



# PLANNING & ZONING COMMISSION A G E N D A

**PLANNING & ZONING COMMISSION  
REGULAR MEETING / PUBLIC HEARING  
THURSDAY, MAY 30, 2013  
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, May 30, 2013, at 9:00 AM** in **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**

Tom Menser, Chairman  
Ken Mabarak, Vice Chairman  
Joseph Gardner  
Timothy Greseth

George Sheats  
Don Michelman  
Terry Marshall

**III. REGULAR ACTION ITEMS**

1. Approval of the minutes from the May 9, 2013 meeting.

**IV. PUBLIC HEARING ITEMS**

1. RZ13-001, Granite Dells Estates Rezoning. APNs: 103-04-001L / -002A / -003N / -003L / -003M / -003K / -001Q / -001S / -004B / -009B / -001K / -001E, totaling 72 acres. Located south of the Granite Dells Parkway and State Route 89A interchange. Request is to rezone a portion of the existing Industrial General, Industrial Light, and Business General areas to Single-Family 6. Owner is Michael Fann / Granite Dells Estates Properties. Planner is Ruth Hennings (928) 777-1319.

2. MP13-001, Granite Dells Estates master plan amendment. APNs: 103-04-001L / -002A / -003N / -003L / -003M / -003K / -001Q / -001S / -004B / -009B / -001K / -001E, totaling approximately 1140 acres. Located south of the Granite Dells Parkway and State Route 89A interchange. Request is to change a portion of the existing industrial and business areas in the master plan to single and multi-family residential uses. Owner is Michael Fann / Granite Dells Estates Properties. Planner is Ruth Hennings (928) 777-1319.
3. GP13-001, General Plan minor amendment. APN: 103-04-001L, totaling 162 acres. Located south of the Granite Dells Parkway and State Route 89A interchange. Existing General Plan Land Use Map designation is Commercial / Recreation. The request is to amend the General Plan Land Use Map in this location to Mixed Use. Owner is Michael Fann / Granite Dells Estates Properties. Planner is Ruth Hennings (928) 777-1319.
4. LUP13-001, Airport Specific Area Plan amendment. APN: 103-04-001L, totaling 162 acres. Located south of the Granite Dells Parkway and State Route 89A interchange. Amendments to reflect changes in the Airport Master Plan and General Plan. Applicant is City of Prescott. Planner is Ruth Hennings (928) 777-1319.
5. ANX13-001, West Airport Annexation. APNs: 102-05-032C, 102-05-324L, and 102-04-010A, totaling 247 acres. Located at the intersection of Pioneer Parkway, Willow Creek Road, and State Route 89. Located in a portion of Sections 26 and 35 of Township 15 North, Range 2 West of the Gila and Salt River Base and Meridian, Yavapai County, Arizona. Zoning is R1L-18 and R1L-70. Owner is James Deep Well Ranches #1. Planner is Ruth Hennings (928) 777-1319.
6. RZ13-002, West Airport Rezoning. APNs: 102-05-032C, 102-05-324L, and 102-04-010A, totaling 247 acres. Located at the intersection of Pioneer Parkway, Willow Creek Road, and State Route 89. Existing zoning is R1L-18 and R1L-70. The request is for a rezoning to Business Regional and Industrial Light. Owner is James Deep Well Ranches #1. Planner is Ruth Hennings (928) 777-1319.

**V. CITY UPDATES**

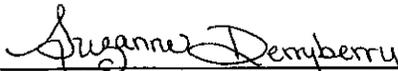
**VI. SUMMARY OF CURRENT OR RECENT EVENTS**

**VII. ADJOURNMENT**

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.

**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 May 24, 2013 at 1:00 p.m. in accordance with the statement filed with the City Clerk's Office.

  
\_\_\_\_\_  
Suzanne Derryberry, Administrative Specialist  
Community Development Department



PLANNING & ZONING COMMISSION  
 REGULAR MEETING / PUBLIC HEARING  
 MAY 9, 2013  
 PRESCOTT, ARIZONA

**MINUTES** of the **PRESCOTT PLANNING & ZONING COMMISSION** held on **May 9, 2013** at **9:00 AM** in **COUNCIL CHAMBERS, CITY HALL, 201 S. CORTEZ STREET, PRESCOTT, ARIZONA.**

**I. CALL TO ORDER**

Chairman Menser called the meeting to order at 9:00 a.m.

**II. ATTENDANCE**

<b>BOARD MEMBERS</b>	<b>STAFF MEMBERS</b>
Tom Menser, Chairman	George Worley, Planning Manager
Ken Mabarak, Vice Chairman	Tom Guice, Community Development Director
Tim Greseth	Suzanne Derryberry, Administrative Specialist
Don Michelman	Ryan Smith, City Planner
George Sheats	Matt Podracky, Senior Assistant City Attorney
Joe Gardner	Gwen Rowitsch, Engineering Technician
Terry Marshall (Absent)	Ian Mattingly, Traffic Engineer
	Scott Tkach, City Engineer
	Jeff Tripp, Airport Manager
	<b>COUNCIL PRESENT</b>
	Jim Lamerson
	Steve Blair
	Mayor Kuykendall

**III. REGULAR ACTION ITEMS**

1. Approval of the minutes from the April 25, 2013 meeting.

Mr. Michelman, MOTION to approve the minutes. Mr. Sheats, 2<sup>nd</sup>. VOTE 6-0; passed

**IV. PUBLIC HEARING ITEMS**

1. RZ13-001, Granite Dells Estates Rezoning. APNs: 103-04-001L / -002A / -003N / -003L / -003M / -003K / -001Q / -001S / -004B / -009B / -001K / -001E, totaling 72 acres. Located south of the Granite Dells Parkway and State Route 89A interchange. Request is to rezone a portion of the existing Industrial General, Industrial Light, and Business General areas to Single-Family 6. Owner is Michael Fann / Granite Dells Estates Properties. Planner is Ruth Hennings (928) 777-1319.

Mr. Worley reviewed the staff report and indicated the property in question is Granite Dells Estates which had been annexed into the city a number of years ago, along with a Master Plan. The property was designated on the General Plan and rezoned to conform with the land uses associated with that Master Plan. The current proposal would involve an amendment to the Master Plan and rezoning of the property. The original proposal was to have an industrial development with nearby commercial development and open space with the remainder of the subdivision being developed into various types of residential lots.

Mr. Worley continued by discussing other aspects related to the amendment including changes to the land use map, possible mixed uses, effects caused by the rezoning, the airport general land use, impact zones and boundaries.

Mr. Sheats addressed his concerns with only having one access point to the area. Mr. Worley stated that they would be required to make a connection for access near Centerpointe and the extension of the Granite Dells Parkway.

Mr. Greseth discussed open space.

Mr. Michelman discussed his concerns about the development of residential areas.

Jason Gisi, 3200 Lakeside Village Drive, discussed the loss of potential revenue due to the rezone. The property was originally anticipated to be industrial because there were no other options. Due to the impact of the Airport Area Specific Plan, they were forced to put industrial in that particular corner. He also noted that it was the current market which triggered the requested amendment.

Jeff Tripp, Airport Manager, discussed residential development being placed nearby the airport.

Mr. Gardner discussed the airport study.

Mr. Mabarak discussed airport impacts in relation to residential development.

Mr. Worley stated that it was just currently a study session but could be voted on during the next meeting scheduled for May 30, 2013.

Mr. Gardner stated that he would not be available at the next meeting but wished to inform the other commissioners that he was not in opposition of the requested proposal.

2. MP13-001, Granite Dells Estates master plan amendment. APNs: 103-04-001L / -002A / -003N / -003L / -003M / -003K / -001Q / -001S / -004B / -009B / -001K / -001E, totaling approximately 1140 acres. Located south of the Granite Dells Parkway and State Route 89A interchange. Request is to change a portion of the existing industrial and business areas in the master plan to single and multi-family residential uses. Owner is Michael Fann / Granite Dells Estates Properties. Planner is Ruth Hennings (928) 777-1319.
3. GP13-001, General Plan minor amendment. APN: 103-04-001L, totaling 162 acres. Located south of the Granite Dells Parkway and State Route 89A interchange.

Existing General Plan Land Use Map designation is Commercial / Recreation. The request is to amend the General Plan Land Use Map in this location to Mixed Use. Owner is Michael Fann / Granite Dells Estates Properties. Planner is Ruth Hennings (928) 777-1319.

4. LUP13-001, Airport Specific Area Plan amendment. APN: 103-04-001L, totaling 162 acres. Located south of the Granite Dells Parkway and State Route 89A interchange. Amendments to reflect changes in the Airport Master Plan and General Plan. Applicant is City of Prescott. Planner is Ruth Hennings (928) 777-1319.
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Mr. Worley reviewed the staff report and discussed the "triangle" shaped portion of the property and stated that the property adjoined the current city limit lines at Hwy 89 and along Pioneer Parkway. He noted that the property met the minimum requirements for depth versus width as far as the Arizona State Statutes and is legally entitled to be annexed into the city.

Mr. Worley continued by discussing other specifics related to the request and noted that the proposal involved a single land owner. The proposal would allow the city to prepare for and include new infrastructure into the area within the city limit lines.

Scott Tkach, City Engineer, along with various commission members, discussed the realignment of Willow Creek Road.

Chairman Menser called for any questions or comments; there were none.

Mr. Worley stated that the current item was only a study session and could be voted on during the next meeting.

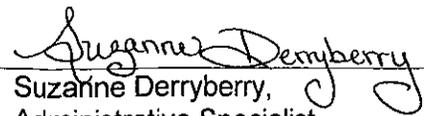
6. RZ13-002, West Airport Rezoning. APNs: 102-05-032C, 102-05-324L, and 102-04-010A, totaling 247 acres. Located at the intersection of Pioneer Parkway, Willow Creek Road, and State Route 89. Existing zoning is R1L-18 and R1L-70. The request is for a rezoning to Business Regional and Industrial Light. Owner is James Deep Well Ranches #1. Planner is Ruth Hennings (928) 777-1319.

**V. CITY UPDATES**  
None

**VI. SUMMARY OF CURRENT OR RECENT EVENTS**  
None

**VII. ADJOURNMENT**

Chairman Menser adjourned the meeting at 9:47 a.m.

  
Suzanne Derryberry,  
Administrative Specialist

\_\_\_\_\_  
Tom Menser, Chairman

**RZ13-001 / MP13-001 / GP13-001 / LUP13-001**

**Rezoning / Master Plan Amendment / General Plan Minor Amendment  
/ Airport Specific Area Plan Amendment**

**Granite Dells Estates**

COMMUNITY DEVELOPMENT – PLANNING AND ZONING DIVISION  
PLANNING AND ZONING COMMISSION for May 30, 2013

**STAFF REPORT**

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

**FROM:** Tom Guice, Community Development Director *TG*  
George Worley, Planning Manager *GW*  
Ruth Hennings, Community Planner *RH*

**DATE:** May 30, 2013

**SUBJECT:** Study Session for the Granite Dells Estates Rezoning / Master Plan Amendment  
/ General Plan Minor Amendment / Airport Specific Area Plan Amendment

**ZONING:** Industrial General (IG), Industrial Light (IL), Business General (BG), Multi-Family  
Medium (MF-M), Single-Family 9 (SF-9), Single-Family 35 (SF-35), and Rural  
Estate 2 Acre (RE-2)

**APNs:** 103-04-001L / -002A / -003N / -003L / -003M / -003K / -001Q / -001S / -004B / -  
009B / -001K / -001E

**OWNER:** Granite Dells Estates Properties / Michael Fann  
1403 Industrial Way  
Prescott, AZ 86301

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**PROJECT SUMMARY:** The Granite Dells Estates is a 1,142 acre master planned development located south of the Granite Dells Parkway and State Route 89 interchange, in the vicinity of the airport. The owner is requesting a rezoning of 72 acres zoned Industrial General, Industrial Light, and Business General to a Single-Family 6 zoning district (Attachment 1). The requested rezoning requires amendments to the associated Master Plan, General Plan Land Use Map, and the Airport Specific Area Plan (Attachments 2, 3, and 4).

The annexation of the Granite Dells Estates property into the City of Prescott was initiated and approved in 2007. A development agreement was signed in conjunction with the annexation,

which specified water allocations for the residential units and terms for infrastructure development. In the following years, a rezoning and several preliminary plats were approved. To date, there has been no development on the property with the exception of five acres purchased and developed by the Yavapai Accommodation School District.

There are four components to the current proposal, as described below.

**Rezoning.** Approximately 72 acres of the northwestern portion of the Granite Dells Estates development are proposed to be rezoned to Single-Family 6. The intent is to rezone the area to allow single-family uses, where industrial and commercial uses were originally proposed (Attachment 1).

**Master Plan Amendment.** The rezoning described above requires an amendment to the original Granite Dells Estates Master Plan, which was approved in conjunction with the original annexation. The Master Plan shows the northwestern portion of the property to be developed for industrial and commercial purposes, and the current proposal is to allow single and multi-family uses in that area (Attachment 2). The Master Plan shows an overall increase in residential units from 710 to 1,310 residential units.

