



# PLANNING & ZONING COMMISSION A G E N D A

**PLANNING & ZONING COMMISSION  
PUBLIC HEARING  
THURSDAY, FEBRUARY 26, 2009  
9:00 AM**

**COUNCIL CHAMBERS  
CITY HALL  
201 S. CORTEZ STREET  
PRESCOTT, ARIZONA  
(928) 777-1207**

The following Agenda will be considered by the **PLANNING & ZONING COMMISSION** at its **REGULAR MEETING / PUBLIC HEARING** to be held on **THURSDAY, FEBRUARY 26, 2009, at 9:00 AM** in the **COUNCIL CHAMBERS, CITY HALL**, located at **201 S. CORTEZ STREET**. Notice of this meeting is given pursuant to Arizona Revised Statutes, Section 38-431.02.

## **I. CALL TO ORDER**

## **II. ATTENDANCE**

### **MEMBERS**

George Wiant, Chairman	
Tom Menser, Vice Chairman	Seymour Petrovsky
Joe Gardner	Richard Rosa
Don Michelman	Len Scamardo

## **III. REGULAR ACTION ITEMS**

(May be voted on contingent upon any related public items below as being acted on unless otherwise noted).

- 1. Approve the minutes** of the February 12, 2009 meeting.
- 2. PP09-001, Preliminary Plat for Granite Dells Estates Commercial PAD.** APN: 103-04-001L, 103-04-001M, 103-04-001Q, 103-04-002A, 103-04-003B, 103-04-009C and totaling ± 206 acres. Located South of State Route 89A, East of the Peavine Trail. Owner is Granite Dells Estates Properties Inc. Engineering is Lyon Engineering. Community Planner is Steve Gaber (928) 777-1206.

THE CITY OF PRESCOTT ENDEAVORS TO MAKE ALL PUBLIC MEETINGS ACCESSIBLE TO PERSONS WITH DISABILITIES. WITH 48 HOURS ADVANCE NOTICE, SPECIAL ASSISTANCE CAN BE PROVIDED FOR SIGHT AND/OR HEARING IMPAIRED PERSONS AT PUBLIC MEETINGS. PLEASE CALL 777-1272 OR 777-1100 (TDD) TO REQUEST AN ACCOMMODATION TO PARTICIPATE IN THIS MEETING.

#### IV. PUBLIC HEARING ITEMS

3. **ANX09-001, GRANITE DELLS RANCH.** APNs: 103-01-031A, 103-01-031B, 103-01-053C, 800-10-016, 800-17-021E, 800-17-023W and totaling ± 387 acres. Owner is Granite Dells Ranch Holdings (Cavan). Applicant/agent is Mark Reddie, LVA Urban Design Studio. Community Planner is Ryan Smith (928) 777-1209.

associated with

4. **GP09-001, GRANITE DELLS RANCH.** APNs: 103-01-030A, 103-01-031A, 102-06-001 and 102-06-002E and totaling ± 165 acres. Request minor General Plan Land Use Map Amendment. Owner is Granite Dells Ranch Holdings (Cavan). Applicant/agent is Mark Reddie, LVA Urban Design Studio. Community Planner is Ryan Smith (928) 777-1209.

associated with

5. **LUP09-001, GRANITE DELLS RANCH.** A portion of 103-01-031A and totaling ± 64 acres. Request amendment to the Airport Specific Area Plan (ASAP) Land Use Map. Owner is Granite Dells Ranch Holdings (Cavan). Applicant/agent is Mark Reddie, LVA Urban Design Studio. Community Planner is Ryan Smith (928) 777-1209.

associated with

6. **RZ09-001, GRANITE DELLS RANCH.** APNs: 102-06-002E, 103-01-030A, 103-01-031A, 103-01-031B, 103-01-053C, 800-17-021E, 800-17-023W and portions of the Peavine Trail west of Granite Dells Estates (Fann) and totaling ± 450 acres. Recommendation for Rezoning includes Single-Family 9 (SF-9 = 9,000 square feet minimum) and Rural Estate-2 acre minimum (upon annexation) to Open Space (OS), Business Regional (BR), and Industrial Light (IL). Owner is Granite Dells Ranch Holdings (Cavan). Applicant/agent is Mark Reddie, LVA Urban Design Studio. Community Planner is Ryan Smith (928) 777-1209.

associated with

7. **MASTER PLAN APPROVAL, GRANITE DELLS RANCH.** APNs: 102-06-001, 102-06-002E, 103-01-031A, 103-01-031B, 103-01-030A, 103-01-053C, 106-06-001, 800-10-016, 800-17-021E, 800-17-023W. Located generally east of Side Road and the Peavine Trail at State Route 89A. Request Master Plan Approval for a ± 498 acre commercial/industrial subdivision inclusive of all the above-referenced APNs. The map of the proposed Master Development Plan is printed below. Owner is Granite Dells Ranch Holdings (Cavan). Applicant/agent is Mark Reddie, LVA Urban Design Studio. Community Planner is Ryan Smith (928) 777-1209.

#### V. CITY UPDATES

#### VI. SUMMARY OF CURRENT OR RECENT EVENTS

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### **CERTIFICATION OF POSTING OF NOTICE**

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Prescott City Hall and on the City's website on **February 23, 2009, at 3:00 PM** in accordance with the statement filed with the City Clerk's Office.

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Kelly Sammeli, Boards and Commissions Administrative Specialist  
Community Development Department

**PLANNING & ZONING COMMISSION  
REGULAR MEETING / PUBLIC HEARING  
FEBRUARY 12, 2009  
PRESCOTT, ARIZONA**

Minutes of the **PLANNING & ZONING COMMISSION** held on **February 12, 2009** in the **COUNCIL CHAMBERS, CITY HALL, 201 S. CORTEZ STREET**, Prescott, Arizona.

**I. CALL TO ORDER**

Chairman Wiant called the meeting to order at 9:00 AM.

**II. ATTENDANCE**

<b><i>Members Present</i></b> George Wiant, Chairman Tom Menser, Vice Chairman Joe Gardner Don Michelman Seymour Petrovsky Richard Rosa Len Scamardo	<b><i>Others Present</i></b> Tom Guice, Community Development Director George Worley, Asst. Community Development Director Richard Mastin, Development Services Director Matthew Podracky, Senior Asst. City Attorney Mike Bacon, Community Planner Ryan Smith, Community Planner Kelly Sammeli, Recording Secretary <b><i>Council Members Present</i></b> Jim Lamerson, Council Liaison Lora Lopas Bob Luzius
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**III. REGULAR ACTION ITEMS**

Chairman Wiant announced to the public, that items 3 & 4 would be moved to the second position on the agenda due to a continuance request on the project from Mr. Hanna. Chairman Wiant further announced the three members of the City Council were in attendance of the Planning and Zoning meeting, Bob Luzius, Jim Lamerson, and Lora Lopas.

**1. Approve the minutes** of the January 29, 2009 meeting.

Mr. Michelman requested a change in the minutes of the January 29, 2009 meeting to reflect that on page eleven, sixth paragraph from the bottom, Mr. Michelman's comment should reflect, "it does not necessarily enhance their position by having a late submittal".

Mr. Rosa indicated that he was present at the January 29, 2009 meeting and the minutes should be changed to reflect his presence.

Chairman Wiant noted the request for changes for Mr. Michelman and further noted that the minutes should reflect Mr. Rosa as present and Mr. Gardner as absent. Chairman Wiant then called for a motion of the amended minutes.

Mr. Menser, **MOTION** move to approve the amended minutes of the January 29, 2009 meeting.

Mr. Michelman, 2<sup>nd</sup>. **VOTE: 7-0.**

Chairman Wiant announced that he would like to move items 3 & 4 (GP08-005 and RZ08-005, 1711 Thumb Butte Road) to the second item of the agenda due to the fact that there was a request from Mr. Hanna for a continuance until the April 12, 2009, Planning and Zoning meeting.

- 3. GP08-005, 1711 Thumb Butte Road.** APNs: 108-06-031K, 108-06-031P, and totaling ± 0.33 acres. Request General Plan Amendment from Low-Medium Density Residential (1-7 DUA) to Mixed Use. Owners/Applicants are Raymond & Lanette Hanna. Community Planner, Mike Bacon (928) 777-1360.

Mr. Michelman noted that Mr. Hanna had stated he will be out of town for the next couple of Planning and Zoning meeting dates and then inquired if staff knew why the continuance was until the April 12, 2009 meeting.

Mike Bacon, Community Planner reported that staff was unaware of the reason for the length of time; only that Mr. Hanna's request stated April 12, 2009 date.

Chairman Wiant called for other comments or questions. Hearing none, called for a motion of continuance.

Mr. Rosa, **MOTION:** for continuance of items 3 & 4, GP08-005, and RZ08-005, 1711 Thumb Butte Road, until April 12, 2009 at 9:00 AM at the Planning and Zoning meeting.

Mr. Scamardo, 2<sup>nd</sup>. **VOTE: 6-0-1 (Mr. Petrovsky abstention).**

Chairman Wiant reiterated that agenda items 3 and 4 were moved so the general public did not have to wait to be informed that the applicant requested a continuance. Chairman Wiant thanked the public for attending the meeting and again noted the items would be discussed on April 9<sup>th</sup>, 2009.

Chairman Wiant further noted that public comments would be addressed at the Planning and Zoning Commission on April 9, 2009.

A gentleman from the public inquired how many continuances would be allowed.

Chairman Wiant noted that there was not a limitation on continuance requests and that all items would be discussed at that time.

Mr. Scamardo inquired if there was a spokesman for the group that staff could use as a contact if further issues should arise.

Someone from the public announced Lillian Pence.

- 4. RZ08-006, 1711 Thumb Butte Road.** APNs: 108-06-031K, 108-06-031P, and totaling ± 0.33 acre. Request zoning change from Single-Family-9000 square foot minimum lot size (SF-9) to Residential Offices (RO). Owners/Applicants are Raymond & Lanette Hanna. Community Planner, Mike Bacon (928) 777-1360. (Voting on February 12, 2009)

**Item 4 was continued. Refer to agenda Item 3 above.**

- 2. SI08-002, Site Plan review for The Boulders, A Prescott Retirement Center, Planned Area Development.** 910 Canterbury Lane, (north of Whipple Street) APNs: 116-19-017, 116-19-017A, 116-19-017B, 116-19-021B, 116-19-022. (±6.27 acres). Zoning: MF-H. Applicant is CivilTec Engineering, 2050 Willow Creek Road, Prescott. Owner is Arcadia Housing, LLC c/o Bill Spring. Community Planner, Mike Bacon (928) 777-1360.

