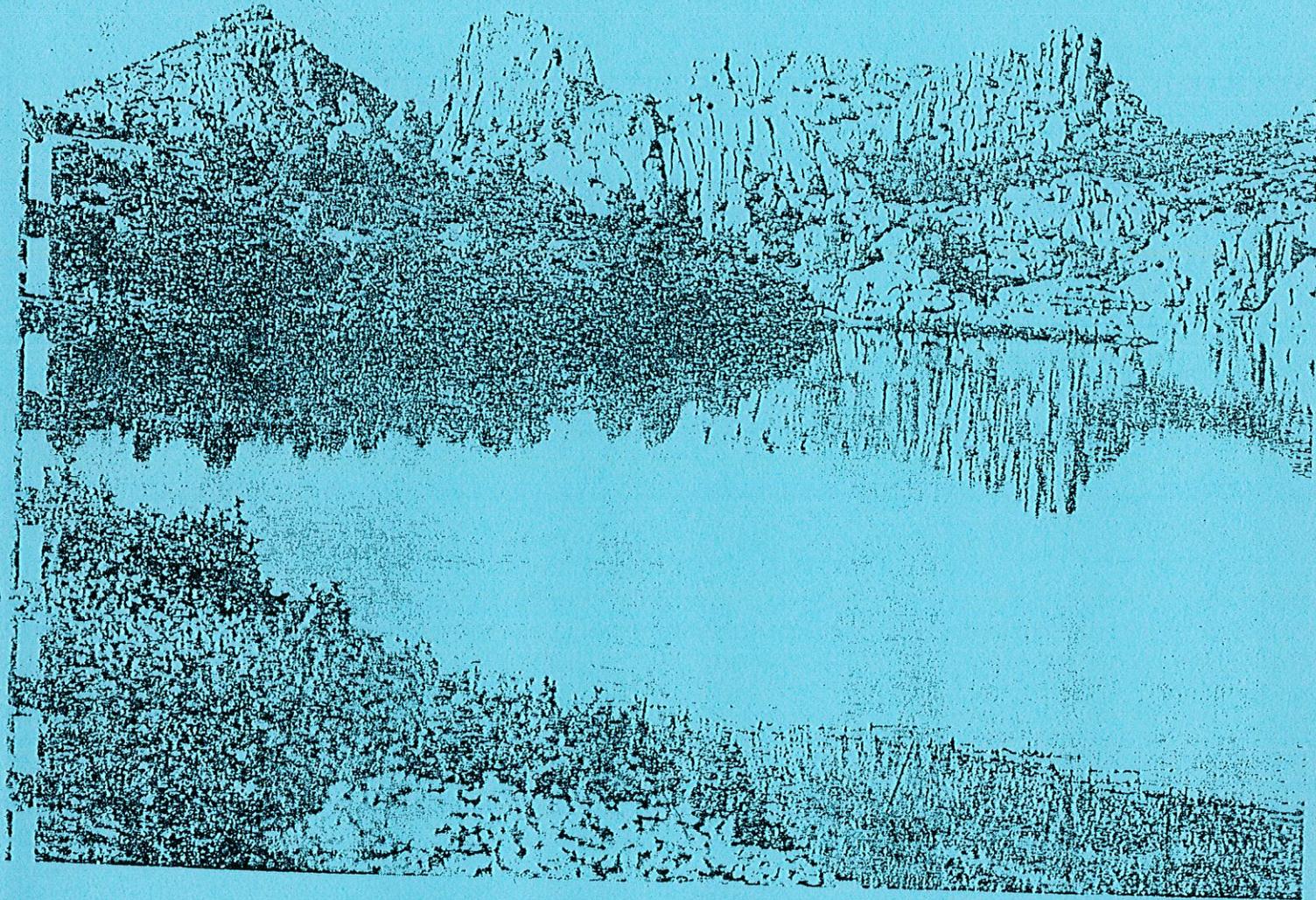


RETURN TO CINDY
CITY HALL P&Z

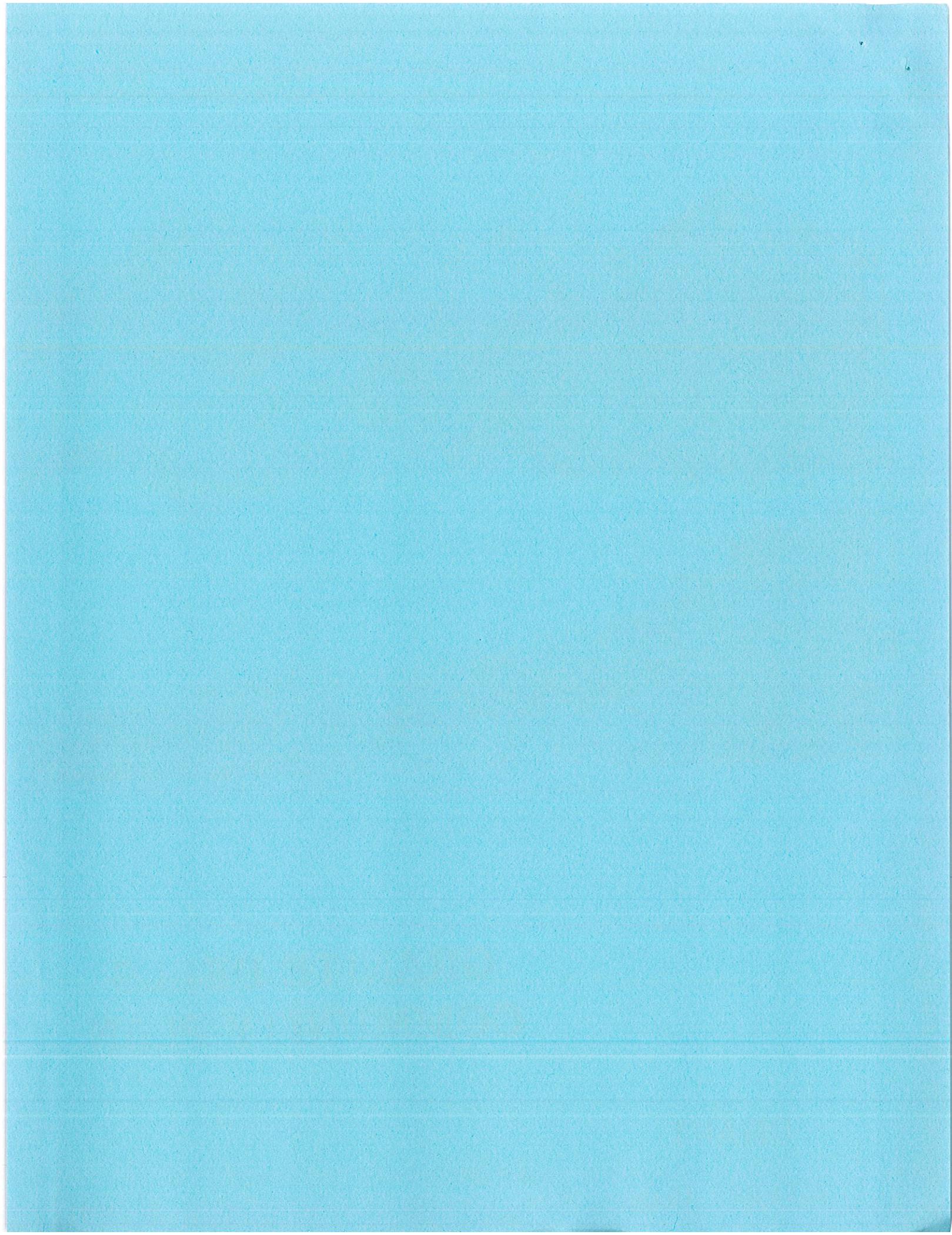


GRANITE DELLS COMMUNITY PLAN

DRAFT

DECEMBER 1990

ADOPTED IN 1991



TO THE READER:

The following DRAFT proposal has been prepared by a Citizen's Advisory Committee, comprised of ten (10) Granite Dells Property owners appointed by the Yavapai County District #1 Supervisor, Gheral Brownlow, with technical assistance provided by the Yavapai County Planning and Building Department.

We would very much appreciate your comments to be considered for incorporation into the plan proposal. If you have any comments, please put them in writing and send them to:

Attention: Dells Plan
Yavapai County Planning and Building Department
500 South Marina Street
Prescott, AZ 86301

* BY NO LATER THAN FEBRUARY 15, 1991

All comments will be seriously considered by the Granite Dells Advisory Committee.

A public hearing will be held at some future date to discuss the plan proposal.

Thank you for your interest!

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PREFACE

The area known as Granite Dells is approximately 4 miles north of Prescott. Located adjacent to the regional airport and within the triangle formed by the rapidly growing cities of Prescott, Chino Valley and Prescott Valley, it stands as the only natural geographic barrier separating these communities. This area is surrounded by major arterial highways, and over the next several years the Granite Dells Community is likely to be affected adversely by increases in both vehicular and air traffic as well as proposals for new development throughout the region.