**General Plan Minor Amendment.** The rezoning also requires a minor amendment to the General Plan Land Use Map, which shows that area to be appropriate for Commercial and Recreation uses. The proposed designation is Mixed Use, which allows for residential and low-intensity commercial uses (Attachment 3). Master planned communities such as the Granite Dells Estates development are appropriate for Mixed Use areas.

**Airport Specific Area Plan Amendment.** Amendments to the Airport Specific Area Plan (ASAP) are necessary because the influence zones used to restrict residential uses in the vicinity of the airport are inconsistent with the updates made to the General Plan Land Use Map and the Airport Master Plan in 2009. Those updates were made to better reflect new FAA design standards related to airport impacts and potential development in areas near the airport.

Currently, the ASAP divides the area near the airport into 3 influence areas for planning and land-use purposes. Residential development is limited within the one-mile approach and departure routes, and there are influence areas within the three and five-mile radius of the airport. These sub-areas do not accurately reflect the impacts created by the airport approach and departure zones.

Using appropriate FAA guidelines, six Airport Impact Zones were designated in the Airport Master Plan, which restricted residential uses in the areas most likely to be affected by airport noise and approach and departure zones. Zones 1 – 5 do not permit residential uses, while Zone 6 allows for limited residential uses, as long as noise attenuation and aviation easement requirements. Additionally, noise contours were developed based on flight patterns, and no new residential development is permitted within the 60 DNL (refers to a Day-Night Average Sound

Level in decibels). These Airport Impact Zones described in the Airport Master Plan are proposed to be reflected in both the text and maps in the ASAP (Attachment 4).

**UPDATE:** A Study Session was held to consider the proposed changes at the Planning and Zoning Commission meeting on May 9, 2013. Staff presented a summary of requests and a discussion followed.

Commission members requested further information from the applicant's representative, Mr. Gisi, regarding the proposed change in the northwestern corner of the property from commercial and industrial uses to residential uses. Mr. Gisi explained that the market demands in this location are for residential development. There is sufficient industrial land available nearby at the airport, and the existing graded condition of the property makes it an attractive location for affordable housing units. Mr. Gisi also noted that within the larger Granite Dells Estates project, there a limited amount of commercially zoned property still remains. It may be developed in the future for retail or other compatible uses.

The Airport Manager, Mr. Tripp, also discussed potential airport impacts on Granite Dells Estates. Mr. Tripp noted that the proposed project is outside the designated impact zones (Attachment 4) and is compatible with the airport based on available data.

There was no public comment at the meeting. Several phone calls have been received requesting information, but no direct opposition or support has been noted.

**REVIEW CRITERIA:** The proposal affects a relatively minor area within Granite Dells Estates, though it increases the total number of residential units from 710 to 1,310. Impacts to City infrastructure and services will increase but are not substantially changed from the original Master Plan approved in 2007. Discussions related to water allocation will occur at the City Council meeting on June 25.

Issues for consideration of the Granite Dells Estates projects by the Planning and Zoning Commission include consistency with the General Plan, consistency with other land use plans (e.g. Airport Master Plan and the ASAP), compatibility with current zoning and nearby uses, suitability of the property for the proposed uses, and infrastructure and service impacts.

**UPCOMING MEETING:**

*June 25, 2013:* City Council to hold Voting Session for rezoning, master plan amendment, General Plan minor amendment, and Airport Specific Area Plan amendment.

**Attachments:**

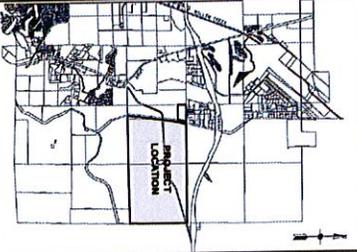
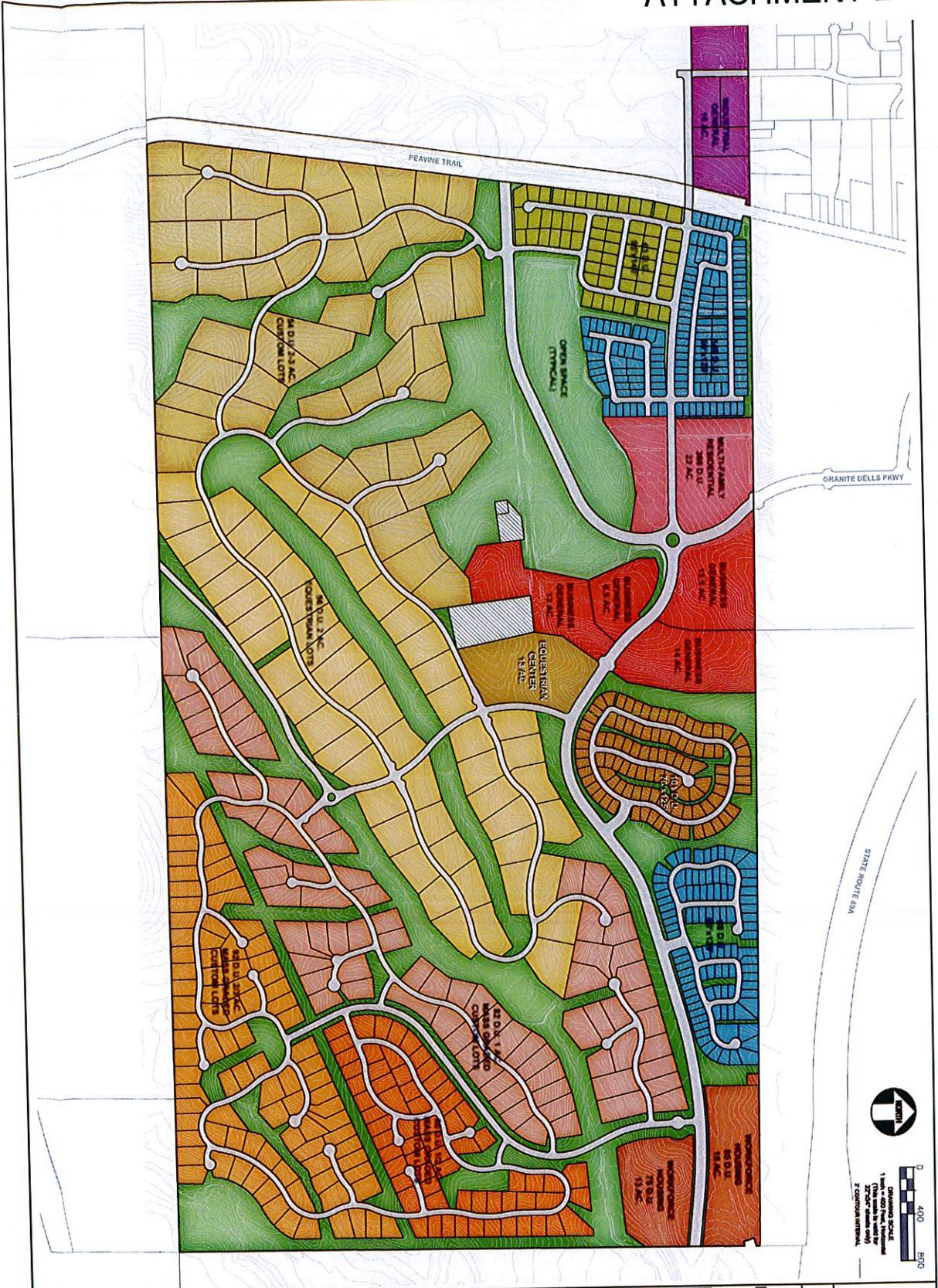
- 1) Rezoning site plan
- 2) Master Plan
- 3) General Plan Land Use Map
- 4) ASAP amendments

**SUGGESTED MOTIONS:**

- 1) Move to Recommend Approval of MP13-001, amendments to the Granite Dells Estates Master Plan.
- 2) Move to Recommend Approval of GP13-001, a General Plan Minor Amendment.
- 3) Move to Recommend Approval of LUP13-001, amendments to the Airport Specific Area Plan.
- 4) Move to Recommend Approval of RZ13-001, a rezoning from Business General, Industrial Transition, and Industrial Light to Single-Family 6.



# ATTACHMENT 2



**SUBDIVISION MASTER PLAN**  
**GRANITE DELLS ESTATES**  
 LOCATION MAP  
NOT TO SCALE

PRODUCT	AREA
NON-RESIDENTIAL	
MULTIFAMILY RESIDENTIAL	81 AC.
RESIDENTIAL	47 AC.
EQUESTRIAN CENTER	13 AC.

PRODUCT	COUNT	AREA	MASS GRADED
80'-200'	248	0.17 AC.	YES
70'-150'	101	0.28 AC.	YES
60'-100'	63	0.28 AC.	YES
CUSTOM	66	0.58 AC.	YES
CUSTOM	92	0.75 AC.	YES
CUSTOM	82	1 AC.	YES
EQUESTRIAN	54	2 AC.	NO
CUSTOM	388	22 AC.	YES
MULTIFAMILY	180	28 AC.	YES
RESERVED			
TOTAL	1,310		

REQUESTED WATER ALLOCATION - 1,310 D.U.

**OWNERS**  
 GRANITE DELLS ESTATES PROPERTIES, INC.  
 GRANITE DELLS ESTATES PROPERTIES II, INC.  
 1000 N. GARDEN AVENUE  
 PRESCOTT, ARIZONA 86301  
 (928) 778-0170  
 PROJECT CONTACT: MICHAEL FANN

**ENGINEERS/SURVEYORS**  
 GRANT RAY COOPER, INC.  
 2700 N. GARDEN AVENUE  
 PRESCOTT, ARIZONA 86301  
 (928) 778-0170  
 PROJECT CONTACT: MICHAEL FANN

**LEI**  
 Licensed Professional Engineer  
 Civil Engineering  
 1000 N. GARDEN AVENUE  
 PRESCOTT, ARIZONA 86301  
 (928) 778-0170  
 PROJECT CONTACT: MICHAEL FANN

**EXHIBIT USE ONLY**

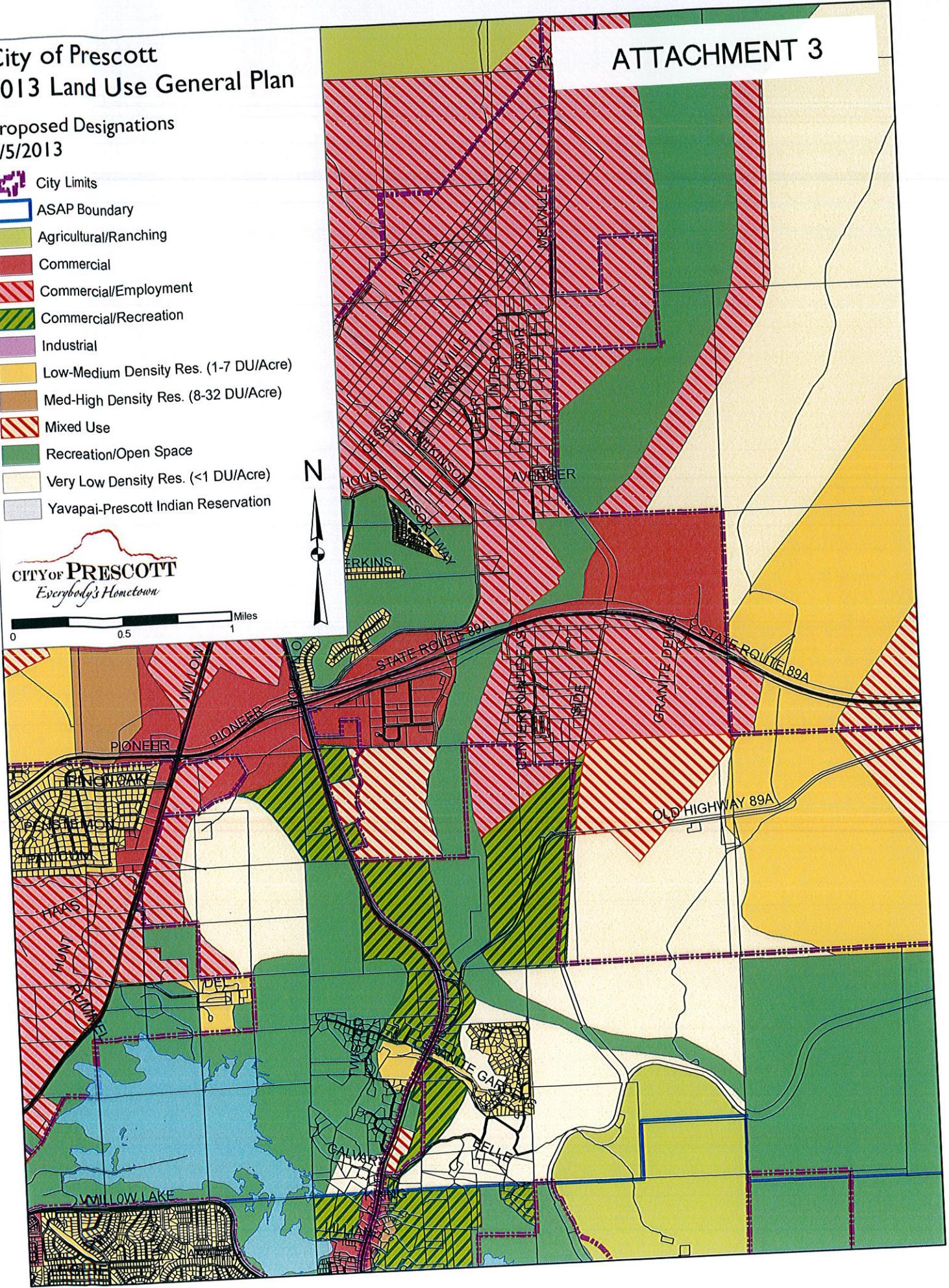
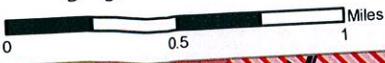
SHEET: 1 OF 1

