary to comply with future state and federal laws and regulations, provided that in the event any such state or federal laws or regulations prevent or preclude compliance with this Master Plan, such affected provisions of this Master Plan shall be modified as may be necessary in order to comply with such state and federal laws; (iv) future updates of, and amendments to, existing building, construction, plumbing, mechanical, electrical, drainage, and similar construction and safety-related codes, such as the Uniform Building Code, which updates and amendments are generated by a nationally recognized construction safety organization or by the county, state, or federal government, or by the Northern Arizona Association of Governments, provided that such building or safety code updates and amendments have been duly adopted by the appropriate publishing agency and the City and are reasonably applied, and unless mandated by superior legal authority, shall not apply to any structures for which a permit already has been issued; (v) future updates to the General Engineering Standards, but only to the extent such future updates, as applied to the Property, do not result in an increase to the construction cost of any segment of Infrastructure by more than 10%, as evidenced by an Owner's engineer's estimate reasonably approved by the City Engineer; and (vi) future non-discriminatory imposition of taxes, filing fees, review fees, inspection fees, or modifications thereto.

As part of the Master Plan and development agreement, modifications to the Rules applicable to development of the Property are contained within the General Development Standards in Sections 6-17 of the Master Plan and the development agreement. The development agreement further addresses the regulation of development on the Property.

Notwithstanding the foregoing, and pursuant to Section 6.8.2 of the Code, the Hillside Development Standards contained in the Code (as may be amended or moved hereafter) are hereby waived. The General Development Standards outlined in this Master Plan are intended to be flexible in order to provide minimum development standards as well as alternative procedures to allow for the application of unique and creative approaches to the development of the Property with the goal of creating a high quality environment that is responsive to changing and evolving conditions. The General Development Standards are intended to provide for the integration of a wide variety of private and public uses in relatively close proximity to each other and will guide development of the Property in a manner that achieves the overall vision for the Property.

4.2 INFRASTRUCTURE MASTER REPORTS

As part of the Master Plan, by reference, master reports for infrastructure are included (the "Master Reports"). The Master Reports are intended to provide an overview of the community-wide infrastructure plans for the Property. The description of each of the Master Reports are set forth and incorporated into the Master Plan. Master Reports for the Property may be amended with the approval of the City Engineer. A site specific infrastructure report shall be developed, as necessary, and submitted with a subdivision plat or site plan for that specific subdivision plat or site plan. Updates to a Master Report may be required by the City Engineer if significant changes are made to the LUGs and assumptions utilized to prepare the Master Report.

If the need for additional infrastructure is demonstrated by subsequent updates of the Master Reports submitted to account for the demands generated by development on the Property or changes in demand on the Property, any additional infrastructure shall be the responsibility of such Owner if such additional or reduced infrastructure is necessary to serve the portion of the Property for which the Master Reports have been updated (i.e. a change/update due to changed on-site circumstances or assumptions). The following section provides an overview of each of the Master Reports. Exhibits are included in each of the Master Reports that detail the overall plan for the Property.

A. Master Potable Water Distribution

The Property is within the City's water service area. The Master Water Report for the Property has been prepared by registered engineer in accordance with the City's requirements and as generally depicted in Section 12 – Water and Waste Water Standards and includes general locations and sizes of the major potable water infrastructure required to service the Property.

The Property is currently crossed by three (3) major north-south waterlines that cross Bottleneck Wash and continue across ASLD land north and south of the section. It is anticipated that these regional lines will remain in place.

Looped public waterlines are planned to serve the Property. Proposed waterlines will connect into the existing waterlines adjacent to the Property, enhancing the overall connectivity of the City's water distribution system. Major distribution waterline extensions are anticipated throughout the Property. The master potable water system will be developed to be expandable to serve the residential unit count and commercial square footage set forth in the Budget. The system ultimately will be appropriately sized based on planned building conditions as the Property is subject to subdivision plats and site plans. Master Potable Water Distribution System on-site phasing will dictate the timing of water distribution construction. The waterlines will be installed in conjunction with infrastructure roadway improvements and will logically coincide with future development phasing.

In addition, logical water consumption alternatives, including future technological advancements and methods of resource management, will be incorporated to create a viable and sustainable community. Standard water demand criteria have been used to develop the proposed infrastructure for the Property. In the future, as techniques improve and technology advances, certain sustainable applications will be employed within the Property. This may lower demand on the potable water system and allow water design criteria to be refined in the future to address these changes.

The Master Water Report for the Property provides a hydraulic analysis of the proposed water distribution system that meets projected domestic and fire-flow demands in accordance with City requirements.

B. Master Wastewater

The Property is within the City's wastewater service area which has jurisdiction over the sewer facilities serving the Property. The Master Wastewater Report for the Property, has been prepared by a registered engineer and in accordance with the City's requirements as generally depicted in Section 12 – Water and Waste Water Standards. It provides general locations and sizes of the major wastewater infrastructure required to service the Property. The wastewater will be treated at the City's Airport Water Reclamation Facility located east of the airport.