The unusual and beautiful geography and environment of Granite Dells are largely what make this area so unique and special to all of us. It follows that the beauty of the area, our desire that present and future residents and visitors be able to enjoy that beauty, and our desire to retain the rural atmosphere of the community, are directly responsible for the existence of the Granite Dells Advisory Committee and its subcommittees and their efforts to establish a reasonable yet comprehensive community master plan acceptable to the majority of Granite Dells property owners and residents.

The study area boundaries were established some distance beyond the rock formations by members of the advisory committee so that land use recommendations would be compatible.

We strongly urge the use of this plan as a guide for County officials to follow in order to allow the area to grow and develop in a manner that will maintain the desired lifestyles, fragile environment, and rural atmosphere found throughout the community.

DEVELOPMENT OF THE COMMUNITY PLAN FOR THE GRANITE DELLS

In January of 1989, an organizational meeting was held to begin receiving nominations for membership to a citizens advisory committee that would work together to prepare a comprehensive community Plan for the area known as the Granite Dells. The 10 member committee, all property owners within the planning area selected by the District #1 Supervisor Gheral Brownlow, represents a cross section of the community, intended to prepare a plan that reflects the overall community's views.

Beginning in April of 1989 the Advisory Committee, along with a representative from the Yavapai County Planning and Building Department staff, met twice a month to work on the plan. From April through July the committee elected officers and established subcommittees comprised of Advisory Committee members along with other interested individuals.

<u>Advisory Committee Member</u>	<u>Office</u>	<u>Subcommittee Assignment</u>
Jay Wilkinson	Chairman	
Sherman Payne	Vice-Chairman	Transportation
Judy Beurie	Secretary	Recreation
Bill Fillingim (replaced Wayne Parrish)		Economics
Murray Horsley		Land Use
Helen Hunt		Economics
Alice Kring		
Environ./Geog./Recreation		
Steve Neilson		Land Use
James Parrish		Transportation
Wayne Parrish (resigned Nov. 1989)		Economics
Clarice Wilkinson		Environ./Geog.

Planning and Building Department Staff Involved With The Preparation of This Plan

Michael Rozycki, Planning and Building Director, Technical Assistance
Richard Parker, Principal Planner, Technical Assistance
Mike Kelly, Planner, Technical Assistance
George Gehlert, Graphic Preparation
Enalo Lockard, Graphic Preparation
Tammy Siegfried, Word Processing
Mary Rocchio, Word Processing

During this same time, a survey questionnaire was prepared by the Advisory Committee and distributed to all property owners and residents within the boundaries of the study area in order to obtain information regarding their opinion of how the area should be planned. (See survey results Appendix A). This information has

served as the basis for many of the recommendations made throughout this report. The various subcommittees followed the survey results as closely as possible, considering that sometimes there were contradictions within the survey itself.

The Advisory Committee spent many lengthy sessions discussing, amending and editing subcommittee reports as they were presented. Very careful and thorough consideration was given to each issue and concern. This committee tried diligently to make recommendations that would minimize regulations and restrictions for the individual property owners, but at the same time not allow developers to put in projects incompatible with the area or in any way have a negative effect on the community.

Information contained within subcommittee reports, prepared with the help of survey results, field work, subcommittee member's knowledge of the area and resource information obtained from Government agencies, archival references, etc., provided the foundation for this comprehensive report. The proposed Land Use Map evolved after considerable discussion and revisions by the Land Use Subcommittee and Advisory Committee. Factors such as: existing land use, survey results, terrain and topography, proximity to an arterial highway, riparian habitat/locations, etc. were considered as the Land Use Map evolved.

History of the Dells

Point of Rocks was the original name given to the granite rock formations located between Prescott and the airport. Granite Dells is the name chosen by James E. Wing for the quarter-section he homesteaded in the heart of the area. There is much evidence that Indians found this area attractive and suitable as a place to live. From the early 1900s Granite Dells was a popular resort and recreation area. In the 1920s there were two popular resorts in The Point of Rocks; Granite Dells (The Dells) and the Garden of The Gods (The Gardens). Both resorts featured swimming pools, dance halls, cabins and picnic areas. Granite Dells also featured a boating and fishing lake. Time and changing recreational habits eventually closed both resorts. Today the entire Point of Rocks area, generally referred to as Granite Dells, is still a tourist attraction with scattered homesites, ranching, and commercial enterprises along Highway 89. Resort developments are potential but not a fact as of this writing (December 1990).

GEOGRAPHY

The Granite Dells Community is dominated by large, rounded, pinkish tan outcroppings of decomposing granite which gave the area its name. Paradoxically, the unique type of granite found in the Dells was

named 'Dells Granite' by the earliest geologists to study the area, after the name given the area by the early residents. These outcroppings are divided by rare (in Arizona), truly riparian zones which support an amazing diversity of flora and fauna. The riparian zones consist of Granite Creek and Willow Creek and their tributaries. These zones are bordered by ancient and historic alluvial flood plains, canyons, and draws which ease the transition back up into the rocks.

The Granite Dells area is bounded, variously by volcanic ash and cinders (mainly to the East), a mixture of rolling and flat terrain, sandy, loamy and rocky soil, barren to sparsely treed to thickly wooded areas. Also within the study area are two part-time shallow man made lakes which are owned and controlled by Chino Valley Irrigation District.

SOME GEOGRAPHIC CONCERNS REGARDING DEVELOPMENT INCLUDE:

- I. EROSION - Since areas of slopes > 15% are almost exclusively rock, erosion is not a major concern.
- II. BUILDING SUITABILITY - Areas of sandy, loamy, alluvial soil lend themselves well to agriculture or construction while the rockier areas cannot be built upon without major alterations to the natural topography and the associated expense.

SUMMARY

The Geography of the earth's surface, including Granite Dells, is constantly changing. Barring an earthquake, re-eruption of Bald Mountain (Glassford Hill), or other disaster, these changes occur at a rate practically invisible to humans of average lifespan. The intrusion of humans into this process, however, inevitably accelerates the rate of change. Whether or not this human intervention into natural geologic processes is good, bad or otherwise has long been the subject of emotional discussion and debate. But, in this case, it seems to be the nearly unanimous opinion of the committee members that the natural geologic beauty of the area warrants special consideration and measures to insure that we do not, through greed and shortsightedness, foul our own nest.

The Advisory Committee and its subcommittees have what may be the last opportunity to take positive measures to encourage property owners in the Granite Dells area to give careful consideration to the area's unique geologic beauty when contemplating future uses of their property. We should do so.

ENVIRONMENT

Environment is a condition or force affecting our lives, development and behavior. We are all affected by the same conditions in different ways and by varying degrees. Plants and animals are also affected by environmental conditions.

The Granite Dells area is sensitive both in structure and terrain; therefore careful consideration must be given to the various proposed uses within the boundaries of this community plan.

The primary concerns to this Geography/Environmental subcommittee as well as to the property owners and residents who answered the survey questionnaire are:

- I. Preservation of the Rocks, Views, Natural Environment
- II. Protection of the Flora and Fauna
- III. Protection of the Air Quality
- IV. Protection of the Water Quality
- V. Protection of Other Natural and/or Man-Made Resources
- VI. Abatement of Noise, Light (glare), Solid Waste Pollution
- VII. Control of Mosquitos
- VIII. Retain the Rural Atmosphere

RECOMMENDATIONS:

- I. Preservation of Rock Formations and Views & Natural Environment
 1. Limit major blasting of those rock formations that might alter the natural and scenic beauty of the area.
 2. Height, design, and color of buildings should be compatible with the natural surroundings.
 3. Signs, utility poles and other structures should be placed so as to minimize their negative impact upon views. Utilities should be placed underground where practical.
 4. Discourage widening Highway 89 through the study area to prevent further destruction of rocks and natural beauty.
 5. Portions of highway 89 and 89A, through the study area should be designated as a scenic route.

II. Protection of Flora and Fauna

1. Riparian areas should be left in a natural state.
2. Limit access in environmentally sensitive areas.
3. Encourage retaining undisturbed open areas for birds, wildlife, and native grasses by designating heavy use areas in other places, such as parks. Granite Dells is home and territory to a variety of birds and wildlife, including the endangered bald eagle, and the Dells is a migration path and temporary refuge for many other birds and waterfowl.
4. Air traffic should be rerouted to protect birds and wildlife.
5. Promote awareness of fire danger.

III. Protection of Air Quality

Prescott's continued growth and industrial development south of the study area could alter the environment and create pollution in our community.