# City of Prescott 2013 Land Use General Plan

Proposed Designations  
4/5/2013

-  City Limits
-  ASAP Boundary
-  Agricultural/Ranching
-  Commercial
-  Commercial/Employment
-  Commercial/Recreation
-  Industrial
-  Low-Medium Density Res. (1-7 DU/Acre)
-  Med-High Density Res. (8-32 DU/Acre)
-  Mixed Use
-  Recreation/Open Space
-  Very Low Density Res. (<1 DU/Acre)
-  Yavapai-Prescott Indian Reservation

ATTACHMENT 3



## ATTACHMENT 4

*Text sections to be deleted in the ASAP are specified and shown in ~~strikeout~~. Text to be added is in bold type.*

ASAP PLAN AREA Page 2 first and second paragraph - Delete in entirety. Add:

**The 2009 Airport Master Plan shows areas of airport impact and the anticipated Day-Night Sound Level (DNL) zones resulting from airport activities (Figure 1). Using current FAA guidelines, six separate impact zones have been identified and will be used to restrict land use according to criteria outlined in the 2009 Airport Master Plan and in the Land Development Code.**

**DNL sound level contours shall be used to determine noise attenuation levels in and around the airport. Habitable buildings within the 6 Airport Impact Zones, must be constructed using noise attenuation techniques to limit noise within each structure. Interior noise must be attenuated to level equal or less than 45 Db. It is recommended that habitable buildings outside of the 6 Airport Impact Zones but falling within the Airport Influence Area also be constructed using noise attenuation techniques to limit noise within each structure.**

**Building height for all structures shall coincide with and be constrained by Part 77 of the FAA regulations.**

LAND USE Page 5 Section B.4.1:

*Assess sites that may appropriate for heavy industrial uses (~~such as asphalt batch plant~~) that support the tri-city region.....*

OPEN SPACE AND WILDLIFE HABITAT Page 5 Section C.2.4:

*Assess ~~impacts and contributions from Sand and Gravel extraction operations, now occurring in Granite creek, to determine level of continued support if the operator may be willing to mitigate impacts (mining is controlled at the Federal level therefore not within City jurisdiction).~~*

ASAP ZONING AND LAND USE Page 8 second paragraph:

Noise contours have been mapped, reflecting the anticipated noise levels and frequencies based on the ~~20-year~~ **2009 Airport Master Plan**.....

IMMEDIATE AIRPORT PROTECTION Page 18 first paragraph:

..... Based on **Part 77 and other FAA regulations** ~~professional experience and research~~, the **2009 Airport Master Plan manager** recommends an airport influence area **as depicted in Figure 1** ~~3-5 miles from the runways' intersection~~ based on the length and activity level of each of the 4 runways. ....

IMMEDIATE AIRPORT PROTECTION Page 18 last paragraph:

..... Concentrations of residential development near the airport are not desirable, although **multi-family** low density residential may be reasonable outside the approach and departure corridors where air traffic patterns are lighter.....

LAND USE Page 19 Section B.1 third paragraph:

..... moderately intensive businesses **and multi-family residential** should be used to transition single-family neighborhoods into more intensive commercial districts where ~~multi-family residential is discouraged due to air traffic patterns.~~ .....

LAND USE Page 20 Section B.5:

Lands well outside the 60 DNL noise contour are subject to nuisance noise and overflights. For this reason, medium-to-high residential densities are a concern within the inner influence area because of the strong likelihood of noise complaints that can be detrimental to operations and expansions of the airport. Any residences within the mapped 1-mile radius wide approach and departure corridors are a concern for the same reason.

Page 21 first paragraph:

A more rational approach is to transfer the allowed densities from the approach/departure corridors, the Granite Creek wash, and from areas targeted for commercial or employment users to create residential clusters located in **areas least influenced by airport operations** or near the outer influence area. ....

Page 21 second paragraph:

..... Low-density residential development ~~is~~ might be more appropriate for the outer edges of the inner influence area or where routine air traffic patterns are **have** minimal impact.

MIXED COMMERCIAL/EMPLOYMENT Page 28:

..... ~~No new residential uses are permitted within the 1-mile wide swaths; however, outside of the swaths residential development may be permitted at a maximum density of 1 dwelling unit per 5 acres.~~

COMMERCIAL Page 28:

..... ~~No new residential uses are permitted within the 1-mile wide swaths; however, outside of the swaths residential development may be permitted at a maximum density of 1 dwelling unit per 5 acres.~~

MIXED COMMERCIAL/RECREATION Page 28:

..... ~~No new residential uses are permitted within the 1-mile wide swaths; however, outside of the swaths residential development may be permitted at a maximum density of 1 dwelling unit per 5 acres.~~

MIXED COMMERCIAL/STUDENT HOUSING Page 28:

University campus-related uses and activities, offices, and enclosed/screened storage are permitted, as are college dormitories inside and outside of the **airport influence areas 1-mile swaths**. .....

LOW DENSITY RESIDENTIAL Page 28:

~~..... No new residential development is permitted within the 1-mile wide swaths.~~

MEDIUM DENSITY RESIDENTIAL Page 28:

..... Build out of Golf Links, Pinion Oaks, and Antelope Hills-area subdivisions is permitted inside and outside of the **airport influence areas 1-mile swaths**. .....

MIXED USE VILLAGES Page 28:

~~..... No new residential development is permitted within the 1-mile wide swaths.~~

LAND USE POLICIES Page 29 Section B.12: Delete in entirety.

~~B.12 Asphalt batch plants are not supported within ASAP.~~

LAND USE POLICIES Page 29 Section B.13:

Mixed use "villages" that integrate high density residential with shopping, services and recreation are supported within the outer influence area as mapped in Figure 6.

LAND USE POLICIES Page 29 Section B.14:

No new residential development is permitted within the ~~1-mile wide approach/departure paths~~ **Airport Impact Zones 1-5 or within the 60 LDN contour zone** except for buildout of existing approved plats and parcels, ~~and for student housing at Embry-Riddle Aeronautical University. Densities are also limited within the inner influence area to spaces of moderate air traffic air traffic activity.~~ ASAP supports no increase in residential densities via rezonings for these areas except as indicated on the Land Use Map (Figure 6).

APPENDIX B Section 6 bottom paragraph:

~~..... This is the reason for the extension in the runway21 approach and departure route to five miles and the additional area into the airport influence area.~~

APPENDIX B Section 7:

The runway approach and departure routes, ~~each one mile wide,~~ are designed to protect the runway approaches and departures from incompatible development.

Add APPENDIX H:

Appendix H describes each Airport Impact Zone, with a map.

**Add APPENDIX I:**

**Adoption of Part 77 Airport Approach Zones is defined as follows:**

1. Primary surface - an imaginary surface longitudinally centered on a runway which extends 200 feet beyond each end of the runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of the primary surface shall be as defined in Part 77.25(c).
2. Inner approach surface - a surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface extends for a horizontal distance of 10,000 feet at a slope of 50 to 1. The inner edge of the inner approach surface shall be the same as the primary surface and shall expand uniformly to a width of 4,000 feet.
3. Transition surface - a surface extending outward at right angles to the runway centerline and the runway centerline extended and upward at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces for a horizontal distance of 1050 feet or until a height of 150 feet above the established airport elevation. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.
4. Outer approach surface - a surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the Inner Approach Zone for a horizontal distance of 40,000 feet at a slope of 40 to 1. The inner edge of the outer approach surface shall be 3,000 feet wide and shall expand uniformly to a width of 16,000 feet.
5. Horizontal surface - A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs with a radii of 10,000 horizontal feet from the center of each end of the primary surface of each runway and connecting the adjacent arcs by lines tangent to those arcs. The inner edge shall be established at the point at which the Transitional surface achieves a height of 150 feet above the established airport elevation
6. Conical surface - A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

**Add APPENDIX J:**

**Spacing and classification of additional airports: Within a radius of eight (8) miles from the center of the Prescott Municipal Airport any airport of Class 1 or greater shall be denied if within the Prescott City boundary or discouraged if within**

another jurisdiction. Except as otherwise provided, the minimum distance between the Prescott Municipal Airport and any other airport hereafter established, measured from center to center, shall be not less than:

<u>Class of Other Airport</u>	<u>Distance from Prescott Municipal Airport</u>
I	7 miles
II	8 miles
III	9 miles
IV or larger	10 miles

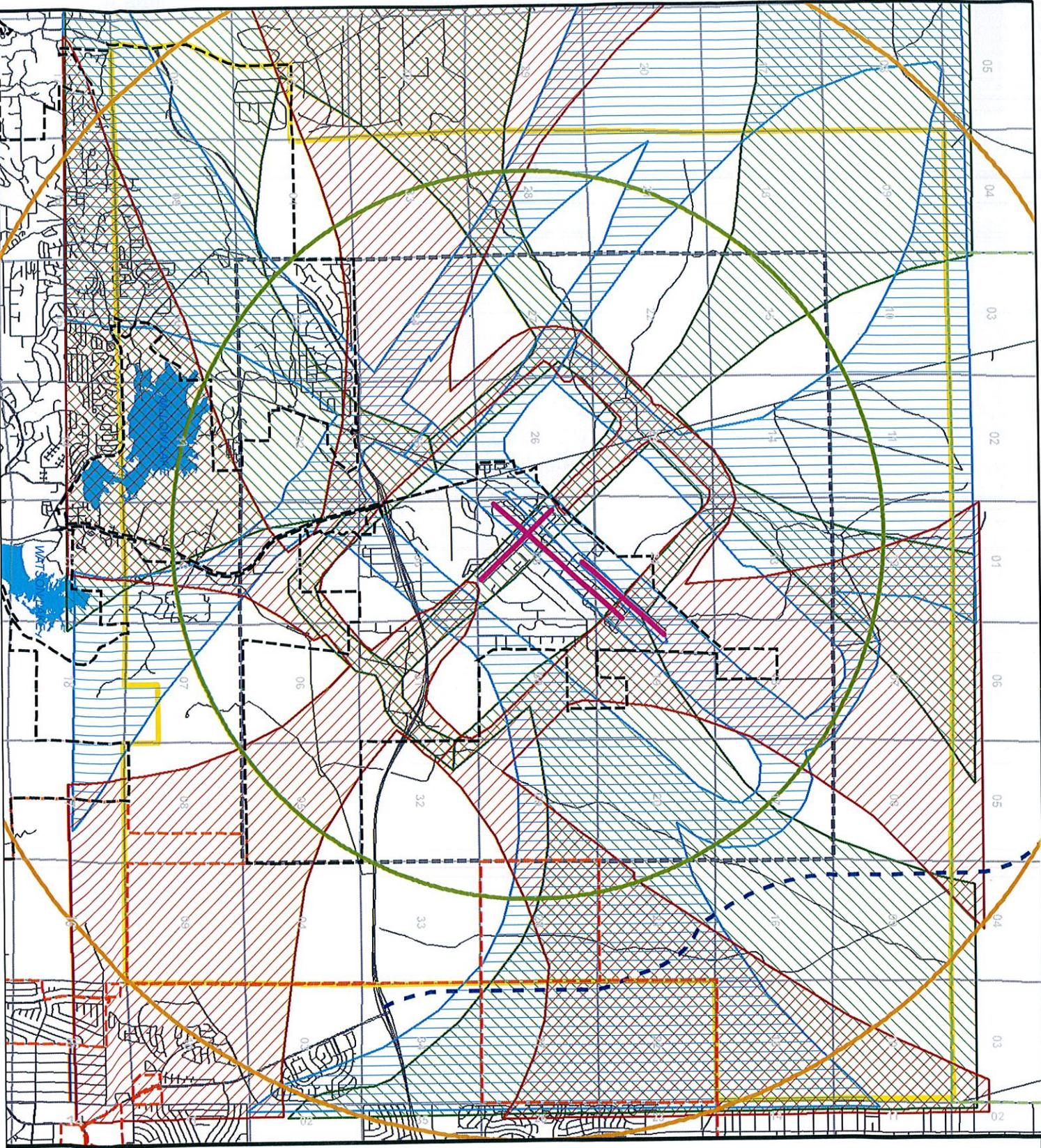
Airport classification shall be in accord with the following schedule:

<u>Length of Longest Landing Strip</u>	<u>Class</u>
Under 2700 feet plus 1/4 elev. above sea level	I
2700 to 3700 feet plus 1/4 elev. above sea level	II
3700 to 4700 feet plus 1/4 elev. above sea level	III
Over 4700 feet plus 1/4 elev. above sea level	IV or larger

# City of Prescott Airport Specific Area Plan Appendix A Airport Runway Approach Patterns

-  Prescott City Limits
-  Chino Valley City Limits
-  Prescott Valley City Limits
-  Runway Locations
-  Glassford Hill Extension
-  ASAP Boundary
-  Inner Influence
- Buffers**
  -  3 Mile Radius
  -  5 Mile Radius
- Airport Approach Patterns**
  -  RWY 12
  -  RWY 30
  -  RWY 3R/3L

**CAUTION**  
Map is for informational purposes only. It is not intended to be used as a legal document. For more information, please contact the City of Prescott Planning Department.