Mr. Bacon reported that the project is located north of Whipple-Montezuma off of Canterbury Lane and is a (PAD) Planned Area Development due to a prior approved preliminary plat. Mr. Bacon continued to report that the project calls for one hundred thirty two, units; forty four units are to be assisted living, with the remaining eighty eight units used for senior living. Mr. Bacon reported to the Commissioners that the applicant, Mr. Spring, provided a response letter to the Planning and Zoning Commission addressing the concerns of attorney, Jennings-Strouss, for Las Fuentes. Mr. Bacon further noted that the Development Agreement going before the City Council will be increasing the height of the buildings from 45 feet to 49.5 feet and will also have an added provision for valet parking that, Mr. Spring has agreed to incorporate into the agreement. Mr. Bacon also reported that staff is requesting that provision number three, under the planning comments be struck out because staff does not feel that there will be an agreed upon easement between the two parties. Mr. Bacon indicated that staff is recommending approval of the site plan, in accordance with the motion as stated in the staff report to include City department comments. Mr. Bacon noted that the applicant, Mr. Spring, was present at the meeting and concluded the staff report.

Chairman Wiant encapsulated that provision three, the access from Sun Street will be eliminated and; there will be a provision added in the Development Agreement to include the valet parking.

Mr. Bacon noted that was correct.

Mr. Michaelman noted that this item was previously continued partly due to a letter received by Jennings-Strouss and further inquired if staff was going to make comment on the letter.

Mr. Bacon indicated that staff believed that Mr. Spring addressed the letter adequately.

Mr. Petrovsky noted that the infrastructure required by the City for the project appeared to have a large impact on the project.

Mr. Bacon indicated that Mr. Spring would have to address that. Mr. Bacon further noted that in 2003, when the condominium project was approved, the water and sewer portion of the project was not addressed.

Mr. Scamardo commented that the site plan is what the Commission is to consider and the financial ramifications of the project are up to the developer.

Chairman Wiant opened the item for public comment.

Mr. Bill Spring, 2305 Edgewood Drive, Sedona, Developer of the project noted that the previously approved design only required one road, twenty foot in width, and today's requirement from the Fire Marshall is for a complete 360° loop road, twenty six foot wide. Mr. Spring further noted that the cost of the road design within the development is much more expensive, at about two hundred, twenty five million dollars. However, the buildings will now be accessible from all three sides.

Chairman Wiant called for other public comments.

Ms. Janet Hutchinson, Attorney from Jennings, Strouss, and Salmon, 201 E Washington, 11<sup>th</sup> floor, Phoenix, AZ, 850004 noted that she was the attorney for LFRV LLC, and represented the property, Las Fuentes Resort Village, which is located on the 16 acres immediately to the north of the proposed site. Ms. Hutchinson indicated that the letter by her firm, which was submitted the day before the last Planning and Zoning Commission, was done because, they were not noticed of the item for the Planning and Zoning meeting on February 12, 2009, or the neighborhood meeting that occurred in January. Ms. Hutchinson also noted that they did not receive a copy of the letter that was submitted by Mr. Thomas P. Kack, Attorney, in response to their letter. Ms. Hutchinson indicated that they voice legitimate concerns that the City should address. Ms. Hutchinson further indicated that in reviewing the draft minutes of the January 29, 2009 Planning and Zoning Commission, that the concerns they previously had raised were not addressed. Ms. Hutchison commented that she has heard over and over that this was an improved project however, she does not see that to be the case. Ms. Hutchison noted that she would again focus on the four concerns that they would like addressed. Ms. Hutchinson indicated that the first was licensing. Ms. Hutchinson pointed out that the entire facility should be licensed as an assisted living facility. Ms. Hutchinson further indicated that if it was, it would have to be designed with standard components for an assisted living facility. Ms. Hutchison noted that the applicant's response to the licensing concern was that they would hire someone who was licensed to provide assisted living care; and did not say that the facility itself would be licensed. Ms. Hutchison then voiced concerns regarding the parking design for the project. Ms. Hutchison noted that the applicant has indicated that 2/3 of their target market are independent senior living, and further noted that people the age of 55 or older still drive. Referring to the site plan on the overhead screen Ms. Hutchison, pointed out that there are about seven spaces located adjacent to the independent living area, with the majority of the parking located in the northern area of the site. Ms. Hutchison indicated that the idea of valet parking would not work for the independent living area because, people who go to the grocery store or just go out for a small shopping trip will not ask for the valet, and when they return from their outing will have to park too far away to retrieve the goods from the shopping trip. Ms. Hutchison noted that her client, Las Fuentes, has been in the business for along time and they have never seen valet parking. Ms. Hutchison further questioned if there would be staff available for the valet parking twenty four hours a day. Ms. Hutchison indicated that many seniors are still active, going to church, volunteering, and in general, still driving. Ms. Hutchison stressed the third issue was the height of the buildings. Ms. Hutchison noted the height of the buildings at 45 feet and indicated that in 2003, the site was approved at 40 feet, with only a portion of the area allowing a 45 foot height. Ms. Hutchison further indicated that the (*LDC*) *Land Development Code* notes this sites' zoning should have a height limit of 35 feet (staff notes that 40 feet is allowed). Ms. Hutchison offered that with the applicants' request of 49.5 feet would be approximately a 41% increase in the height. Ms. Hutchison noted that the engineer for the applicant has indicated that the site is challenged with drainage and topographical issues, and yet the request is to put senior living-assisted living on the site, limit the parking, and decrease the open space. Ms. Hutchison indicated that the access to the site was addressed however; since the access off of Canterbury was not a concern then there would not be a need to allow access for the construction traffic, building supplies, or construction workers, to access through Sun Street. In closing, Ms. Hutchison noted that the application mentioned separate agreements, and that her client would like to know what they are. Further, Ms. Hutchison indicated that their objection is to the design of the project and feel that it is flawed. Ms. Hutchison asked the Planning and Zoning Commission to deny the project.

Chairman Wiant called for questions and comments from the Commissioners.

Mr. Menser asked Ms. Hutchison if they had received a copy of the letter from the applicants' attorney.

Ms. Hutchison noted that she had gotten a copy off of the City of Prescott's web site.

Mr. Scamardo noted that as the Planning and Zoning Commission, they are looking at the site plan. Mr. Scamardo further noted that there is a provision in the (*LDC*) *Land Development Code* that allows for variations of heights by as much as 10% due to the topography of a site. Mr. Scamardo further indicated that the licensing issue was not their concern.

Ms. Hutchison indicated that it is an important that the City looks at the licensing issue because, it is the City of Prescott that will have a senior living facility that does not meet the requirements for an assisted living facility. Ms. Hutchison further noted that if the facility is allowed without the parking, and the valet service fails, the City will be left with a senior living type facility that is failed. Ms. Hutchison stressed that the Planning and Zoning Commission is the gateway to making sure that the project is viable. Ms. Hutchison further indicated that if HUD is a co-guarantor of the project she felt that they would make sure that the buildings are built to the government standards and that the facility is a "licensed assisted living facility".

Mr. Michaelman indicated that it was not the Planning and Zoning Commissions decision, but HUD's.

Ms. Hutchison inquired why the Commission would not be interested in offering the best facility by requiring that it be a "licensed assistant living facility" built to specific standards.

Mr. Menser stressed again that they are only looking at the site plan and that the licensing is not an issue with the Commission. Mr. Menser further noted that parking is a concern and that it will be discussed. Mr. Menser indicated that one of his concerns is what guarantees that the site will never be able to converted to condominiums or apartments uses because then the parking would not work. Mr. Menser further indicated that the financial aspect of the project is not their concern; the height issue was previously looked at and modified in 2007 to allow for a 45 foot building height on the site. Mr. Menser further noted that the height adjustment of 49.5 feet can be done administratively.

Chairman Wiant thanked Ms. Hutchison for speaking.

Mr. Tom Kack, Attorney for the developer, 1135 Iron Springs Road, Prescott, noted that they must meet state licensing to operate an assistant living facility and the building itself must meet state requirements in order to utilize it. Mr. Kack further noted that it is their intention to not only meet local code requirements, but surpass them on the structure located on the north of the site. Mr. Kack indicated that most of the comments he heard pertained to financial issues and that the management company that was going to manage this site has twenty years experience. Mr. Kack further indicated that it is not a concern for the Commission however, he would note that there has been three feasibility studies done, including one by HUD on the project that say the project will work. Mr. Kack noted the height of 45 feet is approved, and although the height is now at 49.5 feet the project looks better, less imposing and not monolithic. Mr. Kack offered an

apology for the oversight on the non-delivery of the letter to the representatives for Las Fuentes. Mr. Kack further noted that his clients' project sits behind Las Fuentes and it is their feeling that this is a competition issue.

Mr. Kack indicated that all the concerns have been addressed, and further the valet parking is addressed in the Development Agreement. Mr. Kack noted that millions of dollars have been invested in this project, many studies have been done by people with years of experience, and they all say that the requirements are being met. Mr. Kack reported that the Development Agreement notes 132 spaces, and with the requirements of the 360° roadway this is what is causing the parking issue. Mr. Kack stressed that the project was designed with valet parking anyway, and with the new road requirement it has driven the parking further away. Mr. Kack noted that the landscaping on the project exceeds code requirements, they have spent millions of dollars on the design, and the upgrades, and these items speak for the fact that there are no issues. In closing, Mr. Kack commented his client is under time constraints, there is financing in place and they are asking for approval from the Planning and Zoning Commission. Mr. Kack thanked the Commissioners for letting him speak and invited Mr. Meeks to the podium.

Mr. Michelman inquired if the Development Agreement would further limit future usage of the property or if in ten years it could be changed to an apartment or condo use.

Mr. Kack indicated that the Development Agreement calls for assisted living or non-assisted living, 132 units. Mr. Kack further noted that the use would still have to be limited to 55 years of age or older. Mr. Kack noted that a lot more money has been put into this project as it was designed from the ground up.

Chairman Wiant noted that the Commissioners could discuss the "what ifs" all day and that is part of the concern on the parking that Mr. Menser has brought to attention.

Mr. Bacon, Community Planner noted that in 1999 the project was very controversial and that is no longer the case. Mr. Bacon indicated that the neighborhood has been very receptive to the proposal today. Mr. Bacon reminded the Commissioners that apartment and condominiums have more intensive parking requirements, and further all the Development Agreements, from the onset in 1999 have specified two uses, assisted living or independent living over the age of 55, no condos or apartments.