1. Incentives for strict emission standards are encouraged.
2. Emission control devices are recommended for wood burning stoves.
3. The use of pollution free solar energy should be encouraged for home owners and developers.
4. Attempts should be made to lessen auto emissions, throughout the study area, by the following means:
 - a. This plan's highest density housing should be located in close proximity to shopping and services to minimize driving distances and encourage walking.
 - b. Pathways for walking and bicycling should be encouraged.
 - c. A loop road system connecting the surrounding cities, routing commuter and non-stop commercial traffic away from Granite Dells, should be developed.
 - d. Air traffic over the area should be rerouted to help eliminate air as well as noise pollution.

IV. Preservation of Water Quality

1. Waste water and sewage should be disposed of in such a manner as to protect surface and ground water quality.

2. We would discourage major developments requiring a large enough volume of water that would, by drilling a well, lower the water table and threaten the water volume and/or water level of other property owners.
3. We would encourage developers to seek a water source that does not involve annexation of any property within the Granite Dells community by a municipality.

V. Protection of Other Natural and/or Man-Made Resources

1. Willow Lake is owned and managed by Chino Valley Irrigation District.
2. Watson Lake is controlled jointly by CVID and the City of Prescott.
 - a. We strongly urge retention of open space and water (whenever possible) for birds and wildlife.
 - b. We emphasize compatibility with the Granite Dells Community Plan if future use of the land or lakes is considered for change.
3. Granite Creek and Willow Creek
Good riparian areas, both creeks flow through private property in the planning area. We encourage their continued use as open areas for wildlife and bird habitat.
4. Flood Plains
 - a. Flood plains and riparian areas, along streams and lakes, should be kept as open space to preserve water quality and to provide wildlife habitat.
 - b. Building and development should be discouraged in these areas.

VI. Abatement of Noise, Light (glare), Solid Waste Pollution

The Granite Dells Community is by nature a noise sensitive area due to the reverberations from rocks.

1. Abatement of noise pollution
 - a. Restrict noise from off-road vehicles in the area.

- b. Encourage rerouting of air traffic away from the Granite Dells area.
 - c. Discourage the noise caused by increased traffic through the study area by implementing recommendations described in section III, 4 (Protection of Air Quality) found on page 7.
 - d. Discourage widening Highway 89 through the study area.
 - e. Discourage any new arterial roads or highways through the study area.
 - f. Speed limits should be established, posted and enforced to lessen "road noise".
 - g. Development proposals that will generate noise must also propose noise abatement measures.
2. Abatement of Light Pollution
- a. Outdoor lighting should comply with Yavapai County lighting ordinance.
 - b. Although exempt from Arizona Yavapai County Ordinance, government facilities should be strongly encouraged to comply with lighting regulation.
 - c. Adequate lighting should be provided at all intersections.
3. Elimination of improperly disposed of solid waste
- a. Heavy fines should be imposed upon illegal dumping and littering in an attempt to curtail such activity.
 - b. Recycling bins should be placed in commercially developed areas to encourage recycling of solid waste.

VII. Control of Mosquitos

Due to the many pockets and crevices in the rocks, other standing water sources, and other breeding habitats, mosquitos within the Granite Dells area are a problem.

1. A mosquito abatement district has been suggested and discussed. Response to forming such a district is mixed.

2. We feel that further study of this issue is needed, including extermination methods and costs. We also feel this issue should be resolved through the Granite Dells Community Association.

VIII. Retain the Rural Atmosphere

1. Survey results overwhelmingly indicated NO to the question of annexation by a municipality.
2. Controlled and orderly growth within the Granite Dells Community and all the areas surrounding us will be necessary.
3. We support a loop road system around Granite Dells connecting the communities of Prescott, Chino Valley and Prescott Valley, as discussed in the Transportation section of this report.
4. We discourage re-zoning for any use that would substantially increase congestion, noise, pollution, or negatively impact our community.
5. Any development should be of a size and scale that is compatible with the rural character of the community.

NOTE: Recommendations to public officials regarding what constitutes a "substantial negative impact" as well as development proposals that are of a "size and scale" that are not acceptable for the area, shall be determined by Dells residents on a case by case basis as development proposals are reviewed through the public hearing process.

ECONOMICS

At present, the Dells can be characterized as a retirement community and rural residential community for those who work in the Prescott area. The somewhat limited existing business activity there consists primarily of motels, gift and antique shops, auto repair and sales, campgrounds, a museum, convenience store and a cafe. These businesses rely somewhat upon tourists and, therefore, experience an increase in business during the summer months. It should also be noted that a few families in the Dells continue to derive an income from ranching.

Survey results confirm that area property owners and residents favor expansion of the tourism based economy but with strict controls as outlined in this plan. The unspoiled beauty of the Dells is what attracts visitors to the area and preserving the resource is a high priority for the community. The types of development, recommended by survey results, intended to attract and cater to tourists, include a trails system, passive parks, art exhibits, museums and resort complexes. The Economic Subcommittee noted the following specific developments that could be considered for the area: Supper club type restaurants, retail shopping, golf course, putting green, stage coach rides, trails for hiking, bicycling & horse use, a small neighborhood park and the designation of Hwy. 89 as a scenic route. (Please note page 24 regarding trails)

Along with expressing an opinion as to the types of growth and economic development desired by Dells residents, survey results also indicated that future: manufacturing, detention centers, RV/mobile home parks, office complexes, nursing homes, motels and apartments would be inappropriate for the area.

Upon review of the survey results, there appears to be a discrepancy between the communities' desire to expand upon the tourism based economy while discouraging future motel and RV park development within the study area. It is the opinion of the advisory committee that the terms "motel" and "RV park", carry negative images of motel buildings that resemble cargo storage containers and RV parks that look like RV sales lots, void of landscaping and creative design and layout. The fact that the survey indicated that resort complexes are an acceptable form of development within the study area suggests that it is more the manner in which tourist lodging facilities are designed that is of concern to the community. It is, therefore, recommended that development proposals be subject to site plan specific review at public hearings (under a Planned Area Development, Use Permit, etc.), so that their appropriateness or inappropriateness for the area can be more thoroughly assessed.

The Economic Subcommittee has noted that limited access to many locations throughout the Dells, due to terrain and rock formations, along with the lack of public sewer and water, have presented obstacles to growth. Although public sewer and water may be desirable in certain locations within the Dells, the city of Prescott's policy of annexing property that receives sewer and water service has met with serious opposition from many of the Dells property owners and residents. Opposition to the extension of water and sewer service throughout the Dells may subside, however, if such service could be provided without property being annexed into the city of Prescott and provided issues such as blasting, routing and environmental impacts are considered.

As for access, it has been the limited roadway access throughout the Dells that has kept much of the area in an undisturbed pristine state. The access issue should be reviewed carefully with each development proposal to consider the amount of blasting that will be required, visual impact, traffic circulation, along with other developmental impact issues identified throughout this report.

The Economic Subcommittee also made the following recommendations with regards to future development. IT SHOULD BE NOTED THAT ANY FUTURE DEVELOPMENT SHOULD BE OF A SIZE AND SCALE AS TO BE IN KEEPING WITH THE RURAL CHARACTER OF THE DELLS AND MUST BE SENSITIVE TO THE FRAGILE ENVIRONMENT OF THE AREA.

- I. State & County officials should work with residents of the Granite Dells community to implement recommendations made throughout this report to insure that growth is controlled so that the beauty of the Dells is preserved and this unique natural landmark is not damaged.
- II. Recreation sites should be designated so as to reduce conflicts between recreation seekers and landowners.
- III. Tourism and recreational type businesses, compatible with the rural character of the Dells, should be encouraged, in keeping with the wishes of Dells residents as expressed by survey results.
- IV. An overall transportation plan for the Dells should be prepared. Alternatives should be considered to regulate traffic on arterial highways. e.g. speed limits, traffic lights, access roads, etc. so as to provide safe and easy access to local businesses in an attempt to encourage increased patronage of and support for those businesses.
- V. Commercial land use designations along Hwy. 89 should be limited to locations where appropriate traffic controls can be implemented.

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- VI. A DRO for commercial buildings, that would insure future building compatibility with the desired rural character of the community, should be considered. Such architectural design standards will insure an attractive business district intended to enhance economic development.
- VII. Development should be located so that adequate streets, water, sewer, drainage facilities and essential services can be economically provided when-needed.
- VIII. Development proposals for uses that have been identified by survey results as being inappropriate for the area should be allowed only with significant community support for the specific project requested.
- IX. Businesses that cater to the needs of the residents of the Dells should be encouraged, as well as ones that are supported by the tri-city area and beyond, in order to expand the economic base of the community.

TRANSPORTATION

The transportation element of this plan is very important since increases in air and vehicular traffic that will continue to occur throughout and surrounding the Dells will have a profound effect upon the community, given the number of arterial highways within the study area along with the areas proximity to the airport. The desire of Dells residents to maintain a rural atmosphere could be threatened as much by increases in traffic as by undesirable development within the area. It is, therefore, the challenge of the transportation subcommittee to provide recommendations that will deal with the traffic issue in such a way as to preserve the community's rural atmosphere while taking into account the economic impacts associated with this issue.