# City of Prescott

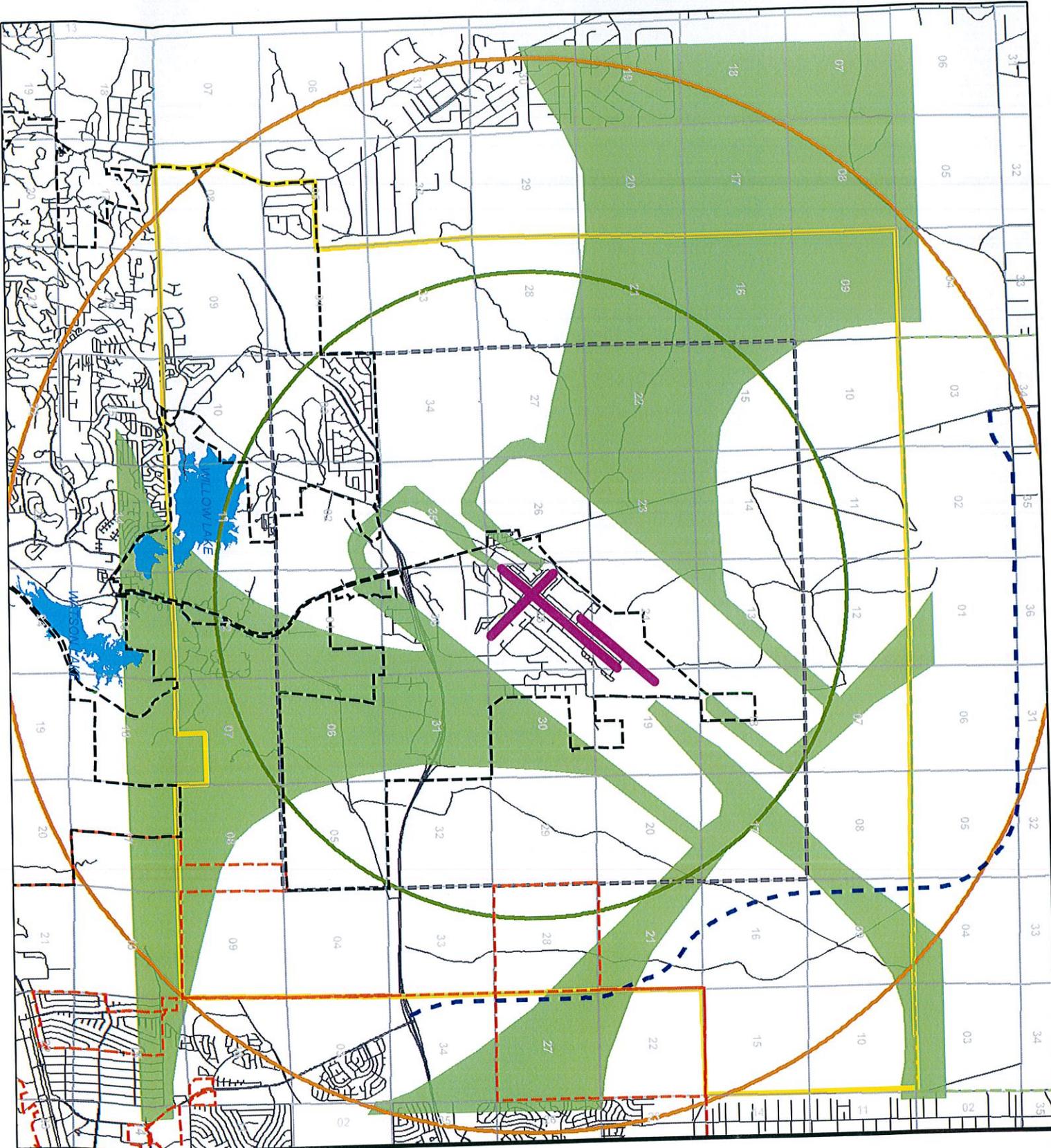
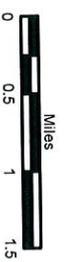
Airport Specific  
 Area Plan

## Appendix A

Airport Runway  
 Approach Patterns  
 RWY 21L/21R

-  Prescott City Limits
-  Chino Valley City Limits
-  Prescott Valley City Limits
-  Runway Locations
-  Glassford Hill Extension
-  Roads
-  Inner Influence
-  ASAP Boundary
- Buffers**
  -  3 Mile Radius
  -  5 Mile Radius
- Airport Approach Patterns**
  -  RWY 21L/21R

**CAUTION**  
 MAP IS BASED ON IMPRECISE  
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 OTHER MAPS AND AERIAL  
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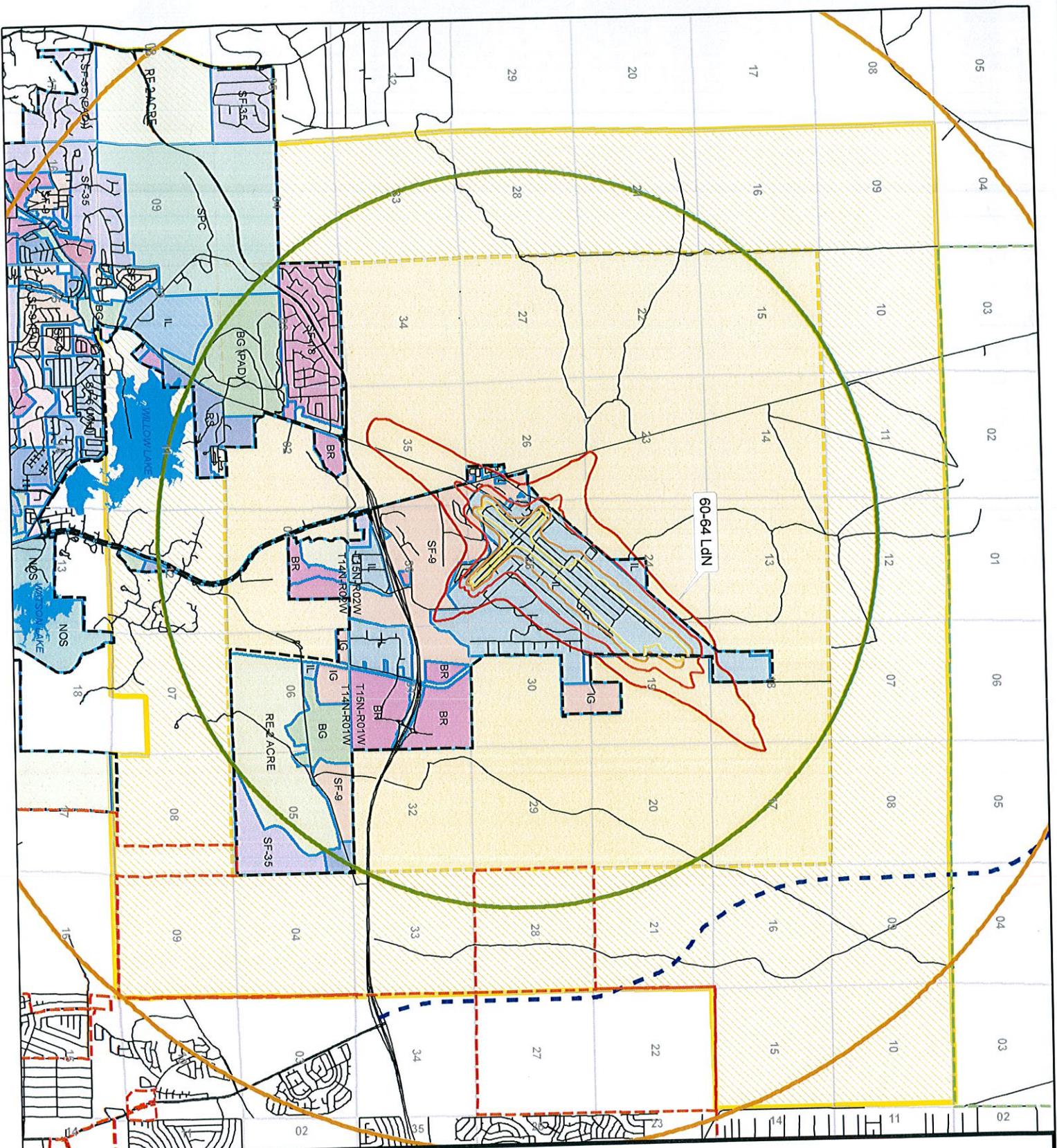
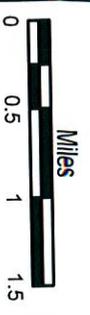


**City of Prescott**  
**Airport Specific Area Plan**  
**Figure 1**

**Influence Areas & Existing Zoning**

- Prescott City Limits
  - Prescott Valley City Limits
  - Chino Valley City Limits
  - 3 Mile Radius
  - 5 Mile Radius
  - Zoning Line
  - Glassford Hill Extension
  - Roads
  - Inner Influence
  - ASAP Boundary
  - Airport Noise Overlay
    - 60 - 64 LDN
    - 65 - 69 LDN
    - 70 - 74 LDN
    - GT 75 LDN
- No residential within the 60 LDN or higher

**CAUTION**  
 MAP IS FOR INFORMATION ONLY. SUBJECT TO CHANGE AND FOR GENERAL REFERENCE ONLY.  
 PRESCOTT AIRPORT AUTHORITY

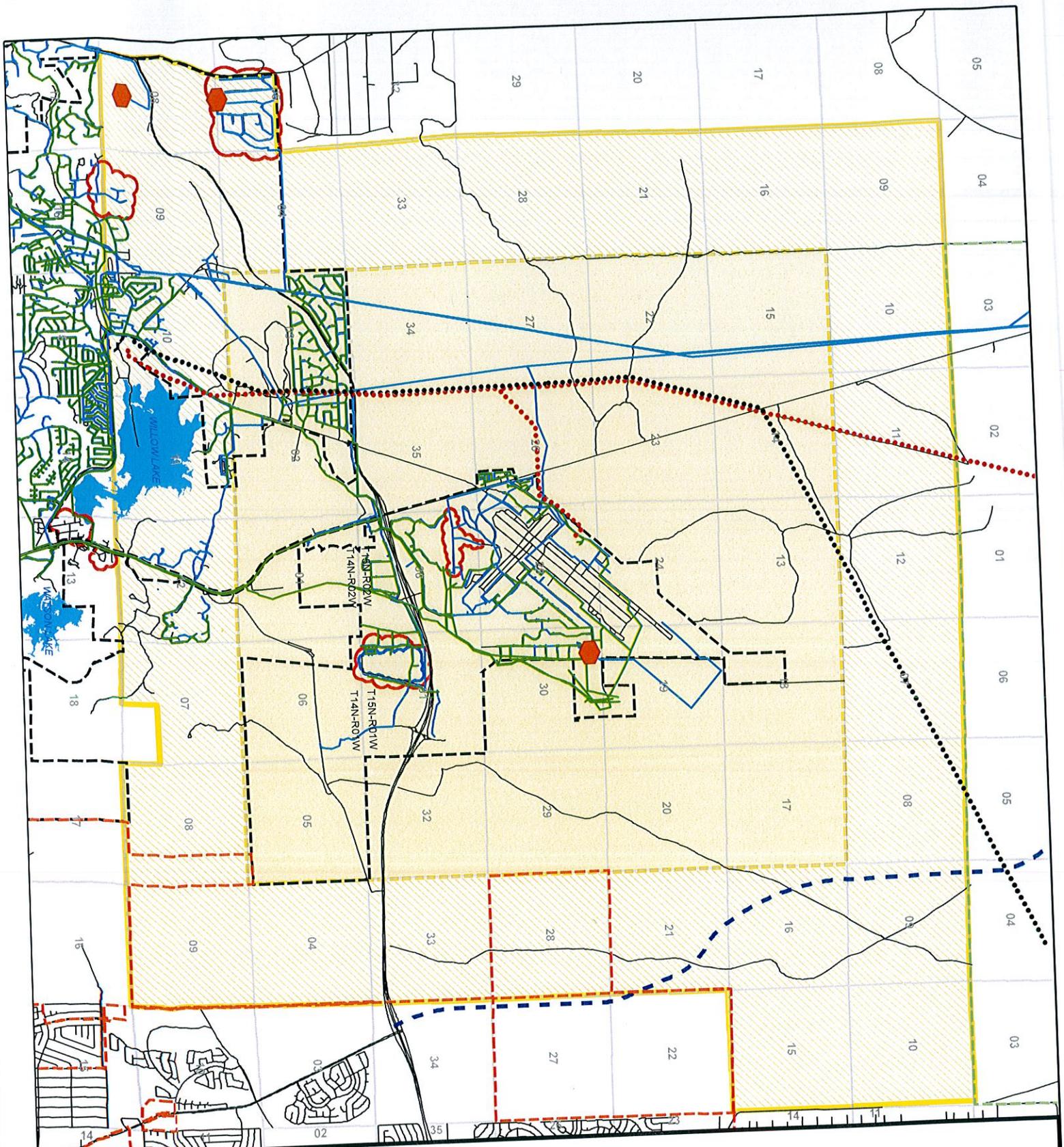
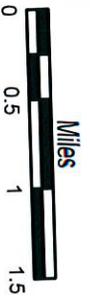


**City of Prescott**  
**Airport Specific**  
**Area Plan**  
**Figure 2**

**Infrastructure**

- Prescott City Limits
- Chino Valley City Limits
- Prescott Valley City Limits
- Glassford Hill Extension
- Roads
- Inner Influence
- ASAP Boundary
- Water Points
- Tanks
- Watertline
- Sewerline
- APS Power Corridors
- 69 KV
- 230 KV
- Non Service Areas
- Individual Septic
- Individual Well

**CAUTION**  
 MAP IS BASED ON PREVIOUS  
 BOARD RESOLUTIONS AND  
 RESOLUTIONS. THE CITY OF  
 PRESCOTT IS NOT RESPONSIBLE  
 FOR ANY ERRORS OR OMISSIONS.