Mr. Menser commented yes however, non-assisted is regular apartments for 55 or older and there is nothing in the Development Agreement or City Zoning that would limit the use.

Mr. Bacon noted that they (the developer) have the right to come back before the City Council and revise the Development Agreement however; parking would be an issue. Mr. Bacon further noted that apartments require two parking spaces per unit and once the site is developed as designed, it would be impossible to meet the parking.

Mr. Menser inquired if a condominium use would require the same steps.

Mr. Bacon indicated yes.

Mr. Bacon reported that with assisted living, parking is .5 of a space and independent living, over 55, the requirement is one space per unit. Mr. Bacon further noted that is in the Development Agreement and they meet the parking requirements.

Mr. Menser noted that the limitation was the parking, and the design was locking them in.

Mr. Kack noted that the Development Agreement does run with the land and is noted that the property should only be used for assisted housing or non-assisted for those over 55 years of age and/or a combination of non-assisted housing and assisted housing for those over 55 years of age.

Mr. Menser inquired if there was a key in the federal funding that would limit the use to a specific kind of senior project.

Mr. Kack indicated that Mr. Spring could respond to the question however, it was his understanding that the project was being funded as an assisted and non assisted living project for HUD.

Chairman Wiant noted that it was his understanding that what the Commission was looking at was limited by the parking and the prescribed use, and if in the future there was a change of use it would have to go through the whole process again.

Mr. Bacon indicated yes.

Mr. Larry Meeks, Architect, STG Design Incorporated, 1820 East River Road, Tucson, AZ, 85718 indicated that his firm has been involved with HUD development projects since 1984 and they have completed hundreds of HUD projects. Mr. Meeks noted that the project before the Commission is a HUD project that is specifically written and regulated for assisted living and independent living facilities. Mr. Meeks noted that if the developer fails to operate the facility properly, there is a forty year financial commitment from HUD to come in and take it over as an assisted living facility, which is how the project is set up. Mr. Meeks indicated that the project was preliminary reviewed by the State Health Department Architect several weeks ago and there are no licensing issues with the project. Mr. Meeks further indicated that the state licensing is required to be in hand for HUD to fund the construction of the project, and there is no avenue for a change in use unless HUD is bought out. Mr. Meeks noted that his firm is currently working on a 454 senior living facility in Glendale, that is almost fully occupied and has approximately 160 cars in the parking lot. Mr. Meeks indicated that the trend on these types of facilities is less parking and they are seeing it everywhere. Mr. Meeks indicated that seniors give up their cars when they move into these facilities. This is a strong market trend and that it is going to endure for a long time. Mr. Meeks described several projects located in the Tucson area where the parking had been significantly decreased as part of the trend.

Chairman Wiant indicated that the main concern of the Planning and Zoning Commission is that the project meets code.

Mr. Menser inquired if Mr. Meeks had personally been involved with the valet parking feature that was being proposed.

Mr. Meeks noted that valet parking is some thing that the market is looking at very closely and recommends this type of feature in a number of projects today. Mr. Meeks further noted that seniors are just not using their cars once they enter into these types of facilities and it is noted everywhere.

Chairman Wiant inquired if the valet parking was a twenty four hour seven days a week operation.

Mr. Meeks indicated yes.

Mr. Michelman asked Mr. Meeks again if he had any past experience with the valet parking to base his hypothesis on.

Mr. Meeks indicated that valet parking in his experience started about the middle of last year, when they noted that people living in the facilities were not driving their cars. Mr. Meeks further indicated that he is involved in the push for less parking because for him, it was about being responsible, being green, and responding to what behaviors the seniors are showing. Mr. Meeks noted that seniors would rather take the van service that is offered by the in- place community and that it becomes a social event in their lives.

Mr. Gardner inquired if HUD had any parking requirements.

Mr. Meeks reported that HUD requires the project to meet the requirements of the local jurisdiction.

Mr. Gardner commented that from his own experience with his family members being in similar type facilities there are always empty parking spaces.

Mr. Rosa indicated that he does not see a problem with the project. Mr. Rosa further noted that once people reach a certain age they do tend to use the transportation provided it does become a community event to go on the outings.

Mr. Petrovsky inquired if the valet service would be at an additional cost to the residents or would it be an additional cost.

Mr. Meeks indicated that Mr. Spring would have to answer that question. Mr Meeks indicated that HUD does an annual review of all the projects it funds and if things do not operate the way it was approved it would be corrected. In closing Mr. Meeks noted that the project is being presented the way it will be operated.

Mr. Spring, Developer of the project indicated that the valet parking is somewhat new for the industry of senior housing however, the management firm that is associated with his project has experience with it. Mr. Spring noted that the valet parking is a service that is included at no extra cost; the occupants are made aware that there is no tipping allowed, and the service would be provided twenty four hours a day, seven days a week. Mr. Spring noted that the housing project would also have vans that would take regular outings to the grocery stores, shopping trips, etc. Mr. Spring further noted that a closer look into the Las Fuentes parking lot would reflect how little vehicles are being used by residents. Mr. Spring indicated that the valet parking is a marketing item for his development that goes along with the higher end of the industry, and it is something that is not provided at any other location with the Prescott area. Mr. Spring stated that he felt that his project is more upscale and that is possibly why the parking is a concern. Mr. Spring noted that the Development Agreement runs with the land and can not be changed without going through the process again.

Mr. Petrovsky indicated that he did not hear the answer on the valet parking and inquired if it was provided twenty four hours a day seven days a week.

Mr. Spring indicated yes.

Mr. Menser asked Mr. Bacon if the wording for the Development Agreement had been drafted yet.

Mr. Bacon indicated that it was however, he did not have a copy of it.

Mr. Menser asked his fellow Commissioner, Mr. Gardner if he had concerns about the valet parking working.

Mr. Gardner indicated that he did not. Mr. Gardner further noted that he thought it would be a benefit for the occupants.

Mr. Menser noted that he felt there should be some drop off locations at each of the buildings and he didn't see reflected on the plans.

Mr. Meeks indicated that there is drive under type covered entry's at each of the building locations for drop off purposes.

Chairman Wiant called for final comments from the Commissioners.

Mr. Michelman asked staff if additional parking spaces to the site, what would be the procedure.

Mr. Bacon noted that the process would start over with the Planning and Zoning Commission because the approval of the City Council would be in substantial accordance with the site plan. Mr. Bacon explained that adding one or two parking spaces would be considered substantial however, if they added parking in another location they would have to come back.

Chairman Wiant noted that was because it would change the open space.

Mr. Michelman noted the calculation of the parking spaces required for an apartment use based on a one bedroom calculation, and commented that it is higher than what is noted on the site plan. Mr. Michelman further noted that the parking is limiting the use, and no changes could occur without returning back before the Planning and Zoning Commission. Mr. Michelman indicated that he was comfortable that the use is limited to what the Development Agreement indicates vs. the other uses that were discussed hypothetically in the future.

Mr. Rosa commented that there was also the option of stacking the parking spaces as long as they have the valet parking and that could increase the parking.

Chairman Wiant commented if there was a change in use it would also have to go before HUD and what the Commissioners were considering is the site plan as it is presented; and, that it meets the City code.

Chairman Wiant closed the public hearing and called for any last comments from the Commissioners.

Chairman Wiant called for a motion.

Mr. Scamardo, **MOTION:** to recommend approval of the Site Plan for the Boulders, A Prescott Retirement Community Planned Area Development SI08-002 'Exhibit' A, and subject to the City Department Comments in the staff report date 2/12/2009.

Mr. Michelman inquired if comment number 3 under the planning comments needed to be removed.

Mr. Scamardo noted yes and amended the motion to include the removal of statement number 3 under the planning comments.

Mr. Michelman, 2<sup>nd</sup>.

Chairman Wiant noted the **motion** and the 2<sup>nd</sup> and called for other comments.

Mr. Menser inquired what time in the process restrictions on the construction activity would be placed.

Mr. Bacon indicate that the noise code addressed the construction noise 6AM to 7PM daily and the construction traffic off of Sun Street has never been a noted concern over the past ten years.

Mr. Menser inquired if there would be specific restrictions on the construction of the project or just the City standards from the construction.

Mr. Bacon noted just the City standards.

Chairman Wiant noted there was a **motion** and a 2<sup>nd</sup> and called for the vote.

**VOTE: 7-0.** Motion was unanimous.

#### **IV. PUBLIC HEARING ITEMS**

**5. ANX09-001, GRANITE DELLS RANCH.** APNs: 103-01-031A, 103-01-031B, 103-01-053C, 800-10-016, 800-17-021E, 800-17-023W and totaling ± 387 acres. Owner is Granite Dells Ranch Holdings (Cavan). Applicant/agent is Mark Reddie, LVA Urban Design Studio. Community Planner is Ryan Smith (928) 777-1209.

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**6. GP09-001, GRANITE DELLS RANCH.** APNs: 103-01-030A, 103-01-031A, 102-06-001 and 102-06-002E and totaling ± 165 acres. Request minor General Plan Land Use Map Amendment. Owner is Granite Dells Ranch Holdings (Cavan). Applicant/agent is Mark Reddie, LVA Urban Design Studio. Community Planner is Ryan Smith (928) 777-1209.

associated with

**7. LUP09-001, GRANITE DELLS RANCH.** A portion of 103-01-031A and totaling ± 64 acres. Request amendment to the Airport Specific Area Plan (ASAP) Land Use Map. Owner is Granite Dells Ranch Holdings (Cavan). Applicant/agent is Mark Reddie, LVA Urban Design Studio. Community Planner is Ryan Smith (928) 777-1209.

associated with

**8. RZ09-001, GRANITE DELLS RANCH.** APNs: 102-06-002E, 103-01-030A, 103-01-031A, 103-01-031B, 103-01-053C, 800-17-021E, 800-17-023W and portions of the Peavine Trail west of Granite Dells Estates (Fann) and totaling ± 450 acres. Recommendation for Rezoning includes Single-Family 9 (SF-9 = 9,000 square feet

minimum) and Rural Estate-2 acre minimum (upon annexation) to Open Space (OS), Business Regional (BR), and Industrial Light (IL). Owner is Granite Dells Ranch Holdings (Cavan). Applicant/agent is Mark Reddie, LVA Urban Design Studio. Community Planner is Ryan Smith (928) 777-1209.

associated with

- 9. MASTER PLAN APPROVAL, GRANITE DELLS RANCH.** APNs: 102-06-001, 102-06-002E, 103-01-031A, 103-01-031B, 103-01-030A, 103-01-053C, 106-06-001, 800-10-016, 800-17-021E, 800-17-023W. Located generally east of Side Road and the Peavine Trail at State Route 89A. Request Master Plan Approval for a ± 498 acre commercial/industrial subdivision inclusive of all the above-referenced APNs. The map of the proposed Master Development Plan is printed below. Owner is Granite Dells Ranch Holdings (Cavan). Applicant/agent is Mark Reddie, LVA Urban Design Studio. Community Planner is Ryan Smith (928) 777-1209.