The Transportation subcommittee has considered the following forms of transportation within the study area:

- I. Vehicular
- II. Rail
- III. Air

I. Vehicular

Four major arterial highways fall within the study area:

- A. Highway 89
- B. Highway 89A
- C. Willow Creek Road
- D. Willow Lake Road

A. Highway 89

Highway 89 runs north to south through the study area and through the middle of the major rock outcroppings. Much of the traffic traveling along this corridor is traveling from Prescott to Highway 89A, Prescott to Chino and Prescott to I-40, with the heaviest load and recent traffic increases occurring between Willow Lake Road and Highway 89A, along the developing commercial strip.

B. Highway 89A

Highway 89A intersects with 89 forming a commercial node that serves as the northern limit of the commercial strip along Highway 89. This roadway passes east to west through the less

developed northeast portion of the study area. Much of the Highway 89A traffic through the Dells is traveling from the northern Prescott Valley/Coyote Springs and the Jerome/Verde Valley area to Highway 89.

C. Willow Creek Road

Willow Creek Road follows the western boundary of the study area. This roadway connects the airport and Highway 89 with the five points intersection in Prescott where the Yavapai Regional Medical Center and considerable commercial development exists. As ERAU and the commercial development near the Willow Lake Road intersection expands, traffic counts along Willow Creek Road, near the southwestern portion of the study area, could increase.

D. Willow Lake Road

Willow Lake Road serves as a link between Willow Creek Road and Highway 89, along the southern boundary of the study area. If property south of Willow Lake Road, that lies within the city of Prescott corporate limits, develops as proposed, Willow Lake Road could experience significant traffic increases.

E. Traffic Problems

Vehicular traffic at present and in the future is one of the problems of most concern to area residents. U.S. 89 and 89A are the major traffic arteries through the Dells. Safe entry to and exit from these highways are a major concern of this report. Given the increase in population projected for the Tri-City area and the resultant traffic volume increases, it is apparent that on/off traffic to feeder roads will suffer increasing problems.

Due to the alignment of the highway and the rock formations on each side, all roads, streets and drives entering U.S. 89 are hazardous in varying degrees. Granite Dells Road and Granite Gardens Road both present safety problems where they enter the highway. These roads will experience further problems with the eventual activation of Granite Gate and Stagecoach Pass and other commercial development. It may be suggested that both ADOT and the county engineering department consult with area users before finalizing road way changes, alterations, etc..

F. ROADWAY BRIDGES

Granite Creek crossings except for the Granite Dells Road bridge are totally inadequate. The Granite Gardens Road crossing is presently usable in times of low water. Because this crossing cannot be made at a 90 degree angle and must be lengthy, a bridge is probably not feasible and culverts may prove impractical during flood stages. A lengthy concrete apron (Low Water Crossing) would appear to be a logical solution since it could provide a safe crossing in all but flood stages. The Granite Creek bridge on U.S. 89A has proven itself a sturdy and safe structure. However, it is far too narrow and should be widened.

A roadway from Highway 89A near the vicinity of the airport should be given careful consideration. Future crossings envisioned near the airport may or may not be practical. The width of the stream bed in this area is considerable and extensive soundings may be necessary to determine the practicality of bridge supports. Culverts may be possible.

G. ALTERNATIVES FOR HANDLING TRAFFIC TRAVELING THROUGH THE DELLS

In the future, given the population increase projections, it is certain that the traffic flow between the Tri-Cities will increase dramatically. The rock formations in the Granite Dells present serious economic and environmental problems for future traffic flow. Seemingly there are three alternatives to the solution of the traffic problems:

- A. Frontage roads along Highway 89
- B. Widen U.S. 89 to a four-lane highway
- C. Convert the Santa Fe right-of-way to a highway
- D. An Arizona State highway loop road system connecting the surrounding cities, routing commuter and non-stop commercial traffic away from Granite Dells, should be developed.

The residents of the Dells area find alternatives A, B and C to be most undesirable. For reasons of aesthetics, environmental degradation, noise, intrusions on privacy, congestion and scenic preservation, the residents would encourage the pursuit of alternate D.

APPROXIMATE TRAFFIC COUNTS FOR
ARTERIAL HIGHWAYS WITHIN STUDY AREA
(1989 Yavapai County and ADOT Statistics)

HIGHWAY	NUMBER OF VEHICLES COUNTED WITHIN A 24 HOUR PERIOD	APPROXIMATE VEHICLE PER DAY ANNUAL INCREASE
Hwy. 89 (North of 89A intersection)	5,600	None - Stable
Hwy. 89 (South of 89A intersection)	6,200	1,000
Hwy 89A	3,000	500
Willow Creek Road (near Willow Cr/89 intersection)	5,600	None - Stable
Willow Creek Road (near ERAU)	6,100	2,000
Willow Lake Road	5,300	1,000
Granite Dells Road	229 (1990 Count)	Data Not Available.

H. OTHER VEHICULAR TRANSPORTATION RECOMMENDATIONS

1. It is the opinion of the transportation committee that Yavapai County officials have been negligent in their concern for improvement of Granite Dells Road and Granite Gardens Road. Immediate attention to these two roads is suggested.
2. a. Private roads and driveways entering U.S. 89 are primarily the responsibility of the property owners. However, planning and improvement planning assistance should be made available from ADOT and Yavapai County.
b. Any new public roads entering U.S. 89, 89A, Willow Creek and Willow Lake Roads should be carefully reviewed by ADOT, Yavapai County and the Granite Dells Community Plan guidelines.
3. Willow Creek and Willow Lake Roads are both vital transportation routes for residents of the Dells area. Because of the heavy traffic volume presently being experienced on these roads, comprehensive study for the future is needed now. As of this writing, developments along Willow Lake Road promise a heavy impact on traffic in the entire area.

4. The intersections of Willow Lake Road with both Willow Creek Road and U.S. 89 are in need of realignment as is the intersection of Willow Creek Road and 89 at the airport.
5. A suggested outer loop road which would be an extension of the proposed State Highway Route from Highway 69 west of Prescott Valley going north and connecting to Highway 89A. This outer loop road to commence north from Highway 89A to a point on alignment of Road 4 South east, then west to Highway 89 North. Then continuing west along Road 4 South alignment from 89 to the Chino Valley Outer Loop Road.

While the Outer Loop Road is well outside the scope of the Granite Dells study area, it is addressed in this report due to the community desire to lessen the heavy traffic impact on Granite Dells that is expected by the projected growth in the Tri-City area.

6. The addition of left turn lanes on Highway 89 through the Dells was helpful as far as it went but needs some additional attention. In some areas it is being used as a passing lane and creating a serious hazard. Adequate road signing is also essential to the foregoing uses.

The taxpaying residents of the Granite Dells area have every right to expect good and safe state and county roads for their use and the use of fire, police and other emergency vehicles.

7. Rural mail box locations should be scrutinized. Some locations in the area constitute traffic hazards for both postal delivery vehicles and patron vehicles when delivering and picking up mail.
8. School bus stops sometimes entail similar traffic safety problems and all future highway and road alignments (also commercial developments) should give careful consideration to these problems.

II. RAIL TRANSPORTATION

Rail transportation and/or the Santa Fe right-of-way is of concern to many. Use of the railroad as a through-traffic carrier by a railroad operator without stopping points in the Dells would probably be acceptable to adjacent property owners. Should the right of way not be used for rail traffic it might be considered for a hiking, biking and equestrian trail.

III. AIR TRANSPORTATION

Air Transportation is an economic necessity to the Tri-City area. That includes passenger, freight and educational use of our air space. The rock formations of the Dells area present an unusual sound reverberation problem. Therefore flight patterns over this area require special attention not common to other areas. This problem will be addressed by other committees but the transportation committee recommends that air traffic should be rerouted away from the Dells and special restrictions should apply to flights over the rock formations of the Dells.

RECREATION

In the past, the Dells offered recreational activities such as swimming, dancing and concerts for public enjoyment. Although the dance halls and swimming pools are closed, the historically rooted perception of the Dells as a tourist attraction is perpetuated by Prescott Chamber of Commerce brochures displaying color photos of the Dells as a tourist draw.

This public perception of the Dells as a playground has been a point of contention for those property owners who are subjected to trespassers. Since many of the most interesting rock formations and riparian areas are on private property, visitors are drawn to these areas only to find themselves in conflict with property owners. Presenting recommendations that will provide a variety of recreational activities for local residents, as well as visitors to the Dells, while at the same time protecting the rights of area property owners, is one of the major challenges of this plan.

EXISTING RECREATIONAL FACILITIES

1. PUBLIC PARKS:

A. WATSON LAKE PARK (City owned-within the study area)

Watson Lake Park consists of 40 acres and is located four miles north of downtown Prescott on U.S. Highway 89. The facility includes a main building, bath house and 70 camping sites of which 31 have electrical service. There are also two ramadas and two restroom buildings, picnic tables and grills at the park. The Prescott Blue Grass Festival and the Prescott Antique Auto Club show use this facility, along with many other clubs.