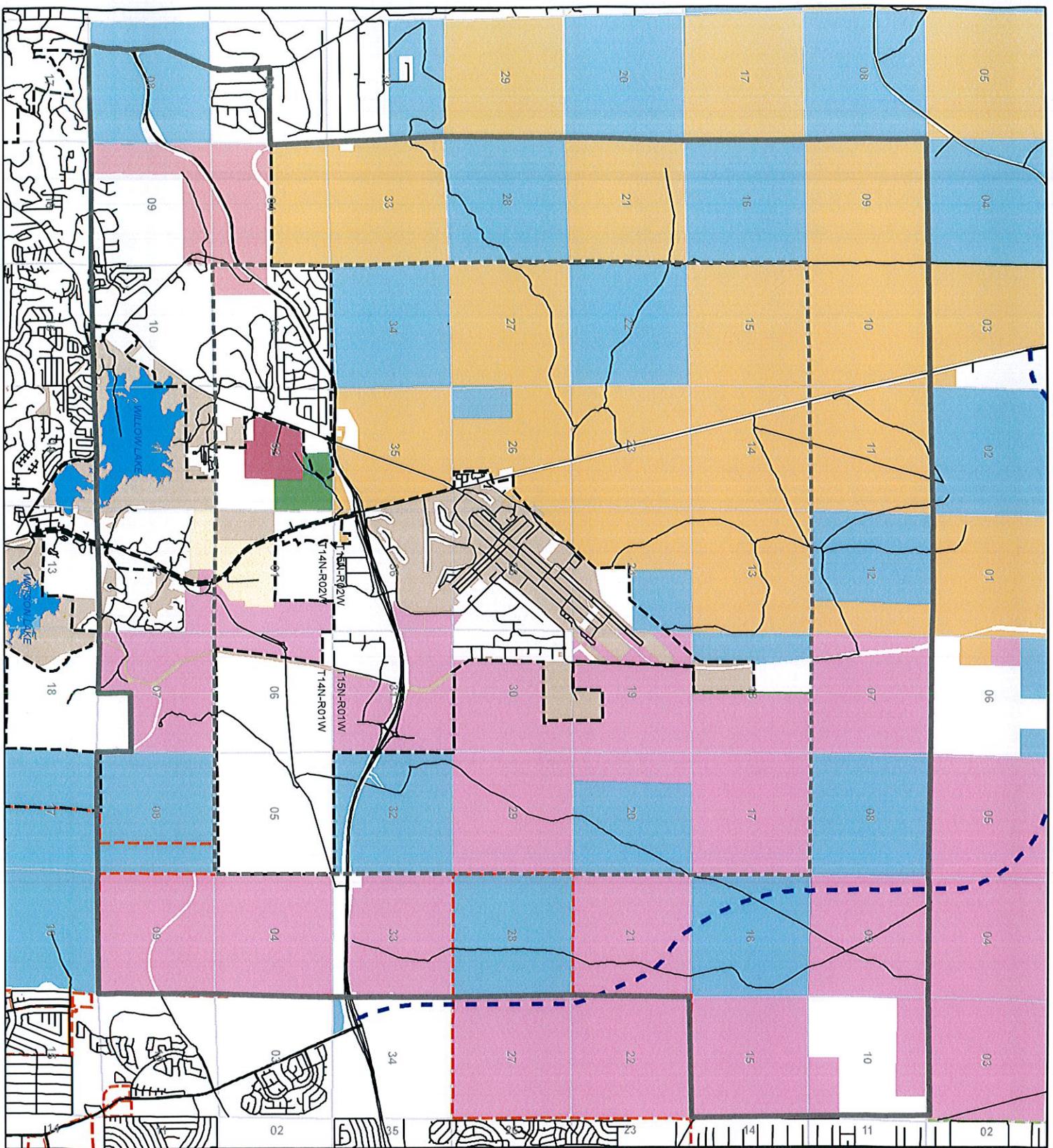
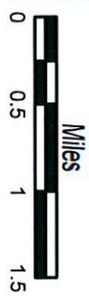


**City of Prescott**  
**Airport Specific**  
**Area Plan**  
**Figure 3**

**Land Ownership**

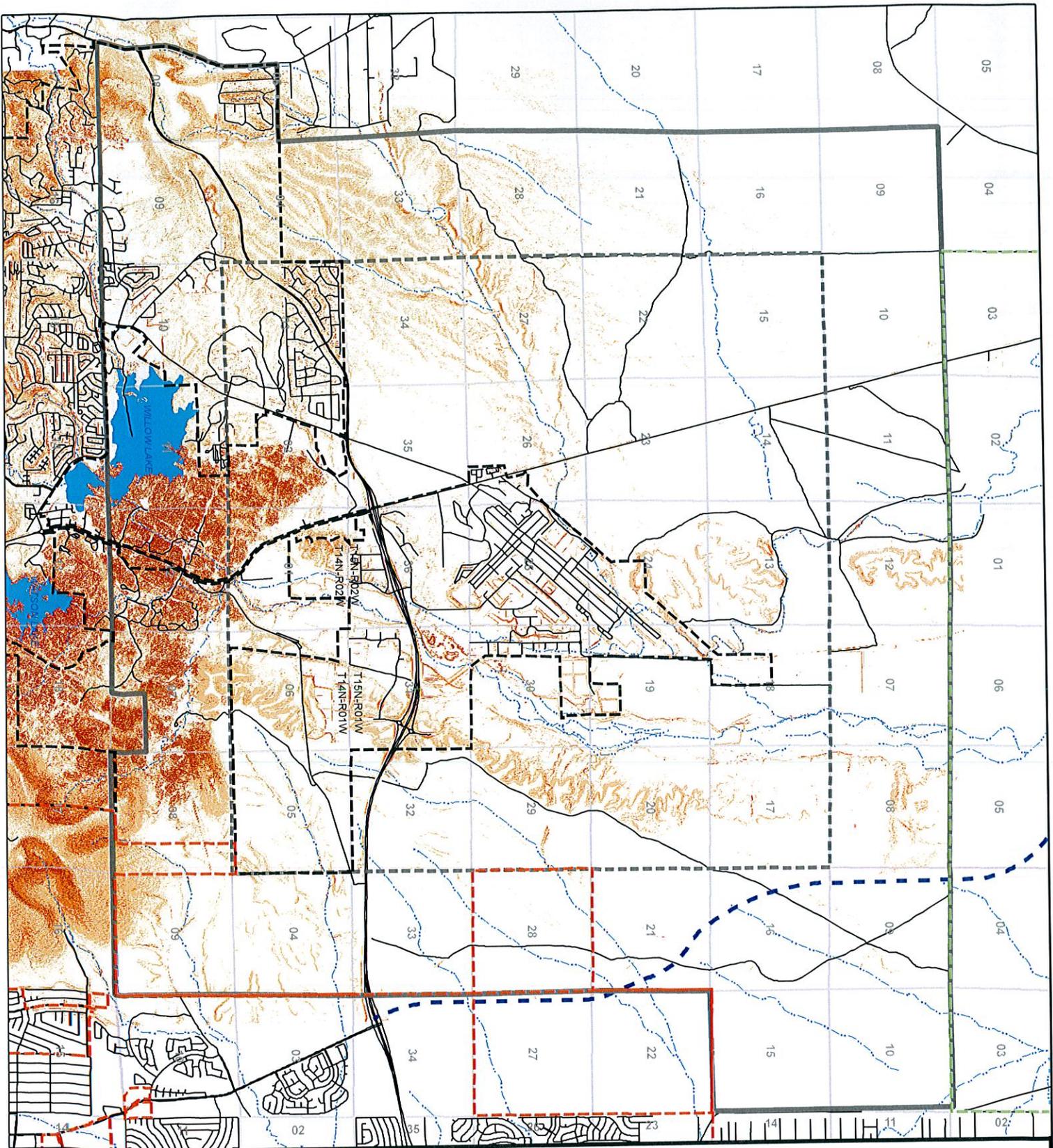
-  Prescott City Limits
-  Chino Valley City Limits
-  Prescott Valley City Limits
-  Roads
-  Glassford Hill Extension
-  Inner Influence
-  ASAP Boundary
-  City of Prescott
-  City of Prescott
-  Deep Well Ranch
-  Granite Dells Ranch
-  BLM
-  Polk (Kieckhefer Property)
-  Diamond E Ranch
-  Rifle Ranch
-  State of Arizona

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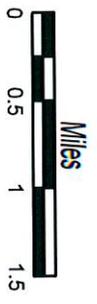


**City of Prescott**  
**Airport Specific**  
**Area Plan**

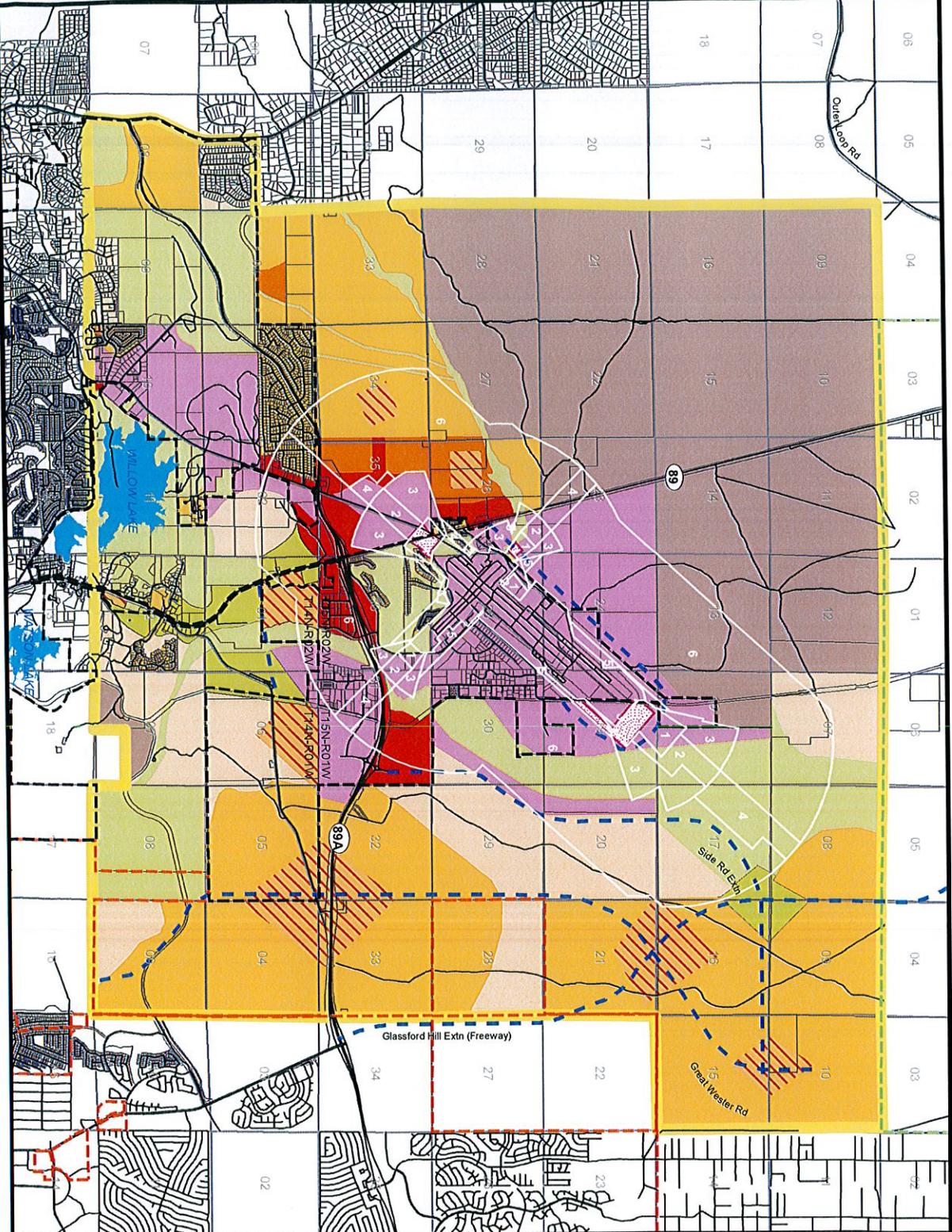
**Figure 4**  
**Slopes**



- Prescott City Limits
- Chino Valley City Limits
- Prescott Valley City Limits
- Glassford Hill Extension
- Roads
- Inner Influence
- ASAP Boundary
- Slope Analysis**
- 0 - 5 Degrees
- 6 - 10
- 11 - 20
- 21 - 30
- GT 30 Degrees



**CAUTION**  
 MAP IS BASED ON DATA  
 SOURCE DATA SUBJECT TO  
 CHANGE AND FOR GENERAL  
 INFORMATION ONLY. CONSULT THE  
 ORIGINAL DATA FOR THE LATEST INFORMATION.