Chairman Wiant noted that the Commissioners would now consider items 5, 6, 7, 8, and 9 all, related to Granite Dells Ranch.

Ryan Smith, Community Planner put the map of the site location on the overhead for the Commission to view and reported that the Granite Dells Ranch is located generally southeast of the Airport. Mr. Smith noted the locations of the Side Road, Highway 89 Interchange, and the Peavine Trail in relation to the site. Mr. Smith reported that the applicant is requested to annex 387 acres of the 500 acre project into the City with a portion of the site located within the county. Mr. Smith projected the purposed Master Development Plan and reported that the plan is for a commercial and industrial subdivision. Mr. Smith noted the location of the industrial portion of the project on the overhead, indicating that it was south of the airport. Granite Creek is to be designated as Open Space and the rest of the development as commercial. Mr. Smith noted that the applicant was present at the meeting and was going to go over the project in further detail. Mr. Smith noted that he would briefly go over the process. Mr. Smith noted that the request is a Proposition 400 Annexation as it is over 250 acres and the City Council would have to approve it by a  $\frac{3}{4}$  majority vote. Mr. Smith further noted that the public comment period of sixty days would start once the Planning and Zoning Commission makes a recommendation regarding the Master Development Plan. Mr. Smith further noted that the effluent from the project will be used towards the aquifer recharge. Mr. Smith indicated that the Planning and Zoning Commission is anticipated to make their recommendation on the application at the February 26, 2009 meeting, and if it does that would begin the sixty day public review period required by Proposition 400. Mr. Smith further indicated that staff is anticipated to have the City Council hear the items on May 5, 2009, and May 12, 2009, if the Planning and Zoning makes the recommendation on February 26, 2009.

Mr. Smith further reported that there are five separate actions that are being requested of the Commission. The first is a recommendation on the Transitional Zoning. Mr. Smith indicated that the current County zoning is RCU-2A, which is a residential zoning with a minimum two acre for each lot size. Mr. Smith noted that the other actions would include a General Plan Land Use Map Amendment for an area in the northern portion of the site, an Airport Area Specific Plan Land Use Map Amendment, a Rezoning request to allow for the commercial development and a Master Plan Approval. Mr. Smith reported that staff is suggesting a Transitional Zoning designation of RE-2 which is comparable to the current County zoning of RCU-2A for the Annexation per state requirements. Mr. Smith noted that would allow for the applicant to proceed with the rezoning for the Commercial and Industrial rezoning. Mr. Smith indicated that staff is

recommending approval of all the actions for the application. Mr. Smith concluded the staff report, noting he would answer any questions from the Commissioners. Mr. Smith then introduced Mr. Al Bradshaw, acting agent, for the applicants.

Mr. Menser inquired if the General Plan Amendment would be considered a minor amendment.

Mr. Smith noted yes.

Mr. Menser inquired if there is work being done to revise the (ASAP) Airport Specific Area Plan and would the General Plan Amendment not change the revisions.

Mr. Smith indicated that there is work being done on the 2009 Airport Master Plan which is different than the Airport Specific Master Plan. Mr. Smith further indicated that staff is proposing to amend the Airport Specific Area Plan so that it will match the 2009 Airport Master Plan.

Mr. Menser inquired if this General Plan Amendment would affect the Airport Master Plan revisions.

Mr. Smith indicated no. Mr. Smith noted that the applicants are aware of the amendments that are occurring with the Airport Master Plan as well as the stipulation that will occur.

Mr. Petrovsky commented that he read in the staff report about the realignment of the Peavine Trail and inquired about the proposed changes.

Mr. Smith noted that the applicant will discuss in detail the realignment of Peavine Trail and then briefly described how the trail aligns Side Road and ends at the Highway, where a person has to cross the Highway to continue the trail. Mr. Smith noted that there are a few issues that are still being worked out with the crossings of the Trail at Centerpointe East as well as the Highway locations. Mr. Smith further noted that these types of issues generally get worked out prior to a final plat application.

Mr. Petrovsky inquired if the intent was to realign the trail to go under the Highway.

Mr. Smith indicated that was correct.

Chairman Wiant opened the meeting to public comment at this time.

Mr. Smith introduced Mr. Al Bradshaw.

Mr. Al Bradshaw, Bradshaw Public Relations, 3088 Adobe Springs Prescott indicated that he would introduce the members of the team that have been working on the project. Mr. Bradshaw introduced Mr. Jeff Market, Director of Project Development, for Cavan Real Estate Investments, Mr. Greg Huber, Huber Law, Prescott, Scott Lyon, Lyon Engineering, Mr. Mark Reddie, Planner, with LBA Design Studios in Tempe. Mr. Bradshaw indicated that the team members have been working with City staff for some time now and thanked Craig McConnell, Tom Guice, Ryan Smith, Mark Nietupski, and Gary Kidd for their efforts. Mr. Bradshaw noted that they believe that this project will create Prescott's single largest commercial area. Mr. Bradshaw further noted that the project developed out of the City Councils priority direction for commercial development, along the Side Road area and also the Prescott General Plan. In closing Mr. Bradshaw

noted that an introductory presentation on the project was previously presented to the City Council and the Open Space Committee and introduced Mr. Mark Reddie, of LVA Urban Design.

Mr. Mark Reddie, LVA Urban Design Studio, 120 S. Ash Avenue, Tempe, AZ indicated that he would describe in detail the specifics of the application. Mr. Reddie noted the five components of the application 1) Master Development Plan; 2) Minor General Plan Land Use Map Amendment; 3) Airport Specific Area Plan Land Use Map Amendment; 4) Annexation of a portion of land that is not in the City; and, 5) a Rezoning application. Mr. Reddie also noted that the location is in the northern area of Prescott. Mr. Reddie informed the Commission that Cavan had purchased over 16,000 acres in the last year and provided a map of the areas that Cavan currently owns on the overhead. Mr. Reddie provided an overview of the project site on the overhead and noted the areas of Granite Dells Estates (to the south), Centerpointe E (to the west), Fann property, State Route 89A, Granite Creek, the Peavine Trail, and the Airport.

Mr. Reddie reported on the Master Development Plan and indicated that it has three different land uses noted in it, commercial employment with ranges of retail to office uses, light industrial and open space. Mr. Reddie then described the circulation components' within the site, including the new interchange along highway 89 that will start construction this summer. Mr. Reddie described the access of the design, the access road that will run north and south, called Granite Dells Parkway, which will provide access through their project and to the Granite Dells Estates project. Mr. Reddie noted that the project includes a east, west connector, called Counterpointe Drive, that will provide access through the property to Side Road and the Centerpointe East development. Mr. Reddie noted that the interchange will also provide a park and ride trailhead area along the northern side of the property accessible for hiking, bike riding, or horse back riding. Mr. Reddie further noted that as part of the project Cavan has dedicated 37 acres for land for the construction of the Interchange, the roadways and the parking/trail alignments. Mr. Reddie noted the areas of open space on the overhead projector and provided the overview of potential flood plain areas that total about 57 acres. Mr. Reddie added that Hanson Aggregate has a Development Agreement with the owner (Cavan) for mining and primary location in the area Mr. Reddie indicated that the use will continue for some time however, if it ceases the area could potentially be redeveloped into light industrial.

Mr. Reddie put the regional map of the current alignment of Peavine Trail on the overhead and noted the location of the trail along Side Road. Mr. Reddie noted that the trail runs into the parking area and then enters onto their property where it veers east to the existing box culverts that go under the freeway. Mr. Reddie placed the location on the overhead map again. Mr. Reddie noted in addition, there was additional land donated (by Cavan) along the right of way area that will provide space for a safe visibility and turn radius out of the tunnels. Mr. Reddie indicated that the shift in the Peavine Trail was discussed with the Open Space Committee because, there is about 17 acres of their (Cavan) land that is designated as commercial employment that will only be accessible by one or two at grade trail crossings, and they would like to possibly take the trail and shift it along the edge of the creek so it would not have to be crossed by traffic. Mr. Reddie indicated that this would provide three positive things, move the trail up against open space with nice vistas, eliminate the vehicle crossings on the trails, and possibly consolidate the land for the development. Mr. Reddie noted that the challenge they face is that the Peavine Trail land was purchased with Federal Grant Enhancement funds and there may be limitations of the land swap. Mr. Reddie indicated that that is something that they are working on with staff. Mr. Reddie also noted that they are

walking the area with Open Space Committee members as they move further into the project.

Mr. Reddie described the minor General Plan Amendment and indicated that the major change that is being proposed is a change from residential uses to commercial uses. This is due to current Airport Specific Area Plan and the Airport Master Plan that is in development and the areas that are designated as non residential and are located in the noise contours that would prohibit residential. There are also areas that are being modified for the Open Space and FEMA that are identical to the ASAP. The zoning change is similar to the Master Plan and it is to modify the acres to industrial light, and change areas from residential uses to commercial uses. Mr. Reddie indicated that this does include the Open Space and it might change if the trail area changes.

Mr. Reddie reported that the annexation portion is 387 acres including the trail alignment and Side Road, which is currently in the County, as part of the annexation. Mr. Reddie noted as part of the annexation they are required to commission a number of studies. This would include a Water Master Plan, a Waste Water Master Plan, a Traffic Study, and a Fiscal Impact Analysis which are in final draft or completed. Mr. Reddie noted that he would also touch on the water allocation. Mr. Reddie indicated that at the Council presentation a resident asked what they were doing for water. Mr. Reddie indicated that he pointed this out because the project has no residential and there is no requirement for a water agreement. Mr. Reddie further noted that if they were proposing a single use that would use more than five acre feet of water per year then they would have to have a water agreement. Mr. Reddie reported that only residential developments are required to enter into a water agreement, there are specific allocations for non residential uses, and those will be used for the water on this project.