B. WILLOW CREEK PARK (City owned-within the study area)

This 9 acre park is located just north of the junction of Willow Lake and Willow Creek roads at the north end of the City. This facility includes a lighted softball field, portable bleachers for 150 spectators, rest stations, a covered lit log picnic ramada and tables for 100 people, three individual picnic stations, ten horseshoe pits and a children's playground with seven pieces of playground equipment.

C. HERITAGE PARK (City owned-within the study area)

Heritage Park is located on Willow Creek road north of Willow Creek Park, and is adjacent to Willow Lake. The 117 acre facility includes: two lit multi-purpose ball

fields, announcer's booths, portable bleachers providing seating for 200 spectators, two combination ramadas and rest stations with picnic tables and fire pots, a rodeo/gymkhana arena with chutes, pens, announcer stand, rest stations, concessions and events registration building and a maintenance storage building. An archery range with rest station facilities is located to the north of the main park entrance which covers some 40 acres of targets. This park also houses a small zoo which is run by a non-profit corporation which leases land from the City of Prescott.

2. GOLF COURSES:

- A. ANTELOPE HILLS MUNICIPAL GOLF COURSE (North of the study area)

This is a 6,800 yard PGA-sanctioned course, located in Prescott on approximately 140 acres just north of the Granite Dells area, adjacent to the Airport. It hosts some of the most highly recognized major golf tournaments played in Arizona.

3. RECREATIONAL FACILITIES:

- A. EXISTING PRIVATELY OWNED RECREATIONAL FACILITIES (within the study area)

Two privately owned campgrounds are currently operating within the study area.

4. AREA RECREATIONAL FACILITIES

- A. OTHER RECREATIONAL FACILITIES (outside the study area)

Other recreational facilities, such as bowling, roller skating, tennis courts, sports fields, and various small parks, located within 5 to 15 miles of study area.

EXISTING HISTORIC SITES AND STRUCTURES

The following is a list of historic sites and structures in the area:

1. Site of a former swimming pool and dance facility (on private property) on West side of Highway 89.
2. Payne Pavilion and swimming lake (privately owned).
3. Indian Ruins (on private property)

4. Nondenominational shrine on private property on West side of Highway 89.

PROPOSED RECREATIONAL FACILITIES

PIONEER PARK (City owned-just West of the study area)

This is presently an undeveloped 400-acre park on land secured from the Bureau of Land Management. It is located between Willow Creek Road and Williamson Valley Road north of the City. It is the intent of the Recreation Services Department of Prescott to develop this park in phases over the next 15 years. This development will include the construction of a primary road system, family picnic stations, group ramadas, rest stations, lighted ball fields, group camping areas, parking lots, construction of aquatic facilities, development of an 18-hole golf course and support facilities, hiking and equestrian trails, bike paths, and a civic community building.

YAVAPAI COUNTY FAIRGROUNDS (County owned-just West of the study area)

Also on BLM property, situated on a 300+ acre parcel adjacent to the Pioneer Park, is the proposed county fairgrounds, that will include a horse race track, rodeo arena, auto race track, cultural events, auditorium, exhibit buildings, hiking and equestrian trails, etc. Once development of the Fairgrounds and Pioneer park begins, the BLM will deed the property to the County and the City of Prescott.

ADDITIONAL PARKLAND

Located on the east side of Watson Lake, the City of Prescott in 1972 negotiated a trade of property (101 acres). No immediate park use of development is foreseen, except for a holding status contingent upon the areas growth and park needs.

RECOMMENDATIONS

Based upon survey results, the Recreation Subcommittee has concluded that the following recommendations, pertaining to recreation in the Dells, are supported by most Dells residents:

1. Protection of the natural resource and scenic views for future generations is a very high priority.
2. Public park and open space areas should be designated to control the trespass problem that is prevalent throughout the Dells.

3. A system of hiking and bicycle trails should be encouraged. Signage, fencing, etc., should be provided along park and trail boundaries with serious penalties, imposed by the courts, for those found trespassing on properly posted, private property in the area.
4. Improve recreation opportunities for both residents and visitors of all ages.
5. Any future development should be of a size and scale as to be in keeping with the rural character of the Dells and must be sensitive to the fragile environment of the area.

These recommendations, describing actions that should be taken, with regards to recreational activities throughout the study area, are intended to provide a positive experience for residents and visitors alike, while at the same time protecting the resource and the rights of property owners in the vicinity. An overall philosophy, proposed by the Recreation Subcommittee, intended to more clearly define these objectives has been proposed:

Recreational opportunities should be provided in a manner that allows individuals to find creative and satisfying outlets for the enrichment of personality, the growth of human dignity and self fulfillment through the maintenance of good health and physical vitality, while maintaining the integrity of the region's natural resources and respecting the rights of area property owners.

PARKS AND RECREATIONAL AREA GUIDELINES

With the development of Pioneer Park to the west of the Community Plan area, many of the specific recreational needs such as swimming pools, ball fields, racquetball and tennis courts, will be addressed. The Granite Dells area may lend itself to recreation such as hiking, riding, and viewing of expanses of open space and photographic areas. If developed tastefully, a wide range of other recreational opportunities may be encouraged in this area. For example, a small child's playground could be added to an existing park such as Watson Lake Park.

OPEN SPACE GUIDELINES

1. City, County and State Governments, environmental groups or public minded trusts should be encouraged to purchase large tracts of privately owned Granite Dells property as they become available so that a permanent Natural Open Space System can be secured to protect and maintain the unique natural beauty of the Granite Dells area and its wildlife. This should include major washes, flood plains, environmentally sensitive areas which will remain undeveloped. The design and density of adjacent development should protect the stability of these natural areas.

It is recommended that property tax relief be considered, either at a county level or through state legislation, for properties that are set aside "not to be developed", since undeveloped property provides wildlife habitat and scenic vistas for public enjoyment.

2. Utilities and other public facilities sited in open space should be integrated into the design of that open space, with consideration given to materials, form and scale.

HIKING, RIDING and BICYCLE TRAILS PLAN GUIDELINES

1. Hiking and riding trails for public use should be created on public land to fit in with the natural flow of the land in order to disturb the environment as little as possible and avoid conflicts with private property.

In the event private landowners would agree to convert informal trails existing on their land for public use either to provide access to public lands or simply because the trail exists, it is recommended that the County provide for maintenance of said trails, some form of property tax relief for those residents, as well as signage and fencing (if requested).

2. The City of Prescott or other entities should be encouraged to purchase the Santa Fe Railroad R.O.W. and make it accessible to the public through the operation of a scenic railroad.

SCENIC VISTA POINTS PLAN GUIDELINES

1. Since the primary tourist attraction in the Granite Dells area is the unique scenic beauty of the magnificent granite outcroppings, all areas which command exceptional views should be kept accessible as Scenic Vista Points with visual obstructions and distractions being discouraged.

2. Scenic Vista Points along roadways should include a pull-off area.

HISTORICAL LANDMARKS AND INDIAN RUINS PRESERVATION GUIDELINES

1. An attempt should be made to preserve for future generations any historical landmarks. Where these historical sites occur on private property an attempt should be made by State, County or private groups to purchase the property or provide tax relief for the owner should he wish to maintain ownership but allow public access and agree to the preservation of the site as a historical landmark.
2. In the event that any Native American landmarks are designated for preservation, the guidelines as outlined above should also apply to these sites.
3. Railroad R.O.W. through the study area should be purchased by government or private entity and preserved and operated as a scenic railroad.

DEVELOPMENT GUIDELINES

It is recommended that in considering future development proposals, of 40 acres or larger, proposing 2 or more units to the acre, Planning and Building Departments of County and City Government should take into consideration the desirability of setting aside park site locations, and appropriate and adequate recreational opportunities for the expected population for the project.

Recreational development proposals, involving zoning map change requests, should be site plan specific, in keeping with guidelines suggested, so as to protect the natural resource and scenic views and to insure that any development be of a size and scale as to be in keeping with the rural character of the Dells.

LAND USE

It seems evident that the results of the survey indicate that both property owners and renters alike agree that the Granite Dells area is unique and its needs have to be addressed so that uncontrolled growth does not prevail.

The survey indicates that most area residents (owners and renters) would not mind certain commercial ventures as long as the development is compatible with the natural surroundings. Those ventures that were definitely opposed were industrial development, hospitals or nursing homes, RV parks or high density business parks or apartments. The residents all seemed to share a desire to maintain their somewhat rural atmosphere.

EXISTING LAND USES

Existing Residential

Two residential subdivisions exist within the study area: Willow Lakes Subdivision, located behind the existing commercial development near the intersection of Highway 89 and Willow Lake Road; and Granite Gardens located on the east side of Highway 89 just south of Highway 89A (lots within these subdivisions tend to be 1/4 acre or smaller in size). Other residential development is scattered throughout the study area on larger parcels.