**CITY OF PRESCOTT**  
*Everhardt's Homecoming*  
**City of Prescott**  
**Airport Specific**  
**Area Plan**

**Figure 6**  
**Existing**  
**Landuse Plan**  
 May 2013

- Airport Impact Zones
  - Zone 1: Clear Zone
  - Zone 2,5: No residential uses, restricted commercial uses
  - Zone 6: Residential and commercial uses as permitted by zoning code. No residential within the 60 LDN or higher (See Figure 1)
- Prescott City Limits
- Prescott Valley City Limits
- Chino Valley City Limits
- Future Arterial Streets
- ASAP Boundary
- Recommended Airport Clear Zones
- Land Use (Proposed)**
  - RECREATION/ OPEN SPACE
  - INDUSTRIAL
  - COMMERCIAL/ EMPLOYMENT
  - COMMERCIAL/ RECREATION
  - COMMERCIAL
  - LOW INTENSITY NON-RESIDENTIAL USES
  - TARGETED NEAR ESTABLISHED NEIGHBORHOODS
  - MIXED USE
  - MED-HIGH DENSITY RES
  - LOW-MED DENSITY RES
  - VERY LOW DENSITY RES
  - AGRICULTURAL/ RANCHING

**CAUTION**  
 MAP IS BASED ON IMPERFECT  
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 INFORMATION.  
 PRESCOTT, ARIZONA



## ASAP LAND USE TABLE – supplements Figure 6

### ASAP Land Use Classifications with Intended Scale and Type of Use (Provided as examples but may not be all inclusive)

#### **RANCHING –(Holding Designation)**

Grazing, agricultural activities, utility infrastructure, ranch houses and outbuildings, and other operations ancillary to ranching. This designation is intended to be revisited in the future when the property owners wish to quit ranching and consider developing. New land use designations will be determined based on adopted ASAP goals and objectives.  
**Permitted in Impact Zones 1 through 6.**

#### **NATURAL OPEN SPACE**

Open drainages, highly visible promontories, wildlife movement corridor/habitat, passive recreation (hiking trail, wildlife viewing), limited utility infrastructure and airport buffering. May include sand and gravel extraction, as permitted, within the Granite Creek wash.  
**Permitted in Impact Zones 1 through 6.**

#### **RECREATIONAL OPEN SPACE**

Active parks/regional parks, ball fields, tennis courts, swimming pools, golf courses, parking lots, ramadas, concessions and storage buildings, zoos, trails, and trail heads.  
**Permitted in Impact Zones 2 through 6.**

#### **MIXED COMMERCIAL/EMPLOYMENT**

Retail, services, civic, hospitality, office, wholesaling/warehousing, light manufacturing, aviation activities on airport, and screened storage. Other industrial uses may occur as permitted by City Council. Uses such as lodging, schools, and churches may not be permitted or desired within the airport's 65 LdN noise contour. **No Permitted in Impact Zones 2 through 6, however no new residential uses are permitted within Impact Zones 1 through 5 or within the 1-mile wide swaths; however, outside of the swaths residential development may be permitted at a maximum density of 1 dwelling unit per 5 acres 60 LDN noise contour.**

#### **COMMERCIAL** (Low intensity businesses where near established neighborhoods)

Retail, services, office, hospitality, and civic. Where this designation occurs in close proximity to established residential neighborhoods, permitted uses shall be limited to low intensity operations. Appropriate uses include office; non auto-related services, civic, lodges and B & Bs, and mini-storage - minor retail may be appropriate. Residential Office and Neighborhood-Oriented Business zoning districts should be considered. Buffering and screening between unlike uses will be required. **No Permitted in Impact Zones 2 through 6, however no new residential uses are permitted within Impact Zones 1 through 5 or within the 1-mile wide swaths; however, outside of the swaths residential development may be permitted at a maximum density of 1 dwelling unit per 5 acres 60 LDN noise contour.**

### **MIXED COMMERCIAL/RECREATION**

Retail, non auto-related services, civic, and office. Highly encouraged are recreation-related uses including resorts, hotels, motels, lodges, equestrian facilities, campgrounds, RV parks, miniature golf, fishing camps and swimming pools. Golf courses and time-share casitas may be permitted subject to water allocations and short-term stay requirements of casita visitors. ~~No~~ **Permitted in Impact Zones 2 through 6, however no new residential uses are permitted within Impact Zones 1 through 5 or within the 1-mile wide swaths; however, outside of the swaths residential development may be permitted at a maximum density of 1 dwelling unit per 5 acres 60 LDN noise contour.**

### **MIXED COMMERCIAL/STUDENT HOUSING**

University campus-related uses and activities, offices, and enclosed/screened storage are permitted, as are college dormitories ~~inside and outside of the 1-mile wide swaths.~~ **Permitted in Impact Zones 3 through 6.** Permitted commercial uses are retail, services, office, hospitality, and civic. **Permitted in Impact Zones 2 through 6.**

### **LOW DENSITY RESIDENTIAL**

Maximum density range is 1 to 2 acre lots (0.5 to 1 DU/1 ac). Clustering homes is permitted per PAD. Civic uses such as schools and churches and home occupations may also be included. Golf courses, neighborhood parks may be permitted based on water allocation. ~~No new residential development is permitted~~ **Permitted only in Impact Zone 6, however not within the 1-mile wide swaths. 60 LDN noise contour.**

### **MEDIUM DENSITY RESIDENTIAL**

Maximum density range is 2-6 dwellings per acre (2 to 6 DUs/ ac). Clustering homes is permitted per PAD. Civic uses such as schools and churches and home occupations may also be included. Golf courses, neighborhood parks may be permitted based on water allocation. ~~Build out of Golf Links, Pinon Oaks, and Antelope Hills-area subdivisions is permitted inside and outside of the 1-mile wide swaths given the vested plats.~~ **Permitted only in Impact Zone 6, however not within the 60 LDN noise contour.**

### **MIXED-USE VILLAGES**

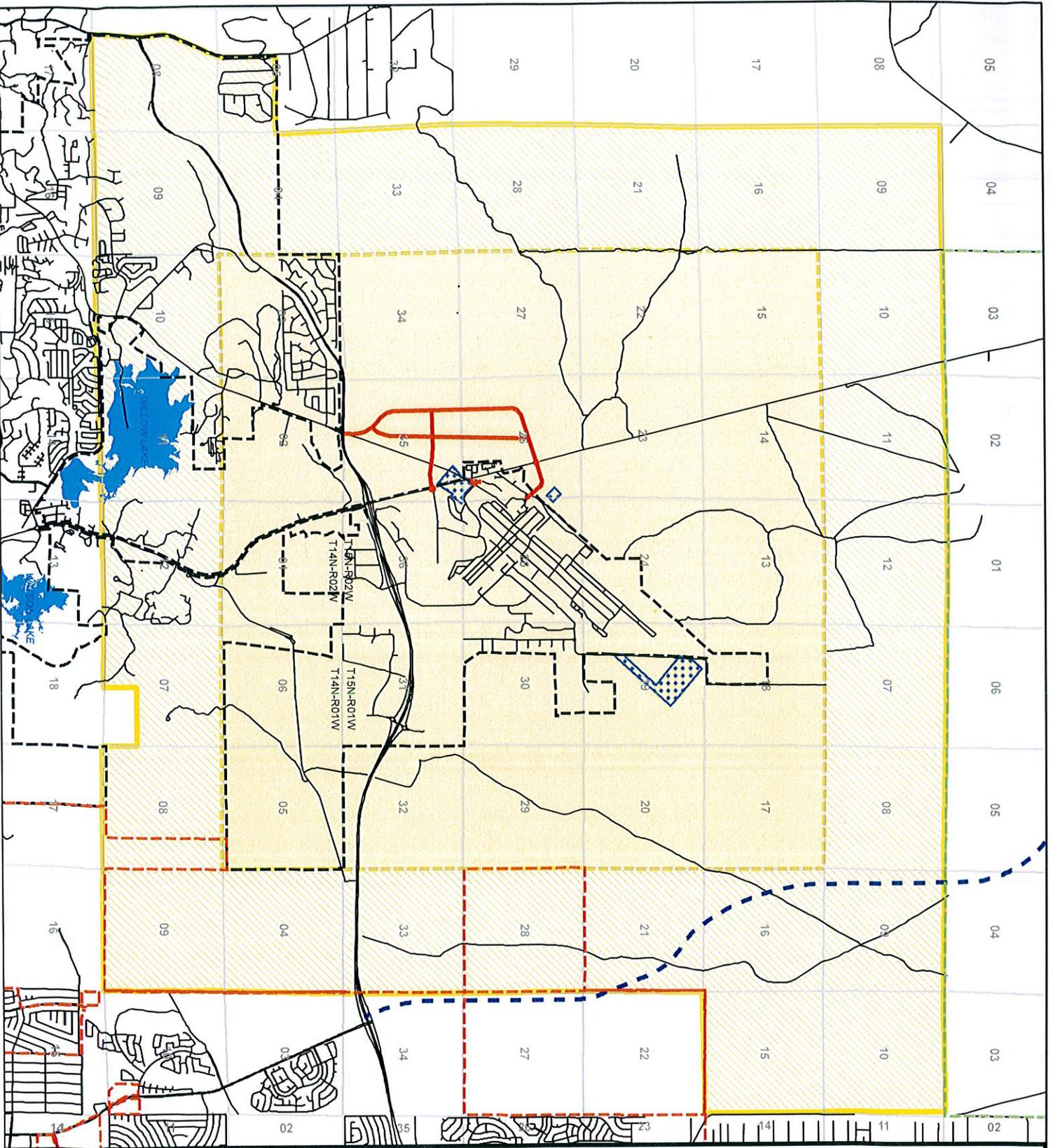
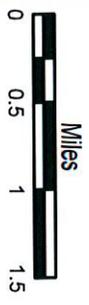
Maximum density range is 7-20 dwellings per acre (7 to 20 DUs/ ac). Single-family attached and detached units, apartment buildings, and manufactured home parks are permitted. To achieve the desired neo-traditional synergy, permitted uses include high-density residential, civic, office, neighborhood-oriented businesses, small parks, and generous pedestrian amenities. A golf course may be permitted based on water allocation. ~~No new~~ **Commercial uses are permitted in Impact Zones 2 through 6. New residential development is uses are permitted only in Impact Zone 6, however not within the 1-mile wide swaths. 60 LDN noise contour.**

**City of Prescott**  
**Airport Specific**  
**Area Plan**  
**Figure 7**

**Circulation Plan**

-  Prescott City Limits
-  Chino Valley City Limits
-  Prescott Valley City Limits
-  Roads
-  Future Road Alignments
-  Glasford Hill Extension
-  Recommended Airport Clear Zones
-  Inner Influence
-  ASAP Boundary