The Property can be served by a public gravity sewer collection system augmented by lift stations. The City's 2011 Wastewater Master Plan proposes gravity sewer lines along Pioneer Parkway/89A, Willow Creek Road and Ruger Road to serve the Property. These sewer lines would convey wastewater east of the Airport to the existing Airport Water Reclamation Facility. The City has planned a regional sewer line generally parallel with Ruger Road that is intended to serve the Bottleneck Wash and hospital areas.

This wastewater collection system will be developed based on, with expansion, accommodating the potential upper density/population range proposed for the Property. The conceptual locations for the major wastewater collection lines are shown in the Master Wastewater. Actual on-site phasing will dictate the timing of wastewater collection construction. Construction of public sewer facilities located within the Property will logically coincide with future development phasing. The system will be appropriately sized to serve the residential unit count and commercial square footage set forth in the Land Use Budget.

In addition, logical wastewater reduction alternatives, including future technological advancements and methods of resource management, will be incorporated to create a viable and sustainable community. To date, standard wastewater criteria have been used to develop the required infrastructure for the Property. In the future, as techniques improve and technology advances, certain sustainable applications will be employed within the Property. This will lower discharges to the wastewater collection system and allow wastewater design criteria to be refined in the future to address these changes. Any proposed reduction in wastewater flows or an increase in sewage strength that will change the design parameters of the collection system or the Airport Reclamation Facility shall be evaluated, reviewed, and approved by the City Engineer.

Finally, the Master Wastewater Report provides a hydraulic analysis of the proposed wastewater collection system that meets projected discharges in accordance with City requirements.

C. Master Drainage

The Master Drainage Report provides a conceptual hydrologic and hydraulic analysis of the existing and proposed drainage system for the Property and sets the drainage requirements for development of the Property in accordance with the City and Yavapai County requirements and as generally depicted in Section 11 – Grading and Drainage Standards.

An existing concrete channel carries the flows from Bottleneck Wash along the north boundary of the Airport eastward to Granite Creek. Existing drainage improvements under State Route 89 permit the flow of stormwater from the Property onto adjacent developed properties.

In addition, logical stormwater management alternatives may be incorporated to create a viable and sustainable community where possible and appropriate and where approved by the City. As techniques improve and technology advances, certain sustainable applications will be employed within the Property.

The Master Drainage Report provides a conceptual hydrologic and hydraulic analysis of the existing and proposed drainage system for the Property and sets the drainage requirements for development of the Property in accordance with City and Yavapai County requirements.

D. Master Transportation

The Master Transportation Report provides local and regional connectivity congruent with the City's Transportation Plan and Section 8 – Circulation Standards. The mobility system for the Property offers an alternative approach to the build out of a master planned community with a circulation system that seeks to create a sustainable walkable environment by minimizing pavement footprint and by creating an appropriately sized functional street system. A hierarchy of arterial streets, District Streets and Neighborhood Streets is intended to provide efficient vehicular, bike and pedestrian access, and high levels of connectivity while protecting the character of land uses and commercial viability along the transportation routes. Actual on-site phasing will dictate the timing and nature of the roadway and infrastructure improvements. Construction of the roadways will logically coincide with future development phasing. Section 8 – Circulation Standards describes the amended circulation details and standards applicable to the Property.

There are two (2) regional highways adjacent to the Property that serve this area. State Route 89 bisects the Property and is undergoing widening improvements in phases. The existing improvements include a center median and installation of a traffic circle at Deep Well Ranch Road. The next phase of improvements is from Deep Well Ranch Road to State Route 89A. Proposed improvements include a center median, a new road, James Lane connecting State Route 89 to Willow Creek Road, and a traffic circle at James Lane. Pioneer Parkway/89A bounds the Property on the south. On/off ramps provide vehicular connectivity to State Route 89 and two (2) signalized intersections provide access to the Property, one at Willow Creek Road and the other one and a half miles south of the Property at Commerce Drive.

Bicycle routes and pedestrian corridors will be incorporated into the development of the Property and will connect to the adjacent systems. On-street bike lines will not be included; a regional multi-use path will follow the major roadways instead. The inclusion of multi-modal transportation features in the community will have a very positive impact on the overall demands of the internal and external transportation systems. An expandable street system has been developed to serve the residential unit count and commercial square footage set forth in the Budget.