Existing Commercial

Three commercial nodes exist within the study area; at the intersection of Willow Lake Road and Highway 89, Willow Lake Road and Willow Creek Road and Highway 89 and 89A. The commercial intersections, along Highway 89, cater to Dells residents, as well as tourists and those who commute along Highway 89, while existing commercial development at the Willow Creek/Willow Lake intersection tends to rely more upon customers from the surrounding tri-city area, especially from Prescott.

Other Land Uses

Much of the remainder of the study area consists of undeveloped grazing land with some parkland as described in the Recreation section of this report.

Support Services

Most of the support services for the Dells such as schools, hospitals, major shopping centers, police and fire stations, recreational facilities, etc., are located outside the study area (generally in the Prescott area, within 5 to 15 miles).

LAND USE SUBCOMMITTEE RECOMMENDATIONS

- I. Establish guidelines and policies for management, future planning and development of land identified as suitable for different uses.
 - A. Serve the interests of regional and local residents.
 1. Encourage the retention and utilization of natural features in each area within new and existing developments.
 2. Actively discourage incompatible and undesirable uses, i.e., those applications which are not in conformance with the land use plan.
 3. Incorporate regional concerns into the land use plan.
 - B. Insure that new development and existing uses are compatible.
 1. Increase emphasis on designated recreation sites, thus reducing conflict between recreation seekers and private landowners.
 2. Stabilize and protect property values by separating residential and commercial areas with proper development controls and standards.
 3. Plan residential areas as self-contained neighborhoods, bounded by man-made or natural barriers such as major streets or major drainage courses.
 4. Regulate the location of development so that adequate streets, water, sewer and drainage facilities and essential services can be economically provided when needed.

RESIDENTIAL DEVELOPMENT RECOMMENDATIONS

- I. Insure that the residential development and its surrounding land uses are compatible.
 - A. Most of the residential development should consist of conventional single-family dwellings, on large lots, generally larger than one acre, to maintain the rural character of the area.

- B. Residential areas should be developed as PADs in order to allow clustering of dwelling units out of the flood prone areas and areas of rock outcroppings. These areas, if designated open space, would apply to the overall density factor of the residential development...
 - C. Non-residential uses should be located in the most central, accessible areas to preserve the residential character of neighborhoods.
- II. Encourage the retention and utilization of the natural features of each area within new and existing residential developments.
- A. The residential densities should be related to the development potential that the land has. Thus, as a general rule, higher densities are most appropriate to flat land and lower densities to the hilly, rocky, or Riparian areas.
 - B. Clustering residential development will preserve scenic areas, protect environmentally sensitive areas and eliminate development in hazardous areas while allowing these areas to be applied to the overall density of the developed site.
- III. To provide for a variety of housing types so that selection of living styles and economics will exist.
- A. Higher density residential development will be located along highways and near commercial services to reduce traffic in lower density areas and to keep high densities near high use areas, thus increasing accessibility.
 - B. Combining PAD zoning with other zones in the Dells will serve to promote innovative solutions to constraints posed by flooding and rock outcroppings, while allowing development of various housing accommodations.
 - C. Planned Development
- Planned developments are intended to provide alternative development types while maintaining a low, overall density by designating open space and recreational areas to be reserved within the proposed developments. Planned areas can preserve natural terrain features by encouraging clustering or centralization of development on a site while permitting more environmentally sensitive areas to remain as open space. Attention should be given to "density trade-outs" that take into consideration usable/buildable areas versus terrain that is very difficult to develop due to washes, rock outcroppings, flood plain and/or steep slopes.

COMMERCIAL DEVELOPMENT RECOMMENDATIONS

- I. To strengthen retail business activity and provide for community needs by designating proper amounts of land, suitably located for commercial development.

The commercial districts are intended to meet the specific needs of the trade areas and recreational needs by providing for grouping of stores and services located along the major traffic routes.

- A. Utilize good design, and ensure compatibility with adjacent land use; minimize traffic congestion.

It is recommended that all types of commercial activity be developed in the form of compact commercial centers as an alternative to the past and unsatisfactory practice in Yavapai County of stripping highways with all types of business, creating an adverse effect on carriers and thru traffic. This does not imply that business centers will be disassociated from the major highway or arterial system in the most appropriate place to best serve the particular function. There are many alternate and supportive uses, both commercial and non-commercial that can be placed in the areas between the commercial centers, each of these uses being so designed that they will not interfere with the traffic flow on the major highways or arterials.

1. Highway Access

- a. Further access directly to Highway 89 should be avoided if possible. The combination of existing curb cuts should be encouraged in order to promote the continued function of the highway as a major arterial.
- b. To avoid the possibility of additional curb cuts to Highway 89, no future commercial uses should be recommended without physically controlled access to the highway if possible, including alternate routes and utilization of existing access points.
- c. Commercial development should be limited to the three nodes that already exist (highway intersections at: 89/89A, 89/Willow Creek Road, and Willow Lake Road/Willow Creek Road) and to those areas near the airport access that are commercially desirable. Site plan specific applications are recommended for commercial uses adjacent to Highway 89 to regulate access to the highway and to provide adequate open

space in order to maintain sensitivity to the scenic status of the route. Additionally, where commercial uses abut residential uses, potential adverse traffic impacts would be addressed through site-plan specific review, implemented through site-plan specific use approval.

- B. Strengthen each community by carefully planning the location, size and character of future commercial areas.
 - 1. Insure their logical location in keeping with sound economic principles.
 - 2. Introduce commercial centers only in locations where good access to the trade area exists and where such facilities will not adversely affect the use of surrounding property or create incompatible relationships.
 - 3. Limit encroachment of commercial land use into residential areas and the growth of shallow strip-commercial development along major streets by establishing proper land use planning and zoning controls.
 - 4. Residential service uses, as defined in this plan, are those such as professional offices, that are low-traffic generators, and do not present a detrimental audio/visual impact.

INDUSTRIAL DEVELOPMENT RECOMMENDATIONS

- I. Due to the low-density, rural character of the community, and to the relative availability of potential industrial sites elsewhere in the Granite Dells area, no industrial acreage is envisioned in the present plan. At present, industrial uses could only jeopardize the community's unique and fragile social and environmental qualities.

RECREATIONAL, OPEN SPACE AND ENVIRONMENTAL RECOMMENDATIONS

- I. Insure a quality natural living environment.
 - A. Encourage the retention of natural features in future developments, such as rock outcroppings, trees and waterways.
 - B. Request the allocation of public use and open space areas in subdivision development of 40 acres or more and parklands.

- II. Continual appreciation of the Granite Dells area, both as a valuable resource and a potential hazard.
- A. Rock outcroppings provide the major unique character of the Granite Dells area. Primary consideration should be given to preserving their scenic beauty.
1. Development in rocky areas is, for the most part, cost prohibitive. However, certain areas of rock outcroppings may be considered as open space in determining land use densities.
 2. Recreational use of the rock outcroppings should be controlled and supervised to prevent trespassing on private land and to minimize the dangers that the rocks present to climbers and hikers. Parkland with trails, boundaries and adequate parking and support facilities should be provided for recreational outings.
- B. The flood plain should be recognized for the work it performs in reducing flood magnitudes, reducing sediment loads and providing wildlife habitat, and grazing lands.
1. Development in the flood plain should be discouraged in most cases. However, through the development of planned areas, the use of open space zoning, and the inclusion of flood plains in overall development densities, these areas can remain as economically valuable parcels of land.
 2. Granite Creek, Willow Creek, Willow Lake, Watson Lake and their associated flood plains can and should be utilized for recreational purposes, with the understanding that some areas be kept open to preserve wildlife and riparian areas. Periodic flooding would not greatly detract from uses such as play fields, picnic areas or trails. These uses would help to provide linkages to other recreation areas and serve to protect private lands from invading recreation seekers.

GENERAL DESCRIPTION:

The Granite Dells Land Use Plan reflects the goals and objectives of the Granite Dells Advisory Group, and attempts to meet the needs and desires of the Granite Dells Community Plan Survey.

Public participation in the planning process emphasized the plan's primary objective of preserving the Dells' rural, low density character. This philosophy is expressed on the map in many ways.

- I. No industrial acreage is planned.