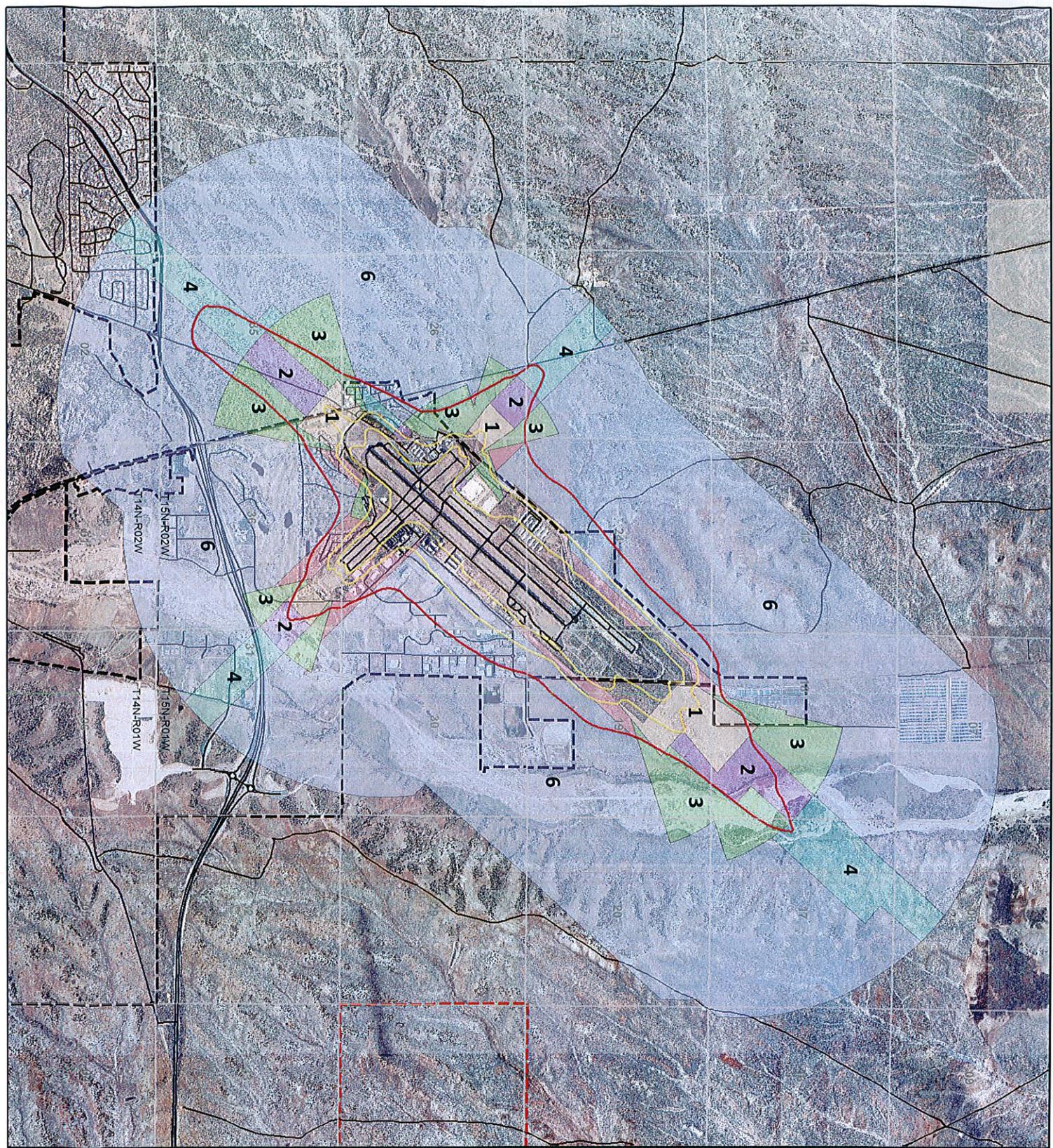
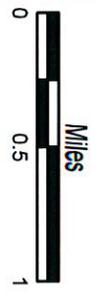
**CAUTION**  
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 PRESCOTT, AZ 86301



**City of Prescott**  
 Airport Specific  
 Area Plan  
**Appendix H**  
**Impact Zones &  
 Noise Contours**

-  Prescott City Limits
-  Prescott Valley City Limits
-  Roads
- Airport Impact Zones**
- 1 
- 2 
- 3 
- 4 
- 5 
- 6 
- Airport Noise Overlay**
-  60 - 64 LDN
-  65 - 69 LDN

**CAUTION**  
 MAP IS BASED ON INFORMATION  
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 REFERENCE ONLY. THE CITY OF PRESCOTT  
 DOES NOT WARRANT THE ACCURACY OF THE INFORMATION.



The following section describes each Airport Impact Zone:

***Airport Impact Zone 1 – Runway Protection Zone***

The Runway Protection Zones (RPZ) is trapezoidal in shape and centered about the extended runway centerline. It extends from 200 feet beyond the end of the area usable for takeoff and landing. The narrower end of each RPZ is the closest to the runway end. The most critical segment of flight occurs within the RPZ. In this zone aircraft are the most vulnerable and the risk of accident is very high.

***Airport Impact Zone 2 – Inner Safety Zone***

The Inner Safety Zone is rectangular in shape and centered about the extended runway centerline extending from the wider edge of the RPZ. The Inner Safety Zone together with the RPZ encompasses 30% to 50% of all near-airport accident sites.

***Airport Impact Zone 3 – Inner Turning Zone***

The Inner Turning is conical in shape which is encompassed by a 30 degree angle to either side of the extended runway centerline, and a radius of 5,000 feet. Its vertex is situated on the runway centerline 200 feet off the runway end. It encompasses location where especially general aviation aircraft are turning from their final approach legs of the standard traffic pattern and are descending from pattern altitudes, as well as the area where departing aircraft normally complete their transition from takeoff power and flap setting to a climb mode and have begun turning to their en route heading.

***Airport Impact Zone 4 – Outer Safety Zone***

The Outer Safety Zone is rectangular in shape and centered about the extended runway centerline. It extends from the outer edge of the Inner Safety Zone. At airports with high activity levels, like PRC, it encompasses the areas used by approaching aircraft at an altitude typically less than traffic patterns, also it is applicable to airports with straight-in instrument approach procedures.

***Airport Impact Zone 5 – Sideline Safety Zone***

The Sideline Safety Zone is rectangular in shape and centered on the runway centerline. It is defined by a 1,000 foot centerline offset on each side of the runway that connects the Inner Turning Zone on each end of the runway. While this zone is typically within airport boundaries, and it is not overflow, it is designed to mitigate the damages that could be caused by an aircraft losing directional control on takeoff.

***Airport Impact Zone 6 – Traffic Pattern Zone***

The Traffic Pattern Zone is defined by an area 5,000 feet wide, centered on the runway centerline, extending from the Sideline Safety Zone to the edges of the Outer Safety Zone. It encompasses all other portions of regular traffic patterns and pattern entry routes. While the risk of an accident within this zone is low, potential consequences can be severe.

*Referenced from the 2009 Airport Master Plan, Appendix 3, Land Use Analysis.*

**ANX13-001 / RZ13-002 Annexation / Rezoning**  
**West Airport**

COMMUNITY DEVELOPMENT – PLANNING AND ZONING DIVISION  
PLANNING AND ZONING COMMISSION for May 30, 2013

**STAFF REPORT**

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

**FROM:** Tom Guice, Community Development Director *TG*  
George Worley, Planning Manager *GW*  
Ruth Hennings, Community Planner *RH*

**DATE:** May 30, 2013

**SUBJECT:** Public Hearing for the West Airport Annexation and Rezoning

**ZONING:** (County) R1L-18 and R1L-70

**APNs:** 102-05-032C / 102-05-324L / 102-04-010A / 102-04-010B

**OWNER:** James Deep Well Ranches #1  
8400 N US Hwy 89  
Prescott, AZ 86301

**APPLICANT:** City of Prescott  
201 S. Cortez St.  
Prescott, AZ 86303

**PROJECT SUMMARY:** This request initiates the annexation and rezoning of ± 247 acres in Yavapai County, located west of the Prescott Municipal Airport (Attachment 1). The property is bounded on the south by Pioneer Parkway, on the east by North State Route 89, and for a distance on the west by Willow Creek Road (Attachment 1). It is currently vacant and is zoned in the county for single-family uses. A rezoning to a mix of multi-family residential (Multi-Family High), commercial (Business Regional), and industrial (Industrial Light) zoning districts is also proposed (Attachment 2).

The purpose of this request is to initiate annexation prior to development to assure that infrastructure improvements will be made to City standards. It is also timely given the plans to improve and widen North State Route 89 and realign Willow Creek Road. No specific developments are proposed at this time. The long-term planning processes required to initiate this annexation began in 2008, and involved changes to the General Plan, the Airport Specific Area Plan, and the Airport Master Plan. Utilities and transportation master plans have also been developed for the area.

The Yavapai County zoning designations are R1L-18 and R1L-70, which permit single family uses on minimum lot sizes of 18,000 and 70,000 square feet. Arizona State Statute 9-471.L requires that the City, at the time of annexation, adopt a zoning classification that permits densities no greater than those permitted by the County. Thus, the appropriate City zoning designations are SF-18 and RE-2, which permit single family uses on minimum lot sizes of 18,000 square feet and 2 acres, respectively.

After the City has adopted the zoning classification required by State statutes, a rezoning may be heard and voted on. Appropriate uses for the area, given proximity of the airport, are industrial and commercial uses, with a potential for very limited high density residential uses. Accordingly, the General Plan Land Use Map designates this area as appropriate for high-density residential, commercial, and industrial development (Attachment 3). The proposed rezoning to Multi-Family High, Business Regional, and Industrial Light zoning districts are compatible with the General Plan, the Airport Specific Area Plan, and the Airport Master Plan (Attachment 2).

**UPDATE:** A Study Session was held to consider the request at the Planning and Zoning Commission meeting on May 9, 2013. Staff presented a summary of the proposed annexation and rezoning and a discussion with Commission members followed. Questions were asked regarding the Pre-Annexation Agreement and it was noted by staff that the proposal meets the intent and direction of the existing agreement. There was also discussion regarding the Willow Creek Road realignment, and staff explained that the new connector would help to provide relief to the traffic on State Route 89 and that it would benefit development in that area. Discussions regarding water availability and financial impacts will occur at the City Council Public Hearing on June 11.

There was no public comment at the meeting. One letter (Attachment 4) and several phone calls have been received. The letter notes a concern regarding the proposed commercial and industrial uses adjacent to residential uses.

**REVIEW CRITERIA:** The City of Prescott's adopted Annexation Policy (Resolution 2739) describes factors to be considered, including impacts to services, ability to provide services, revenue generated by the City, costs incurred by the City, and potential uses of the property. Stated annexation priorities are property with potential commercial or industrial uses and property located in relationship to long-term goals of the City.

The Planning and Zoning Commission have the responsibility of making several recommendations to City Council in regards to this request. The Commission must recommend action on the annexation itself and also make a recommendation in regards to the appropriate zoning classification to be adopted at the time of annexation. The Commission must also make a recommendation in regards to the rezoning request, should the annexation be approved.

**UPCOMING MEETINGS:**

*June 11, 2013:* City Council to hear presentation on cost-benefit analysis and to hold Public Hearing for annexation.

*June 25, 2013:* City Council to hold Public Hearing for rezoning and to adopt ordinance on annexation.

**Attachments:**

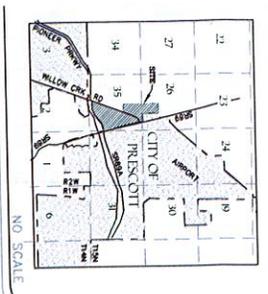
- 1) Annexation map
- 2) Rezoning map
- 3) General Plan Land Use Map
- 4) Letter

**SUGGESTED MOTIONS:**

- 1) Move to Recommend Approval of ANX13-001, Annexation of 247 acres in Yavapai County.
- 2) Move to Recommend Single Family 18 (SF-18) and Rural Estate 2 Acre (RE-2) zoning classifications at the time of annexation for ANX13-001.
- 3) Move to Recommend Approval of RZ13-002, a rezoning from Single Family 18 and Rural Estate 2 Acre zoning districts to Multi-Family High, Business Regional, and Industrial Light zoning districts, as depicted on the Rezoning Map, Attachment 2.