Mr. Reddie noted that the development schedule is in with the City and will begin the public hearing process on February 27, 2009 after the Planning and Zoning vote and the will continue for sixty days which is May of 2009. Council will vote on this request in June of 2009 and they hope to begin development on the project in 2011. Mr. Reddie closed his presentation and noted that he was happy to answer any question the Commission might have.

Mr. Michelman inquired if the southeast portion of the site abuts to the Fann property and if it abuts the residential use within the Fann project or if it was business general or to business general.

Mr. Reddie indicated no. Further noting that they have been talking about the connection of the two properties with Mike Fann and all the property that is on the Fann project is consistent and compatible with what they have. Mr. Reddie further noted that the residential area is to the south. Mr. Reddie placed the site location back on the overhead at this time for the Commissioners to review it again.

Chairman Wiant noted that no water has to come in with the annexation.

Mr. Reddie noted that was correct because there is no residential and they are not required to enter into a water agreement.

Mr. Menser inquired if Multi-family could be put into any part of it.

Mr. Reddie noted that there was one zoning designation that does allow for it however, they were not planning on that use.

Mr. Smith, Community Planner noted that Mr. Menser was correct in that the majority of the project will be zoned Business Regional and that does allow for Multi-family zoning.

Chairman Wiant inquired if Multi- family requires a water development.

Mr. Smith indicated yes if it was developed that way however, the Master Plan does not indicate the Multi-family use at all.

Mr. Petrovsky indicated that he did not see a recommendation by staff and asked staff about it.

Mr. Smith indicated that the items were coming before the Planning and Zoning Commission on February 26, 2009 again and staff will recommend approval for all items at that time.

Chairman Wiant called for comments from the audience.

Mr. Reddie noted that they had been contacted via e-mail by the Arizona Game and Fish Department the day before and that they intend to meet with staff from Arizona Game and Fish to discuss their concerns and see how they could work together.

Trevor Burke, Habitat Program Manager for Region Three, Arizona Game and Fish Department, 5325 N. Stockton Hill Road, Kingman, AZ, 86401 indicated that he has been working on numerous projects through out the area including, the Chino bypass project, Fain Connector, and the Great Western DCR. Mr. Burke noted that he will be looking at this project to see how the area will maintain landscape and connectivity for the wildlife. Mr. Burke noted that he was looking forward to working with Mr. Reddie on the project to try and incorporate wildlife permeability into the area for the whole region. Mr. Burke then thanked the Commissioners for listening to him.

Chairman Wiant thanked Mr. Burke for attending and noted it was a little early in the process for him to provide a presentation.

Nigel Reynolds, 795 Sunrise Blvd, Yavapai Hills, Prescott noted that he was on the board of the Yavapai Trails Association and that he would like to make comments on the Peavine Trail system. Mr. Reynolds indicated that he was happy to see the developer take the Peavine Trail into consideration. Mr. Reynolds further indicated that it is important to help mitigate the grade crossings of the Peavine Trail which is not a good idea. Mr. Reynolds noted that there are other things that are going on in the area and the Yavapai Trails Association is also working with those developers to meet the needs of the Peavine Trail. Mr. Reynolds stressed the importance of the Peavine Trail in relation to the historic route of the railroad, the use of it to link the three communities of Chino Valley, Prescott Valley, and Prescott together, a recreational trail important to the locals and tourist alike. Mr. Reynolds closed by thanking the Commissioners and noted for them to keep in mind the importance of keeping the Peavine Trail available to people outside the area.

Chairman Wiant called for other comments from the Commissioners or the public. Hearing none closed the public portion of the meeting.

Chairman Wiant noted that the items would not be acted on until they were reviewed at the next Planning and Zoning meeting on February 26, 2009 at 9:00 AM.

## V. CITY UPDATES

Mr. Worley announced that a Unified Development Code Committee meeting would immediately follow the close of the Planning and Zoning meeting. Mr. Worley also noted that the Panda Express Signage that the Commissioners had dealt with some time ago did go before the City Council and was approved by a split vote. Mr. Worley indicated that there were some of the same concerns addressed at the Council that were concerns of the Commissioners however; it was approved by a 4-2 vote.

## VI. SUMMARY OF CURRENT OR RECENT EVENTS

None

## VII. ADJOURNMENT

Chairman Wiant adjourned the meeting at 10:50 AM.

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George Wiant, Chairman

DRAFT

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**Preliminary Plat for Granite Dells Estates Commercial PAD**  
**PP 09-001**

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AGENDA

COMMUNITY DEVELOPMENT – PLANNING AND ZONING DIVISION  
PLANNING AND ZONING COMMISSION MEETING  
February 26, 2009

Staff Report

**TO** Planning and Zoning Commission

**FROM** Tom Guice, Community Development Director *TG*  
George Worley, Asst. Community Development Director  
Steve Gaber, Community Planner *SG*

**SUBJECT** Preliminary Plat for the Granite Dells Estates Commercial PAD, 206 acres.

**APN's** 103-04-001L, 001M, 001Q, 002A, 003B, 009B, 009C

**LOCATION** South of State Route 89A, East of the Peavine Trail

**OWNER** Granite Dells Estates Properties Inc.  
Michael Fann, 778-0170

**ENGINEER** Lyon Engineering  
Scott Lyon, Kevin Horton, 776-1750

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This application seeks approval of the Preliminary Plat for the Granite Dells Estates Commercial PAD. The overall Granite Dells Estates (GDE) Development has been the subject of numerous reviews and approvals, including but not limited to;

- ANX 07-002, the annexation of the GDE area including 1,142 acres, Ordinance No. 4632-0834, 11/30/07
- Development Agreement No. 2008-164, Resolution No. 3864-0832, Including a Master Plan, 11/30/08.
- RZ08-002, the zoning of GDE, including Residential, Commercial and Industrial Districts Ordinance No. 4651-0853, 5/27/08.
- PP08-002 Preliminary Plat including waivers associated with final plat submittal and grading requirements, 5/27/08.

The current Preliminary Plat application for the GDE Commercial PAD covers 206 acres and is consistent with both the approved Master Plan and zoning districts as noted above.

This application shows the following;

1. Tract A (purple on the color coded plat/map) divided into 13 lots ranging in size from 12.25 acres to 1.85 acres. This area has Industrial General (IG) zoning. Fann Contracting intends to develop Lot C1 as the location of their office and operations, maintenance yard.
2. Tract B (yellow) divided into 10 lots ranging in size from 11.59 acres to 1.10 acres. This area has Business General (BG) zoning.

3. Tract C (pink) divided into 2 lots, one at 13.99 acres and the other at 13.53 acres. This area has Business General (BG) zoning.
4. Tract D (green) divided into 6 lots ranging in size from 1.48 acres to 0.92 acres. This area has Industrial Light (IL) zoning and also includes 1.03 acres of open space.
5. Tract E (brown) divided into 2 lots, one at 12.96 acres and the other at 7.47 acres. These lots have BG zoning.
6. Tract F (blue) includes 1 lot at 13.38 acres with BG zoning. Tracts E and F do not reflect the public utility and access easement as shown on the earlier GDE Preliminary plat and necessary for the Izona property and the City water facilities site.

#### **DEVELOPMENT SCHEDULE SUMMARY**

The development schedule is summarized as follows:

- Construction of the Airport Zone 18" water main by the City, extending from Pinion Oaks/Pioneer Parkway easterly to the SR89/89A intersection is 75% complete and is to be fully completed by 7/09.
- Construction of the Airport Zone 12" water main, connecting to the 18" main described above, extending to the Side Road Connector is 75% complete and is to be fully completed by 7/09.
- Fann/GDE to extend water and sewer mains and road (Dells Ranch Road) from Side Road area to northeast corner of development by 10/09.
- Engineering and design, by City, of SR89A/Granite Dells Parkway Traffic Interchange is complete and the project is in the bidding process. Construction is expected to start prior to 6/09 with completion anticipated 7/10.
- Fann/GDE intends to submit Grading Plans and all other associated reports/plans necessary for a Grading Permit to mass grade approximately 100 acres. This includes the property associated with Tract A (purple), Tract B (yellow) and Tract D (green). Representatives from GDE and Lyon Engineering will provide the Commission with additional information on the Grading Plan at the Commission's meetings.

The approval of earlier GDE Preliminary Plat, including the residential areas and the commercial industrial tracts included a waiver to LDC Sections 6.7 and 9.6.3 allowing for grading and site disturbance on the Commercial and Industrial Tracts without full site plan approval.

- The earlier approval anticipated that Fann/GDE would begin infrastructure work internal to the Residential Phases 1, 2, 3, 4 in 10/09. No update on this work has been discussed.

#### **GENERAL PLAN AND AIRPORT SPECIFIC AREA PLAN**

A review of the City's General Plan and the Airport specific Area Plan occurred with the earlier approvals for GDE. The Master Plan, Zoning and Preliminary Plats are considered to be consistent with both the General Plan and the Airport Specific Area Plan.

#### **ROAD STANDARDS AND CONNECTIVITY**

Road specifications were defined in the Development Agreement. This preliminary plat includes the street section drawings. Road specifications are summarized as follows:

- Granite Dells Parkway, north to SR89A, Major Arterial, ROW width 100'. The Development Agreement identifies this ROW to be 120'. However the traffic volumes as identified in the Traffic Impact Analysis indicate that a 100' ROW will be adequate. At build out this roadway will include 6 traffic lanes, 1 center turn lane, 2 bike lanes, curb, gutter, sidewalk both sides (sidewalks are shown as adjacent to the curb rather than separated from roadway by parkway). The Development Agreement provides an option for the initial road construction to include grading the full road width, construction

of 2 travel lanes, 1 center turn lane, 2 bike lanes, 8' shoulders and drainage channels on both sides.

- Granite Dells Parkway, southwesterly from Granite Dells Parkway to the old SR89A underpass of the Peavine Trail. At a future date this road will connect westerly to SR89 in the vicinity of the Phippen Museum. This will occur via roads to be developed in Centerpointe South. At build out the road will include 100' of ROW, 4 travel lanes, 1 center turn lane, 2 bike lanes, curb, gutter, sidewalk both sides. There is an option for initial road construction to include grading the full road width, 2 travel lanes, 1 center turn lane, 2 bike lanes, 8' shoulders and drainage channels on both sides.
- Internal Commercial Streets, Roads 40, 41 and 43. ROW width 60', 2 travel lanes, parking lanes, curb, gutter, sidewalk both sides.
- Internal Commercial Streets, Roads 39 and 42, ROW width 70', 2 travel lanes, center turn lane, bike lanes curb gutter, sidewalks both sides.

There are two additional issues associated with Road 39 that need to be discussed.