- II. Commercial land is planned only near the main intersections. In the plan, commercial property is expanded in acreage only slightly. This is an effort to spawn minimal additional commercial development. Consistent with present zoning restrictions are the recommendations:
- A. To limit commercial activities to compact commercial centers located along major highways and intersections.
 - B. To prohibit encroachment upon residential areas of very low, low, and medium density areas.
 - C. Professional service businesses to be placed within the designated compact commercial centers and not allowed to encroach upon very low, low medium and high density residential areas.
 - D. To encourage green belts and setbacks on new commercial construction.
- III. Suggested residential densities are highest near the commercial and service centers, and decrease away from those focal points. The following are suggested densities for the Granite Dells area that will satisfy varied life styles, be compatible with surrounding land uses and insure that the rural character of the area is maintained.
- A. Very Low Density - one single family dwelling unit per five (5) acre parcel.
 - B. Low Density - one single family dwelling per one (1) acre for areas accessible by county roads and lying adjacent to very low density development but not adjoining commercial areas or along major roadways.
 - C. Medium Density - Two (2) single family dwelling units per one (1) acre for those areas centrally located along county roadways and near commercial services to reduce traffic in lower density areas and provide a buffer between high and lower density areas.
- IV. It is recommended that County Officials consider cluster zoning concepts with open spaces for parcels of land two acres and larger.
- V. Areas of low density that are a vital part of the community's character are proposed to remain intact.
- VI. Foreseeable alteration in this Master Plan would most likely occur as a result of the construction of additional main roads. the most logical route would connect Willow Creek Road with Highway 89A. Higher densities in the vicinity of such an arterial would then

be justified. At present, with only three major roads bisecting the area, a proliferation of high density development could jeopardize adequate traffic flow and safety.

GOALS OF THE GRANITE DELLS LAND USE PLAN

1. Preservation of the natural, rural atmosphere.
2. Encouragement of large lot, single-family, residential development.
3. Clustering of commercial development in centrally accessible areas.
4. No heavy commercial or industrial activity within the area.

It is the recommendation of the Land Use Sub-Committee that a Design Review Overlay District be created in the Granite Dells Area. The purpose of this action would be:

1. To ensure the quality of future developments in the area.
2. To gradually improve, over a period of several years, the general appearance of existing structures, signs, roadways and amenities.
3. To enhance the visual unity of the Dells as a singularly unique community.
4. To increase the value of the area, by gradually upgrading that which already exists, and insisting upon a high level of quality for any future developments.

Recommended Land Use:

The following classifications are intended to designate the optimum land use for specific areas of the Granite Dells. They are not intended to be a substitute for the zoning which is already in place. Existing zoning on properties can be developed for conforming uses with proper County and State approvals (see maps in Appendix A for existing zoning). The subsequent maps entitled "Proposed Future Land Use" constitute our recommendations based upon the input from the survey of the landowners and residents of the Granite Dells area and our study of the land itself.

The following eight (8) Land Use Classifications, recommended for the study area, are listed by Roman Numeral to create a hierarchy that will allow multiple uses with the higher numbered classifications. The hierarchy concept permits activities, within a given

classification, that are listed in all lower numbered classifications, for example, areas recommended for Low Impact Commercial development, classification No. VI, would also allow all activities listed under classifications I through V.

The following proposed land use classifications are recommended only if development occurs in a manner that is sensitive to the area's fragile environment, in order that wildlife, plants, rock formations, riparian areas, archeological ruins and the rural character of the community are preserved and protected.

I. Agricultural

A. Typical Uses and Structures (not limited to)

1. Ranching and cultivation, including housing, fencing and accessory structures.
2. Flood and erosion control.
3. Irrigation and spraying.

II. Recreational/Non-Commercial (including private, State, County and City Government entities)

1. Limited use parks with accessory structures such as shelters and restrooms.
2. Historical landmarks.
3. Riding and hiking trails on public land or negotiated easements.
4. Community parks, playgrounds, or centers, picnic areas.
 - a. Use Permit required.
5. All uses and structures permitted in classifications above.

RESIDENTIAL:

III. Very Low Density Residential

a. Typical Uses and Structures (not limited to).

1. Single-family/five acres or more
2. All uses and structures permitted in classifications above.
3. Dwelling unit for one family and ancillary building (i.e., garage, barn and outbuildings).

- IV. Low Density Residential
- a. Typical uses and structures (not limited to)
1. Single-family/one acre or more
 2. All uses and structures permitted in classifications above.
- V. Medium Density Residential
- a. Typical uses and structures (not limited to)
1. Single-family/two dwellings per acre.
 2. All uses and structures permitted in classifications above.

(Due to the number of dwelling units allowed per acre, clustered PAD's are recommended in areas of environmentally sensitive rock outcroppings in order to minimize blasting.)

COMMERCIAL:

- VI. Low Impact Commercial (Residential Services)
- a. Typical uses and structures (not limited to)
1. All uses and structures permitted in classifications above.
 2. Offering of personal services within enclosed buildings (such as, but not limited to beauty and barber shops, photography, group, instruction, training and small appliance repair).
 3. Offices wherein only professional, administrative, clerical, or sales services are conducted.
 4. Private clubs and lodges operated solely for the benefit of bona fide members including outdoor recreation or assembly facilities.
 - a. Use Permit required.
 5. Religious institutions (in permanent buildings only).
 6. Nursery Schools.
 - a. Use Permit required.
 7. Educational Facilities.
 - a. Use Permit required.

8. Multiple dwelling units in conformity with the density formula for the district.

VII. Light Commercial (Neighborhood Sales and Service)

A. Typical Uses and Structures (not limited to)

1. All uses and structures permitted in classifications above.
2. Retail sales, except second-hand sales (other than antique art items).
3. Commercial art galleries.
4. Restaurants and cafes, but prohibiting vending from openings in building.
5. Business offices, banks and similar.
6. Launderettes (limited to machines not exceeding a manufacturer's rating of 25 pounds).
7. Dancing, art, music, business and trade schools (including permission for public recitals, concerts and dances).

Please Note: The following additional Land Use Classification, Recreational/Commercial, does not fall within the land use classification hierarchy, as do the other classifications I through VII. Locations within the study area recommended for Recreational/Commercial development will, however, allow uses described in classifications I through III, but not uses listed in classifications IV through VII.

VIII. Recreational Commercial

A. Typical uses and structures (Planned Area Development required) (not limited to).

1. Golf courses with accessory uses such as pro shops, shelters, restrooms, etc.
2. Swimming pools
3. Health clubs
4. Resort hotels with accessory uses such as swimming pools, tennis courts, indoor theaters and banquet facilities, etc.

LAND USE PROPOSAL JUSTIFICATION

The location of proposed land use designations for the study area was determined by taking into account factors such as: survey results, existing land use, adjacent existing or proposed land use, proximity to a major arterial Highway (for commercial uses), traffic circulation, terrain, drainage and riparian area locations, etc. The following specific issues were considered with each designation.

AGRICULTURAL (Classification I)

Areas east of the railroad tracks have been designated agricultural since they will probably not experience development pressures in the near future due to the problems of limited access to many locations and because the area is some distance from Highway 89, Willow Lake Road and Willow Creek Road, where much of the development is now occurring. The agricultural classification, therefore, serves as a "holding" classification for the area until such time as development pressures may cause a re-evaluation of the holding recommendation. The other area designated for agricultural uses is that between Willow Creek Road and Highway 89 within the flight path of the Prescott airport. Designating this area for agricultural uses places a few cattle, rather than people, at risk in the event of an accident involving aircraft at this location.

RECREATIONAL NON-COMMERCIAL (II)

The Recreational Non-Commercial classification includes parks, trails etc. The areas along the lakes, riparian areas and the railroad R.O.W. have been designated for such use. The lake shores and creek banks provide ideal scenic hiking and passive recreation areas while the railroad R.O.W. contains an existing bed that, with the tracks removed, will create a ready made trail, without blasting and disturbing the pristine environment of the area.

VERY LOW DENSITY RESIDENTIAL (III)

Very Low Density Residential allows one single family house per five acres. An area north of the major rock formations, along both sides of Highway 89, and along a portion of the East side of Willow Creek Road, have been designated for this use. These areas seem suitable for very low density residential housing since the terrain is generally gently rolling, offering buildable sites with easy access off of Highway 89 and the area does not fall within the airport flight path. The rationale for not proposing a commercial designation for this area is so that a continuous commercial strip along both sides of Willow Creek Road and Highway 89, from their intersection with Willow Lake Road, to the airport, can be avoided. Allowing such a commercial strip would detract from the scenic beauty of the area and cause additional traffic congestion for through traffic.

LOW DENSITY RESIDENTIAL (IV)

Low Density Residential allows one single family home per acre. An area adjacent to an existing mobile home/RV park, north of Willow Lake, has been proposed for this classification. The proximity to existing high density residential, easy access from Highway 89 and buildable sites throughout the area are the justifications used by the Land Use Subcommittee for designating this area Low Density Residential.