# ATTACHMENT 1

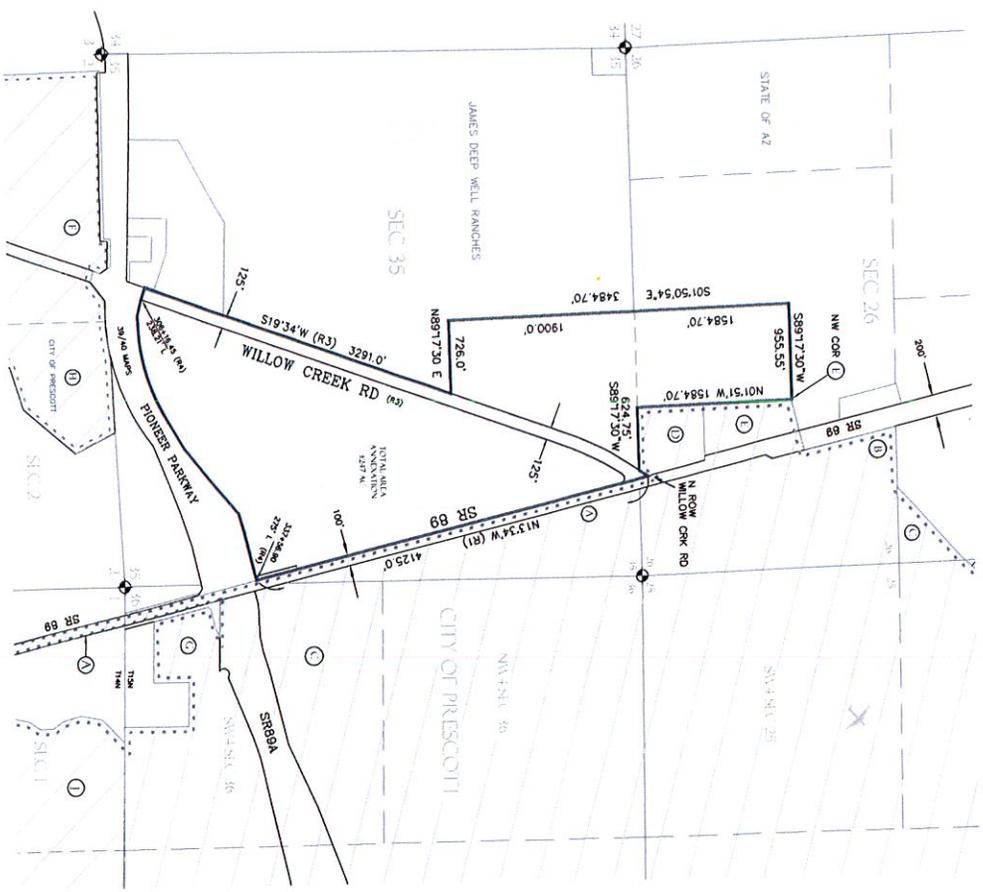
## VICINITY MAP



- REFERENCES USED TO PREPARE THIS PLAT
- ① ANNEXED BY ORDINANCE 504-1/2 BK 5 PG 145 MAPS
  - ② APACHE HILLS SUBDIVISION BK 10 MAPS PG 38
  - ③ ANNEXED BY ORDINANCE 542 BK 7 PG 44 MAPS
  - ④ ANNEXED BY ORDINANCE 628 BK 9 PG 70 MAPS
  - ⑤ ANTELOPE VILLAGE SUBDIVISION BK 14 PG 70 MAPS
  - ⑥ ANNEXED BY ORDINANCE 1103 BK 14 PG 99 MAPS
  - ⑦ VILLAGES AT THE RIDGE SUBDIVISION BK 15 PG 85 MAPS
  - ⑧ ANNEXED BY ORDINANCE 1106 BK 19 PG 100 MAPS
  - ⑨ PINON OAKS SUBDIVISION UNIT 28 BK 35 PG 99 MAPS
  - ⑩ ANNEXED BY ORDINANCE 4106 BK 41 PG 62 MAPS
  - ⑪ ANNEXED BY ORDINANCE 4521 BK 42 PG 70 MAPS
  - ⑫ ANNEXED BY ORDINANCE 4554 BK 57 PG 47 MAPS
  - ⑬ BK 58 PG 58 MAPS
  - (R1) SR 89 ADOT RIGHT-OF-WAY MAP C-13-1-49 (1980)
  - (R2) SR 89A ADOT RIGHT-OF-WAY MAP S-366-723
  - (R3) WILLOW CREEK ROAD RIGHT-OF-WAY BK 9 MAPS PG 56, YCRO BK 2671 OFFICIAL RECORDS, PG 951, YCRO
  - (R4) PIONEER PARKWAY RIGHT-OF-WAY BK 39 MAPS PG 40, YCRO BK 3514 OFFICIAL RECORDS, PG 827, YCRO



PLAT AND NUMBER OF RECORD OF  
CITY OF PRESCOTT  
AD 201  
O-Check  M  
Book \_\_\_\_\_ Maps & Plans  
Title \_\_\_\_\_  
Name of Vendor County, Address  
LARRY M. JOHNSON  
Surveyor  
Survey Number \_\_\_\_\_



PLAT OF  
**ANNEXATION**  
TO THE  
**CITY OF PRESCOTT**  
PORTIONS OF SECS. 26 & 35, T15N, R2W  
G&SRB&M, YAVAPAI COUNTY, ARIZONA

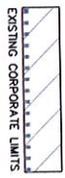
### APPROVAL

APPROVED UNDER ORDINANCE NO. \_\_\_\_\_  
PASSED AND ADOPTED BY THE MAYOR AND CITY  
COUNCIL OF THE CITY OF PRESCOTT ARIZONA  
ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 201\_\_

MAYOR \_\_\_\_\_

CITY CLERK \_\_\_\_\_

CITY ENGINEER \_\_\_\_\_



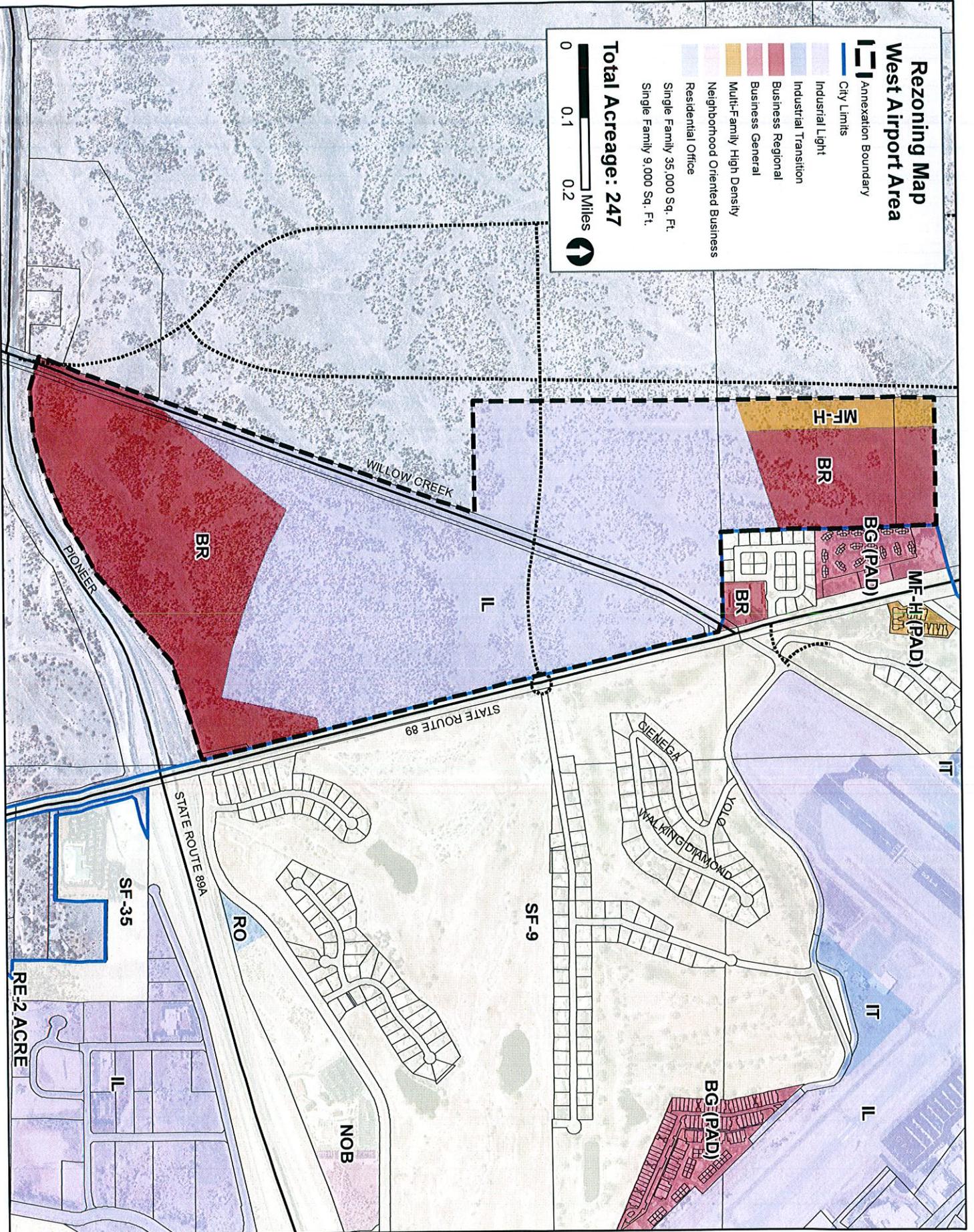
AREA TO BE ANNEXED 547 ACRES TOTAL

THIS PLAT WAS PREPARED BY ME DURING THE MONTH  
OF MARCH 2013 BASED ON RECORD INFORMATION,  
AND IS REPRESENTED ACCURATELY TO THE BEST OF MY  
KNOWLEDGE AND BELIEF.

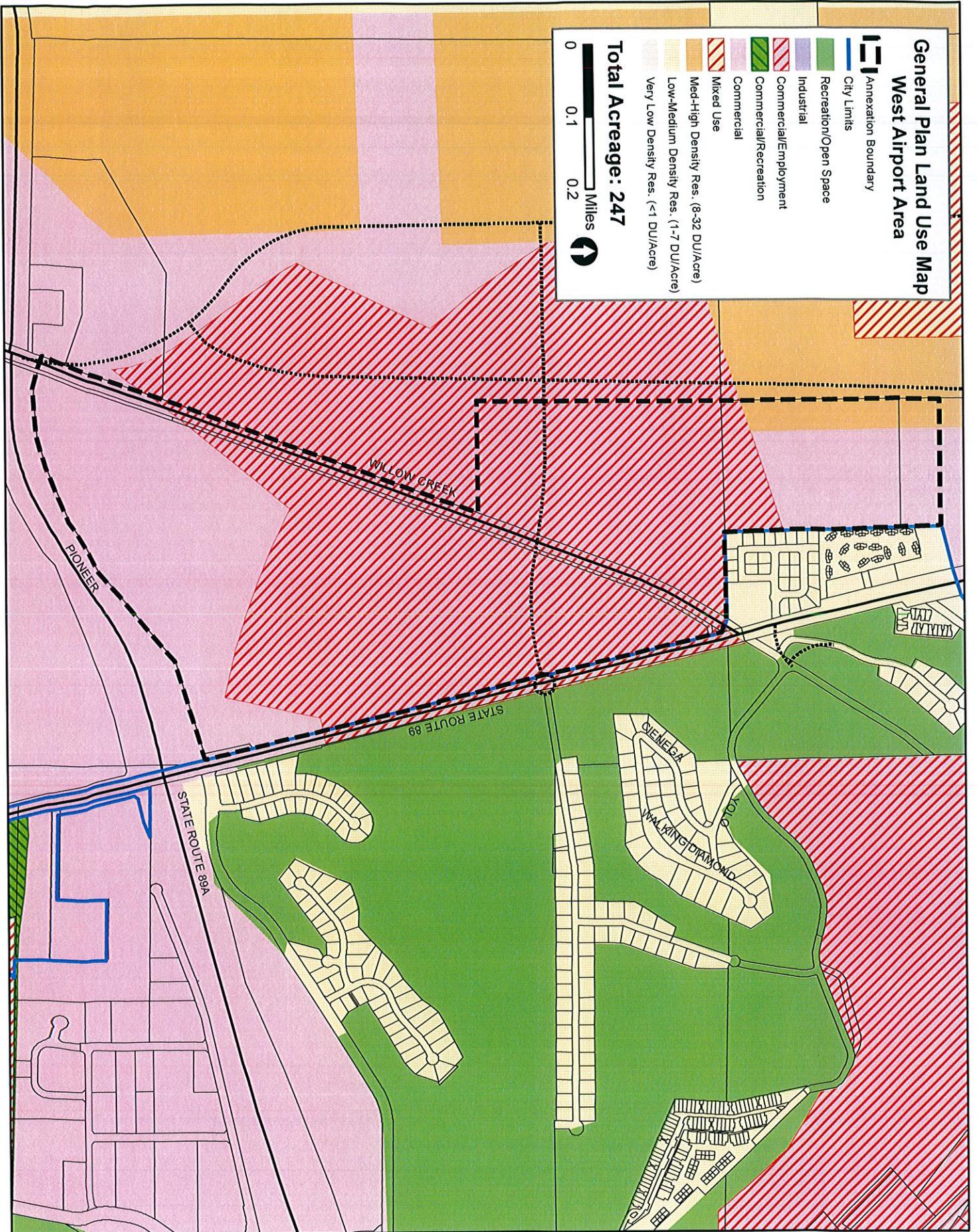
LARRY M. JOHNSON  
SURVEYOR  
STATE OF ARIZONA  
NO. 1157  
EXPIRES 12/31/2015

DOUGLASS BROS  
151  
Prescott, Arizona 86301-0151  
Phone: (928) 827-0151

# ATTACHMENT 2



# ATTACHMENT 3



Hennings,Ruth

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**From:** chuck.queen [chuck.queen@me.com]  
**Sent:** Sunday, May 12, 2013 12:42 PM  
**To:** Hennings,Ruth  
**Subject:** Granite Dells Estates Public Hearing Notice RZ13-001 | MP13n001 | GP13n001 | LUP13a001  
**Attachments:** Granite Dells Estates Public Hearing Notice.pdf; ATT00001.htm

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Ruth Hennings

Community Development Department

Based on my cursory review of the Public Hearing Notice relative to the West Airport Annexation and Rezoning dated May 13, 2013, it would appear that some of the area is being considered for zoning as Light Industrial and some as Business Regional. The extent of either of these zone areas is unclear based on the information included in the notice.

It is apparent that there are significant differences between the Light Industrial and Business Regional zoning. In looking at the Zoning Map published January 14, 2010 the majority of the adjacent property is currently zoned as SF-9 with a smaller amount zoned as BR. There are NO adjacent Industrial Zones.

On the next page you will note the impact if this land were to be zoned as Business Regional in it's entirety. This review is based on the Land Development Code Amended by Ordinance #4700-0943 adopted 05/12/2009 as downloaded from the internet. There may be newer information available at this time.

Not considering the Industrial Light zone as appropriate would limit, and/or exclude some uses, others could to be monitored and developed under the Conditional Use and/or Special Use process in the future, allowing for community and zoning input at that time.

I believe that the use of the Industrial Light zone in this area would be inappropriate and would allow for Permitted uses not compatible with the general area. This is especially true as there are multiple residential zones currently in place either adjacent to or in close proximity to the proposed area.

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Charles Queen

5983 Symphony Drive

Prescott, AZ 86305

[chuck.queen@me.com](mailto:chuck.queen@me.com)