1. Portions of this road are located outside of the annexed area. The permitting process (Yavapai County/City) needs to be defined. This property is not owned by Fann/GDE. An easement/ROW for the road needs to be created.
2. The road crossing of the Peavine Trail is proposed to occur as an "at grade crossing". This trail crossing along with other proposed trail crossings creates a need for discussion and specific design criteria for at grade and separated grade crossings. Attached are several recent letters and/or e-mails addressing this matter.

The Development Agreement includes the following statement in relation to this issue.

"5.02.25 Railroad Right-of-way Easements. City shall acquire and grant to Owner, at no cost to Owner, in a timely manner to allow for Owner's development of the Property, easements for ingress, egress and utilities over and across the railroad right-of-way (anticipated rails to trails use) located between the Existing Property and the Additional Property at locations to be determined by agreement of the parties. Such easements shall accommodate trail users."

#### **WATER AND WASTE WATER UTILITIES**

The initial sewer service will occur by extending lines from the Side Road, Centerpointe East area. However additional sewer capacity will need to be constructed to serve future phases of this development and adjoining lands. In relation to the internal sewer service there are concerns about the combination of the private low pressure lines and gravity flow lines. Discussions in relation to future water and sewer services for both for this development and the greater area are ongoing.

#### **DRAINAGE ANALYSIS**

Additional drainage information and analysis is needed as part of the Grading Plan.

#### **DEPARTMENT AND AGENCY REVIEW 2/20/09**

Public Works Engineering

1. The plan submitted indicates primary access from Centerpointe East Drive. The Developer will be responsible for any damage to Centerpointe East Drive as a result of the development of Granite Dells Estates. The developer will need an approval from the County and an easement from Cavan for the east-west connection from Centerpointe East Drive to the project.

2. The preferred access would be through the Cavan property via lands associated with the future Granite Dells Parkway. The developer would need an easement or agreement from Cavan for ingress/egress and to grade a road.
3. The Preliminary Grading Plan submitted shows a number of cut and fill slopes at 1:1, 2:1 and 2:1. Set backs for the cut and fill slopes must comply with the LDC Section 6.7. The LDC requires any slopes steeper than 2:1 are to be certified by a Geotechnical Engineer. The Civil Improvement Plans must address the sediment and erosion control and drainage on the slopes.
4. Clearly identify the phasing associated with this Preliminary Plat.
5. The locations of the proposed Detention Basins are questionable. Provide complete drainage analysis, flow calculations, discharge locations and detention calculations.
6. A note of the Preliminary Grading Plan indicates the developer will be submitting for a "Stand Alone Grading Permit" once the Preliminary Plat and Preliminary Grading Plan are approved by Staff and Council. Prior to issuance of a Grading Permit, the developer will submit for review and approval Preliminary Civil Improvement Plans including Grading, Drainage, Detention, Water, Sewer, SWPPP, Sediment and Erosion Control and Analysis for the design. The Drainage Plans must address direction of flow and how offsite flows will be conveyed without impact to the adjacent property owner(s).
7. Provide a Geotechnical Report.
8. Financial Assurances must be posted in the amount 120% of the grading, drainage, SWPPP, sediment and erosion control.
9. Permanent SWPPP, Sediment and Erosion Control Facilities will be required after completion of grading for any areas expected to remain vacant/undeveloped.
10. Provide grading (excavation and embankment) quantities.
11. The sidewalk on Granite Dells Parkway and Dells Ranch Road is to be constructed a minimum of 5 feet behind curb.
12. Granite Dells Road should extend through the frontage of Lot C34.
13. Revise Preliminary plat to show PUE, Access Easement across Tracts E and F
14. Additional discussion on Road 39 crossing the Peavine Trail and continuing westerly needs to occur.
15. Additional discussion needs to occur on the cul-de-sac dimensions.

#### Public Works Utilities

1. Work on the Airport Zone 18" and 12" water mains is proceeding.
2. Initial sewer service will occur by the developer by extending the 8" mains from the Side Road, Centerpointe East area.
3. No Water Service Agreement for commercial and/or industrial uses required at this time.

#### Fire Department.

1. No comments at this time.

#### Historic Preservation.

1. The Class III Archaeological Report for this property has been submitted. This preliminary plat identifies an archaeological site. Also identified is the old SR 89A alignment. All curation, treatment, data recovery, testing and mitigation of this site must be completed and approved by the City prior to any grading or other ground disturbance on this property.

#### Qwest, Wayne Pollard 928-776-2513

1. Using the current design, Qwest facilities would come from an existing location on Centerpointe East Drive, the along Road 39/Dells Ranch Road. The developer needs to provide access through dedicated PUE's if a conduit backbone structure is desired.

Qwest will be requesting an area/easement to place electronic equipment to serve the area. Consideration needs to be given for service in the adjacent areas of this development

**PUBLIC COMMENTS**

As previously mentioned, letters and e-mails associated with the road crossings of the Peavine Trail have been received and are attached.

List of Exhibits/attachments PROVIDED WITH STAFF REPORT 2/26/09

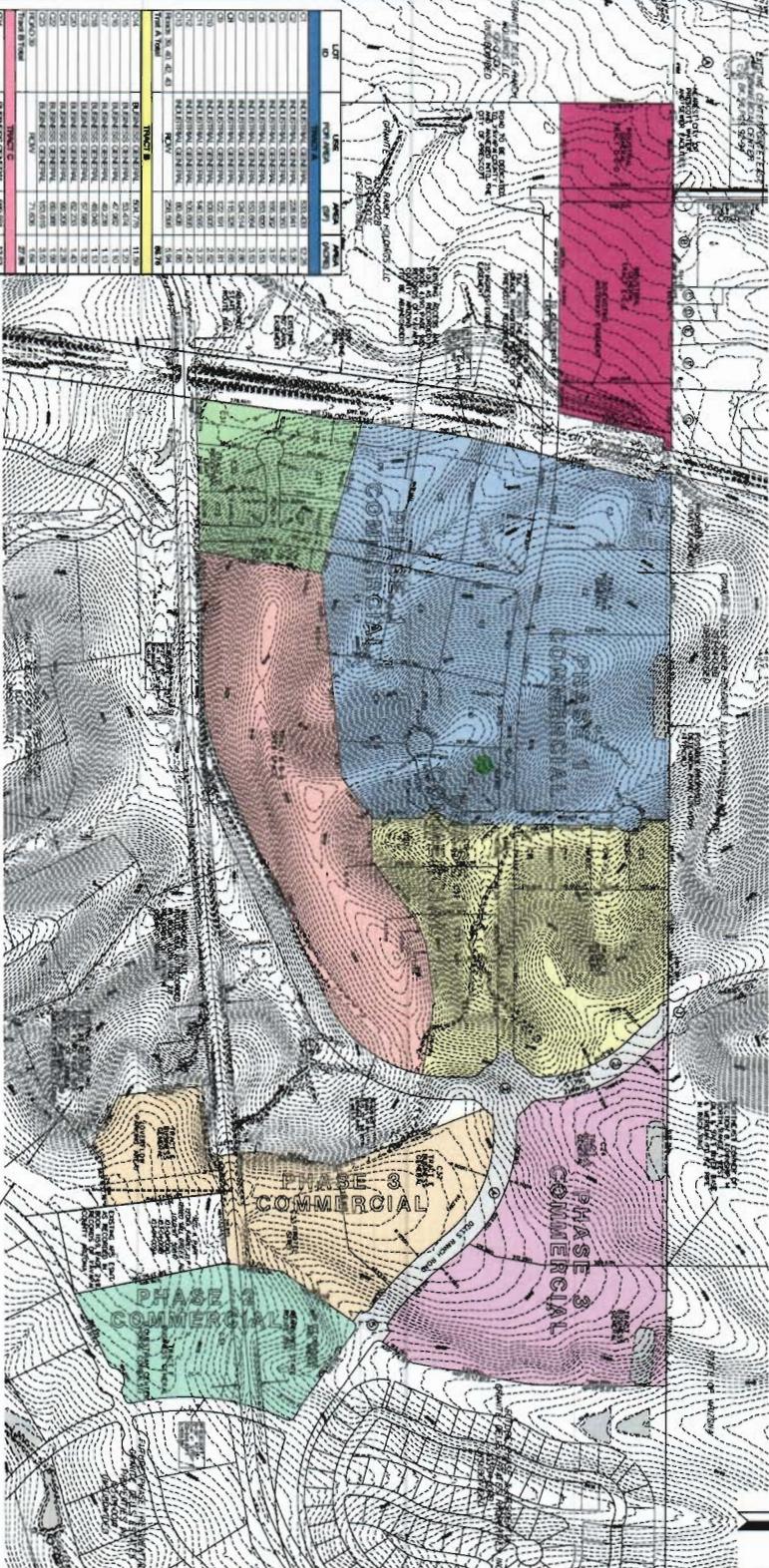
1. Granite Dells Estates Commercial PAD, Preliminary Plat (full size and reduced size)
2. Granite Dells Estates Commercial PAD, Preliminary Grading Plan (full size and reduced size)
3. Five letters and/or e-mails concerning road crossings of the Peavine Trail

**PRELIMINARY PLAT INTERSECTION LEGEND**

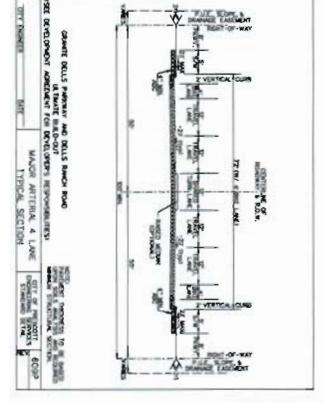
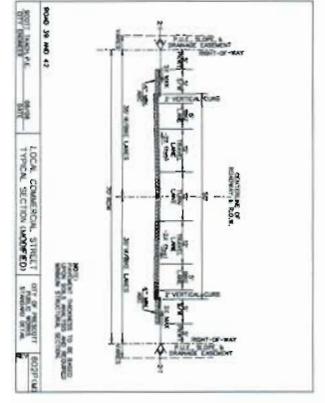
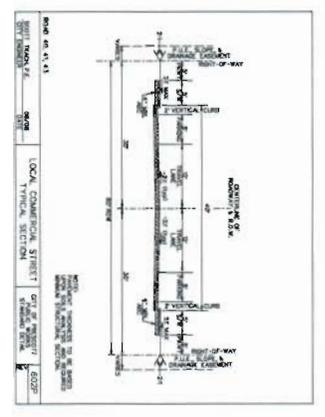
- FUTURE SPANIALIZED INTERSECTION
- PROPOSED NORTHBOUND RIGHT TURN LANE OUT AND LEFT TURN LANE IN WITH 10' SIDE DRIVE
- ROUNDABOUT
- PROPOSED EASTBOUND RIGHT TURN LANE OUT AND LEFT TURN LANE IN WITH 10' SIDE DRIVE
- FUTURE SPANIALIZED INTERSECTION