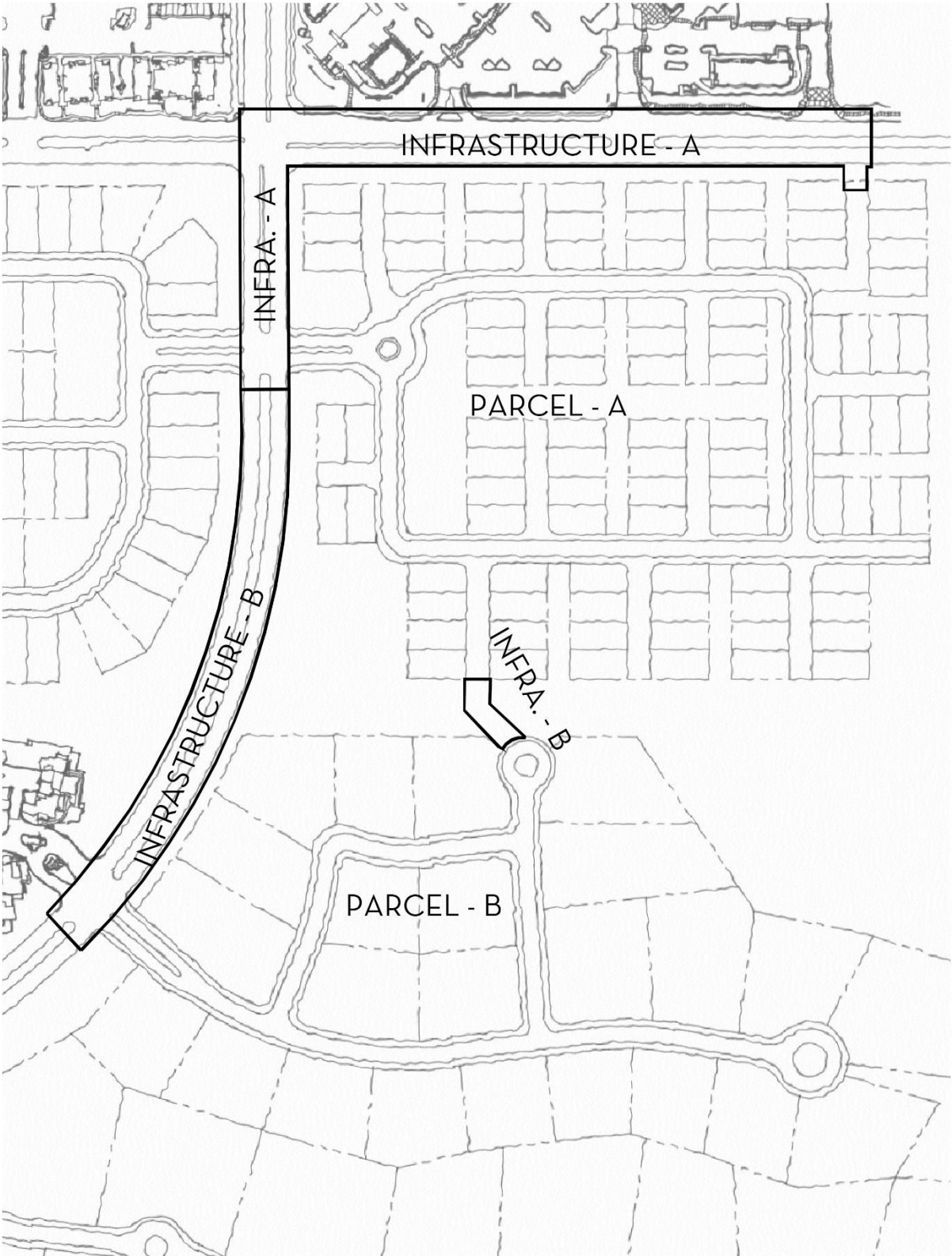
4.3 CONCEPTUAL PHASING

The initial development of the Property is anticipated to occur over a thirty-five (35) to forty (40) year time span and is expected to begin in the portions of the Property in proximity to Willow Creek Road, State Route 89, and Deep Well Ranch Road. Within the Property development, the infrastructure, public facilities, and other community amenities will be built in phases, and in many cases, will be constructed concurrently with parcels being served. Infrastructure improvements will be designed and sized to accommodate planned improvements within each phase of development and may be expanded in the future to accommodate additional development.

The systems may be installed in phases. The phased approach is influenced by the available water supply and adequate wastewater system operations to service the community. The first phase relates to current available water supply. The next phase relates to anticipated available water supply. Additional phases relate to availability of newly derived water supply. The wastewater system shall be designed to expand in similar phases to accommodate development. The sizing, horizontal alignments and timing of collection main installation shall be designed to provide adequate wastewater flow velocity within collection mains and avoid unnecessary oversizing. Ultimate improvements will be based on actual development plans as approved by the City. As depicted in **Exhibit 4.1 – Improvement Phasing**, infrastructure required to serve each parcel is required to be installed with or before the parcel improvements. Easements, reservations of land, or ROWs adjacent to or within the parcel that are necessary for infrastructure the next / adjacent / future parcel(s) will need, shall be provided with the parcel. Interim sections or temporary improvements that meet the need of the parcel may be provided with the development of the parcel and ultimate or permanent improvements provided by future parcels when demand warrants the improvements.

Per **Exhibit 4.1 – Improvement Phasing**, Parcel A, will need to complete a portion (Infra A) of the adjacent infrastructure required to serve Parcel A. For portions of the infrastructure adjacent to Parcel A, but not required to serve Parcel A (Infra B), easements, ROW or land reservations must be made such that the land is available to Parcel B for future development. Parcel B must develop all infrastructure to needed to serve Parcel B (Infra B). If Infra A has not yet been developed, and is required to support Parcel B, it must be developed with Parcel B.

Exhibit 4.1 – Improvement Phasing



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