**PRELIMINARY PLAT LAND OWNERSHIP LEGEND**

OWNER	A.P.N.	BOOK AND PAGE
THE MIDDLE PARK V LP LP	033-01-0382	BR 34 PGS 97-94
CORSEON PARK 8 TRUST	033-01-0392	BR 34 PGS 17-24
COMBET SHARON TRUST	033-01-0403	BR 300L PG 340
HOOV HENRY	033-01-0408	N/A
HEDDICHEN THOMAS DAWN & BETTY C JT	033-01-0400	N/A
HEDDICHEN THOMAS DAWN & BETTY C JT	033-01-0406	N/A



LEADER	FROM	TO	AREA	AREA
1	442.50	442.50	0.00	0.00
2	442.50	442.50	0.00	0.00
3	442.50	442.50	0.00	0.00
4	442.50	442.50	0.00	0.00
5	442.50	442.50	0.00	0.00
6	442.50	442.50	0.00	0.00
7	442.50	442.50	0.00	0.00
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**PRELIMINARY PLAT**  
**GRANITE DELLS ESTATES COMMERCIAL P.A.D.**



**DESCRIPTION OF PROJECT**  
 THE DEVELOPMENT OF A COMMERCIAL CENTER WITH 100,000 SQ. FT. OF RETAIL AND 50,000 SQ. FT. OF OFFICE SPACE.  
**SITE DATA**  
 TOTAL AREA: 10.0 ACRES  
 ZONING: COMMERCIAL  
**UTILITIES**  
 WATER: AVAILABLE AT THE SITE  
 SEWER: AVAILABLE AT THE SITE  
**LEGAL DESCRIPTION**  
 PART OF SECTION 2 AND 3, TOWNSHIP 14 NORTH, RANGE 10 EAST, COUNTY OF MARICOPA, ARIZONA.

**P.L. PLAN SYMBOL LEGEND**

[Symbol]	GENERAL IMPROVEMENTS
[Symbol]	EXISTING IMPROVEMENTS
[Symbol]	PROPOSED IMPROVEMENTS
[Symbol]	ADJACENT PROPERTY
[Symbol]	ADJACENT PROPERTY WITH PROPOSED IMPROVEMENTS

**OWNER**  
 GRANITE DELLS ESTATES PROPERTIES, INC.  
 1403 INDUSTRIAL WAY  
 PHOENIX, ARIZONA 85030  
**PROJECT CONTACT:**  
 MICHAEL FINN  
**ENGINEERS/SURVEYORS**  
 LEVIN ENGINEERING  
 1000 N. CENTRAL AVENUE, SUITE 100  
 PHOENIX, ARIZONA 85004  
 PHONE: (602) 955-1000  
 FAX: (602) 955-1000

**FOR REVIEW ONLY**



**Peavine Trail -- City Council**

Nigel Reynolds [nigelaz@commspeed.net]

**Sent:** Thursday, February 19, 2009 8:05 PM**To:** Lopas,Lora**Cc:** Nigel Reynolds [nigelaz@commspeed.net]; Crouse,Patti; Gaber,Steve; Joyce Mackin [joycemackin@gmail.com]

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Lora,

My name is Nigel Reynolds, and I am a board member of Yavapai Trails Association (YTA). We have met a couple of times in the past. You attended the YTA annual meeting in September of 2007 and made a presentation on Open Space. This was when you were running for the City Council. We felt that your views on trails and open space made you a good candidate, and someone who would represent our viewpoints.

I am writing to you because of my personal concern, and the YTA board's concern, about the degradation of the Peavine Trail. We are very uneasy about future roads that may cross the Peavine Trail at grade level. In particular, the City plans to build a road called Centerpointe East Drive that will cross the Peavine about 1/4 mile south of Highway 89A, near the future Side Road interchange. We were expecting that there would be a P&Z meeting, open to the public, at which the Side Road interchange would be discussed, including any impacts on the Peavine Trail. Such a meeting would allow YTA, and other people who are interested in open space and the integrity of trails, to raise the issue of road crossings at grade level.

Please can you tell me when such a meeting is planned in the near future, either P&Z or City Council. If no meeting is planned, please will you ask that an item be added to a future Council meeting, to give the public an opportunity to raise this important issue. This needs to be done BEFORE the road crossing (Centerpointe East Drive/Side Road/Peavine Trail) is literally set in concrete.

Here is some further background on this issue.

First, I'm sure you are well aware that the Peavine Trail is an important trail for the following four reasons, and that maintaining its integrity should be our common goal.

1. It was an historic transportation route, established over 100 years ago.
2. When the Peavine Trail is completed, it will continue to be a primary corridor connecting Prescott with both Chino Valley and Prescott Valley. Together with the Iron King trail, it will allow bicycle commuting between these communities.
3. It is already a significant recreational resource for local hikers, equestrians and mountain bikers, both in Prescott and Chino Valley.
4. It is already a tourist attraction for both recreation and history buffs.

Second, a grade-level crossing such as Centerpointe East Drive would set a precedent for future road crossings, and we know that other roads will be requested in the future. Grade-level crossings, especially ones that are expected to carry heavy commercial traffic, are both a danger to trail users (which include children) and would significantly diminish the trails experience for recreational users. With the new trailhead to be provided by Cavan on the south side of Highway 89A, the recreational traffic on this section of the Peavine will increase considerably, fed by the planned and existing residential areas in this neighborhood.

At the recent P&Z meeting on February 12, the Cavan development was presented. We were pleased to see that this developer understood the value of the Peavine Trail, and the reason for avoiding grade-level crossings. He proposed a way to avoid grade-level crossings that satisfied both his needs and the needs of trail users.

YTA's president, Joyce Mackin, wrote a letter, dated February 8, to the Mayor and City Council expressing YTA's concerns, but she did not ask for an opportunity for the public to give its input, which is the point of my e-mail. I believe the City Council also received a letter, dated February 11, from Laura Cohen of the Rails-to-Trails Conservancy describing similar concerns.

I look forward to hearing from you when such a public meeting will be held.

Regards, Nigel Reynolds  
717-2466

PS: I have taken the liberty of copying this e-mail to Patti Crouse for distribution to the City Council, and to Steve Gaber for distribution to the P&Z Commissioners. For future reference, please let me know if you would have preferred to take care of this yourself.



**rails-to-trails**  
conservancy

Western Regional Office  
26 O'Farrell Street, Suite 400  
San Francisco, CA 94108

tel 415.397.2220  
fax 415.397.2228

[www.railstotrails.org](http://www.railstotrails.org)

11 February 2009

Prescott City Council  
City Council Office  
201 S. Cortez Street  
Prescott, AZ, 86302

Re: Peavine Trail

Dear Members of the Prescott City Council:

We are writing to encourage you to preserve the continuity of the Prescott Peavine Rail-Trail.

Rails-to-Trails Conservancy is a national non-profit organization dedicated to enriching America's communities by creating a nationwide network of trails from former rail lines and connecting corridors to build healthier places for healthier people. In the past 23 years, we have worked with communities to create nearly 15,000 miles of rail-trails across the nation.

The Prescott Peavine Rail-Trail is one of the gems in the national rail-trail network. This trail has been nationally recognized as one of the country's outstanding rail-trails. It was featured as a Destination Trail in our national magazine Rails to Trails in winter 2007; it has been designated a National Recreation Trail, part of a system of trails envisioned in 1988 by the President's Commission on American Outdoors; and the connecting Iron King Trail was featured as the Trail of the Month in our national magazine in January 2005. In addition, we highlighted the Prescott-Peavine Trail in a press release last year as an affordable vacation destination, in light of the high gas prices (see attached).

This scenic trail network is not only a recreational asset for local families, but a route for commuters, and a tourist destination that benefits the local economy. Preserving the continuity of the Peavine and Iron King trail network, without at-grade crossings, is important for a number of reasons, including safety, convenience and popularity as a tourist destination. As a national trails organization working with communities across the country on trail planning and design, we know that an uninterrupted trail experience is a critical factor in attracting local families and commuters, as well as tourists who come to experience the trail and the landscape.

Therefore, we strongly urge you to include underpasses or overpasses to accommodate the trail where new roads or highways will cross the route. Rails-to-Trails Conservancy has documented



many different designs of trail underpasses and bridges that we would be happy to share with you, and can provide other planning resources as you continue to develop your outstanding rail-trail network.

Thank you for your consideration.

Sincerely,



Laura R. Cohen  
Director, Western Region  
Rails-to-Trails Conservancy

cc: President, Joyce Mackin and Board Members, Yavapai Trails Association

**Rails-to-Trails Conservancy Press Release: 05/12/2008**

**GOT THE GAS PRICE BLUES? TRY RAIL-TRAILS FOR AN  
ALTERNATIVE VACATION**

Families Across America Turn to Rail-Trails for Cheap, Healthy Fun

**WASHINGTON, D.C.**—As gas prices lean toward \$4 a gallon this summer, Rails-to-Trails Conservancy encourages families to turn to rail-trails as an alternative way to vacation. Rail-trails, pathways converted from old railroad lines, span America, connecting the nation in the same way that that railroads once did. With more than 15,000 miles of rail-trail in America connecting rural landscapes, suburban communities and major metropolitan areas, families can explore the nation without ever having to hop in a car.

"With gas prices at an unprecedented high, vacationers need alternative ways to travel, and rail-trails are a fun, healthy and affordable way to see different parts of the country," says Keith Laughlin, president of Rails-to-Trails Conservancy.

Travelers looking for an urban vacation can turn to rail-trails that showcase cities from unique vantage points, like the Minuteman Bikeway in Boston, the Monon Trail in Indianapolis, or the Burke-Gilman Trail in Seattle. The Monon Trail, for example, begins at in the heart of Indianapolis and ends in the small and eclectic town of Carmel. Along the 15-mile trail tourists can visit cafes, the State Fairgrounds and community staples such as Bubs Burgers and Ice Cream shop—and all without ever needing a car.

More rural trails, such as the Prescott-Peavine Trail in Arizona, provide families with a more outdoors-focused vacation. Rural rail-trails offer plenty of activities to do along the trail, from canoeing to picnicking and fishing, and can tailor accommodations from tent-camping to bed-and-breakfasts to suit their needs or interests.

Rail-trails are also ideal for the family looking for an affordable but fun and easy get-away. Tucked into many suburban towns around the country, trails like the Washington & Old Dominion Rail-Trail Regional Park in Virginia allow vacationers to hit the trail with minimal effort. Families can explore their own backyard and create vacation memories without the standard vacation hassles.

To start planning your vacation around a rail-trail, visit Rails-to-Trails Conservancy's [TrailLink.com](http://TrailLink.com). Users can search by state, zip code or county to discover rail-trails in their area. Trail profiles feature descriptions, photos and user reviews. Register for free and access detailed trail maps when available. Nearly half of the more than 1,500 rail-trails have been mapped and more are being added every day.

# YAVAPAI TRAILS ASSOCIATION



February 8, 2009

Mayor and Prescott City Council

RE: Side Road Interchange and the Peavine Trail

The Peavine Trail is a historical trail. It is part of the National Trail System, Arizona State Trail System, Rails to Trails, and the City Trail system. The Peavine Trail is a free-flowing trail, meaning it has no vehicular interchanges. Users do not have to stop to cross traffic. This enhances safety for all parties involved as well as sets this trail up to become our first major alternative transportation route for commuters in our region. It has long been in the plans of local communities to connect the Peavine from Prescott to Chino Valley, continuing the free-flowing nature of the trail.

Our concern is that current development and proposed highways threaten the free-flowing nature of this trail. It is our fear, and the fear of many who use this trail that at grade vehicular/trail intersections will be built destroying the free-flowing nature of our only regional trail.

The road channeling traffic off the Side Road Interchange will be the first to cross the Peavine Trail. What is done here will set a precedent for future developments. We believe there are only two solutions to this dilemma. Solution 1 is to provide tunnels allowing the Peavine to pass under these highways and roads. Solution 2 is for bridges to be built over these highways allowing Peavine users to cross over. We believe these are the only possible solutions to continue the free-flowing nature of the trail and enhance the safety of the many users of the Peavine Trail.

Yavapai Trails Association does not support an at grade intersection with stoplights. This is dangerous for the many families, hikers, bikers and riders that use the Peavine Trail.

Yavapai Trails Association asks that the council consider the value of the Peavine Trail as part of national, state, and local trail systems and set a precedent for future development of highways and roads that enhances safety and continues the free-flowing nature of the Peavine Trail.

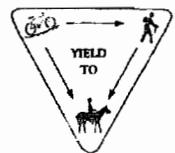
Thank you,



Joyce Mackin, President  
Yavapai Trails Association



"A Coalition of Non-Motorized Trail Users"  
P.O. Box 403, Prescott, AZ 86302  
[www.yavapaitrailsassociation.org](http://www.yavapaitrailsassociation.org)



## Need for a trail crossing standard

M.Lee Keller [yeswecanprescott@gmail.com]

**Sent:** Wednesday, February 18, 2009 4:50 PM

**To:** Gaber,Steve

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Dear City Leaders:

An issue came to my attention recently that will affect the quality of, and users safety on, our Prescott area trails for many many years to come. **I am requesting that the City set a standard now for this before approving the Granite Dells Estates Commercial Plat as it is now.**

Without a separated grade crossing, Peavine (and other such trail) users will be directed into traffic. Some will dismount/stop and wait for traffic before continuing on the trail. Most will expect to continue their trail-without-motorized-traffic experience, as it should be.

**Therefore: There needs to be an engineering standard set by the City of Prescott Planning and Zoning to address how and when at-grade (road) crossings on the Peavine (and other such trails) will occur and when, instead, separated grade crossings - bridges or box culverts (like at Willow Crk Rd and Brownlow trail) must occur.**

I look forward to a response.

Thank you,

Marcee Keller  
525 Dameron Dr.  
Prescott, AZ 86301

Planning & Zoning Commission  
City of Prescott  
Prescott, AZ 86301

Prescott Outings Club  
374 Summit Point Road  
Prescott, AZ 86303

February 20, 2009

Dear Commissioners:

I am writing concerning the at-grade crossing of the Peavine Trail proposed as part of the Side Road Interchange and Granite Dells Ranch development. As currently designed, the interchange on the west side of the property at the Peavine Trail (Centerpointe East Drive) will constitute a major traffic and safety issue and create major conflicts for trail users as well as for commercial and general traffic using this roadway.

This project includes a primary trailhead near Highway 89 that will draw many trail users to the area, particularly as the residential developments proposed in the Granite Dells Ranch and the Fann development just to the south are built out. Additionally, current residents of Pinon Oaks and neighborhoods in the north end of Prescott will dramatically increase use of these facilities. For example, the Sundog Ranch trailhead for the Peavine Trail has 3,000 users a month and this new trailhead is likely to experience a similar use level. As a multi-use trail, the Peavine Trail provides experiences for hikers, bikers, and equestrians. Neither the Peavine nor Iron King Trail have a major at-grade crossing and the few crossings that do exist are on dirt roads with very little vehicular traffic. Trail users, particularly bicyclists, will not be expecting a major road crossing to be on the same level as the trail and this will create a serious safety issue for trail users and vehicular traffic. The level of motorized use to access the proposed commercial development will constitute a major conflict and lead to an increase in accidents, injuries and possibly fatalities.

With a major roadway crossing the trail, an opportunity for motorized OHV/ATV access to the non-motorized Peavine will be created. Individuals will have an opportunity to drive their ATVs on the roadway and then turn onto the Peavine Trail. There are many examples where gates, barricades, or other obstructions to motorized recreational vehicles are ineffective in dissuading illegal use of trails. This increases the probability of conflicts and increases the possibility of safety issues. Neither the City of Prescott Police nor the Yavapai County Sherriff's Office have the capabilities to deal with these violations, but will be required to respond to accidents and illegal trail usage.

In addition to the Centerpointe East Drive proposed at-grade trail crossing, there are 3 additional at-grade crossings either under consideration or proposed within a 1½ mile section of the trail. These will create major conflicts with traffic and trail users. Just to the South of this proposed crossing is a proposal by Fann (Road 39 on his development plan) for an at-grade crossing. Just North of Highway 89A, Granite Dells Ranch is considering two additional at-grade crossings to access a small (17 acre) portion of this development. These are far too many at-grade crossings in such an extremely short trail distance. The approval and implementation of more at-grade crossings will create more conflicts and greater safety issues.

The 175 members of the Prescott Outings Club use this trail as well as the many other trails in this area. We are always looking for trails that provide scenic vistas, interesting geography and non-conflicting uses for our hikes. This current design and the likelihood of three additional at-grade crossings within a short distance are highly undesirable for safe trail use and enjoyable recreation. We sincerely hope that you will inform us when a public hearing of the proposed crossing will be presented to your commission so we may contribute to the discussion.

On behalf of the Prescott Outings Club and its 175 members, we request that you not approve or implement this major at-grade road crossing of the Peavine Trail. If road access to this area is mandatory and there are no other reasonable means to access the development without crossing the Peavine Trail, we request that the roadway and trail segments be separated by either a tunnel under the roadway or an elevated ramp over the roadway for trail traffic. Thank you for your consideration.

Sincerely,

/s/ William Williamson

William Williamson, President  
Prescott Outings Club  
Emeritus Professor of Theoretical Physics

CC: Mayor Jack Wilson  
City Council members

**Annexation, Rezoning, General Plan Map Amendment, Airport Specific Area Plan Amendment and Master Plan Approval**

**Granite Dells Ranch Commercial/Industrial Subdivision  
ANX09-001, RZ09-001, GP09-001 and LUP09-001**

**AGENDA**

COMMUNITY DEVELOPMENT – PLANNING AND ZONING DIVISION  
PLANNING AND ZONING COMMISSION

**Staff Update**

Planning Commission Dates: February 26, 2009 (Public Hearing)

**TO:** City of Prescott Planning and Zoning Commission

**FROM:** Tom Guice, Community Development Director  
George Worley, Assistant Community Development Director  
Ryan Smith, Community Planner

**DATE:** February 19, 2009

**REQUEST:** ANX09-001, RZ09-001, GP09-001, LUP09-001 and Master Plan Approval

**ZONING:** From Single Family - 9000 square feet minimum and Rural Estate - 2 acre minimum (upon annexation) to Open Space, Business Regional and Industrial Light (SF-9 and RE-2 to OS, BR and IL)

**Parcel #:** 102-06-001, 002E, 103-01-031A,B, 030A, 053C, 106-06-001, 800-10-016, 800-17-021E, 023W and portions of the Peavine Trail west of Granite Dells Estates (Fann)

**Agent:** Mark Reddie - LVA Urban Design Studio, 120 South Ash Avenue, Tempe, AZ 85281

**Owner:** Granite Dells Ranch Holdings (Cavan)

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**PROJECT RECAP:**

Granite Dells Ranch is requesting a Proposition 400 Annexation, minor General Plan Land Use Map amendment, ASAP Map amendment, Rezoning and a Master Plan approval. The applicant is proposing a commercial and industrial subdivision totaling 498 acres. No residential uses are proposed.

**UPDATE:**

The P&Z Commission heard this item on February 12, 2009. Since that time, the applicant has scheduled a meeting at the project site with the Mayors Open Space Committee to discuss possible alternatives to the alignment of the Peavine trail north of S.R. 89A. The details of that meeting will be provided. The Peavine Trail currently runs along Side Road south of SR 89A. It will then pass under Highway 89A through a large culvert. And proceed north of SR 89A possibly along Granite Creek.

**AGENCY and PUBLIC COMMENTS:**

No objections or opposition have been received as of this writing.

**STAFF RECOMMENDATION/SUGGESTED MOTIONS:**

Staff recommends the following Commission actions (to be voted on separately) for the Granite Dells Ranch commercial/industrial subdivision:

1. Move to recommend the property be zoned at the time of annexation Rural Estate 2 Acre (Anx09-001).
2. Move to recommend approval of General Plan Map Amendment (GP09-001).
3. Move to recommend approval of the Airport Specific Area Plan Amendment (LUP09-001).
4. Move to recommend approval of the Master Development Plan dated 8-12-08, with the following condition:
  - Properties owners within the project area shall grant Avigation Easements, to be stipulated in the Development Agreement.
5. Move to recommend approval of Rezoning (RA09-001) from SF-9 and RE-2A to NOS (Peavine Trail), Business Regional and Industrial Light.