MEDIUM DENSITY RESIDENTIAL (V)

The Medium Density Residential classification, which is the highest housing density proposed by the Land Use subcommittee, allows two single family homes per acre (1/2 acre lots). Medium Residential Housing is proposed for a very limited area located behind the existing commercial district along Highway 89, where such housing densities now exist. This proposed residential density district is expanded, only slightly beyond the existing "higher" density residential development, so as to provide a location where a small village may evolve around the existing commercial/residential district, along both sides of Highway 89 between Willow lake Road and Granite Dells Road, in order to encourage the formation of an identifiable center for the community. Granite Gardens subdivision, an existing subdivision with lot sizes less than 1/2 acre in size, located east of Granite Creek and north of Granite Dells Road, has also been designated Medium Density Residential.

LOW IMPACT COMMERCIAL VI

The Low Impact Commercial category allows services such as barber & beauty shops, photography services, private clubs, etc. This category has been designated for a location near the Highway 89/89A intersection where some commercial activity presently exists. Low Impact Commercial is also proposed for a location near the Highway 89/Willow Creek Road intersection where a commercial corner is developing and behind the light commercial designation along Highway 89.

LIGHT COMMERCIAL VII

The Light Commercial category allows retail sales, business offices, restaurants, etc. These types of uses have been designated for locations where such commercial activity presently occurs, such as along both sides of Highway 89, between Willow Lake Road and Granite Dells Road; at the intersection of Willow Creek Road and Willow Lake Road and near the airport intersection of Willow Creek Road and Highway 89.

PLEASE NOTE: In the case of both commercial designations, an attempt has been made to provide a district with depth from the highway so as to create a "shopping center" type of development with limited highway access, rather than promoting a commercial strip with numerous driveway access points.

RECREATIONAL COMMERCIAL (Classification VIII)

The Recreational Commercial land use category is unique from other proposed land use designations, in that it does not fall within the hierarchical order as to other classifications (see explanation page 36) and, although numbered "VIII", an area designated Recreational Commercial does not allow uses found in all preceding classifications I through VII but rather allows only additional uses as described in classifications I through III.

Land uses described in the Recreational Commercial category include recreational uses often associated with resorts such as tennis, swimming, golf, etc. Much of the area covered with boulder outcroppings, as well as areas around the lakes, has been designated Recreational Commercial since the views and private settings, nestled amongst the boulders, appear to be conducive to resort development, which is in keeping with survey results and subcommittee recommendations. The entire area designated Recreational Commercial can not, of course, be covered with structures since much of the area is unbuildable. Buildable pockets within the boulder outcroppings may, however, be built upon, with rock outcroppings preserved as open space, within the guidelines of a site plan specific, planned area development.

OTHER LAND USE CONSIDERATIONS

When the survey, that was distributed throughout the study area, asked the question - "Would you support condominium, townhouse or apartment development in the Dells?" - the majority of those who responded, answered "No". Since this question included the wording "in the Dells" - the Advisory Committee interpreted the response to mean that multiple family housing was inappropriate throughout the "Dells" (major rock formations). Rather, therefore, than propose that multi-family housing not be allowed anywhere within the study area, the Land Use Subcommittee and Advisory Committee recommends that multi-family housing be considered throughout those few limited areas designated commercial (Low Impact Commercial and Light Commercial) which are located near to major arterial highway intersections and that multi-family housing be prohibited throughout the remainder of the study area.

IMPLEMENTATION

It is the recommendation of the Granite Dells Advisory Committee that applications presented for public hearing before the P&Z Commission and Board of Supervisors, that are not in keeping with the land use recommendations of this report, should be considered only if the appropriate amendment to the plan has been approved through the public hearing process.

While numerous recommendations have been proposed throughout this plan, specific implementation strategies and techniques, priorities, timetables, etc. have not been addressed. The means of implementation are very issue-specific with many possible alternatives for achieving a desired recommendation. The process of implementing many of the recommendations proposed can begin by circulating this plan to the appropriate governmental agencies for their review and assessment. In many instances agencies may not be aware that a situation exists where they can be of assistance. The Advisory Committee does recognize, however, that it may be necessary to develop and adopt specific, detailed plans or studies prior to implementation of certain recommendations. Members of the Dells community need to be vigilant regarding adherence to the plan, and commit to being involved in it's implementation. Only through citizen involvement will the full value of this plan be realized.

UTILITIES/FACILITIES

UTILITIES:

Water:

Domestic water is provided throughout the area by private wells, a number of small private water Companies and the City of Prescott. Since water from private wells and the local water Company is of a limited quantity, that may not be sufficient to serve any significant development in the area, ~~future development is, therefore, somewhat,~~ dependant upon the City of Prescott for water. Developers should be encouraged to seek a water source that does not involve annexation of any property within the Granite Dells community by a municipality.

Electrical Power:

APS provides electrical power to the area with electrical substations and a number of transmission lines located within, or along the boundary of the study area. The availability of electricity to the area will not, therefore, be a limiting factor in the growth of the area. Utility lines should be placed underground whenever practical.

Natural Gas:

Southern Union Gas has gas main lines extending along the western boundary, as well as along a portion of the southern boundary of the study area, with a number of short feeder lines branching from the main lines at various locations throughout the Dells. Extending these lines throughout the study area might prove to be difficult due to the trenching necessary through solid rock.

Telephone:

US West is the sole provider of local telephone service within the study area.

Waste Water Disposal:

Some residential and commercial development is serviced by the City of Prescott waste water treatment system. The majority of the waste water generated within the study area, however, is handled by on-site septic systems with leach fields. Continued dependence upon on-site septic systems could limit development due to problems associated with obtaining acceptable percolation rates throughout much of the area. On-site package treatment plants or connecting to the city

sewer system may, therefore, be the only options available to handle waste water from developments within certain locations throughout the Dells. Developers should be encouraged to seek a method of waste water disposal that does not involve annexation of any property within the Granite Dells community by a municipality.

FACILITIES:

Police protection for the area is provided by the Yavapai County Sheriffs Department and the Prescott Police Department. Fire protection for the area is provided by the Central Yavapai Fire District and the Prescott Fire Department. None of these Departments have plans to provide satellite offices or stations within the study area in the foreseeable future since existing facilities are close enough to allow a reasonable response time to the area.

DEFINITIONS

Active Recreation - Recreational activities which are dependent on developed facilities, including but not limited to tennis, swimming, soccer and baseball.

Aligned Intersection - Road alignments that form a four-way intersection with Highways.

All-Weather Crossing - A crossing of a wash, creek or river that may be used in times of inundation.

Apartment - A suite of rooms, with or without cooking facilities used for living purposes. Each such suite of rooms having cooking facilities shall constitute a dwelling unit.

Application - (Hearing Application) - A request for a change of use (i.e., rezoning proposal, use permit) in the current County Zoning Map designation, upon which a decision is rendered in a public hearing by the County Board of Supervisors.

Approved Use - (In the context of this document) -The preliminary, or conceptual approval of a change in the County Zoning Map classification.

Arterial Route - A highway used, or intended to be used for heavy traffic flow, usually a section line or mid-section line road, or one connecting neighborhoods or communities.

Central Sewer System - A sewage facility serving an entire community or large portion of a community.

Cluster Sewer System - A sewage facility serving two or more dwelling or business units.

Cluster Housing - (Attached or Detached) - Housing with densities ranging up to 4 dwelling units per acre, which preserve as open space environmentally sensitive areas including, but not limited to slopes, drainages, etc.

Collector Street - A street or road providing for local traffic movement between arterial routes and local residential streets. Collectors also connect adjacent neighborhoods, and include principal entrance streets into residential neighborhoods.

Commercial Clusters/Commercial Nodes - An area of consolidated commercial uses which have adequate linear depth and controlled ingress and egress points.

- Community Park - A large park site intended to serve the entire Community. Recreational opportunities include; ball fields, tennis courts, and picnic areas.
- Community Plan - A specific area plan, combining the elements of land use, transportation, public facilities, geography, parks, recreation and schools, and economic issues into one document in order to guide the current and future development of the community.
- Comprehensive Plan - The general plan for Yavapai County.
- Corridor - The main route through a community, and the associated visual impression of the community that can be viewed along this route.
- Curb Cut - Access points from individual properties directly onto major streets and highways.
- Cuts and Fills - A physical alteration of the landscape to provide for buildings, parking, and roadways.
- Density Trade-Outs - May be considered in conjunction with special development zoning (i.e., Planned Development) applications in order to provide an opportunity to concentrate densities on a portion of a property, in exchange for the reservation of open space. The overall density for a parcel should not exceed the density described for that specific area in the plan.
- Designated Use District - The specific land use designated on the Community Plan Land Use Map.
- Design Review Overlay (DRO) - A series of procedures and regulations intended to maintain and enhance aesthetic and property values within a specific area (Overlay Zone), and to provide a mechanism for the expression of local control over matters of importance to the people who live within this zone. A DRO addresses architectural style, color, site design, open space and landscaping associated with development.
- Development - The physical on-going progress or completion of construction on properties in order to accommodate specific uses.
- Effluent - Wastewater or sewage. Treated effluent represents the degree (i.e., secondary, tertiary) that wastewater can be successfully re-used or safely disposed of.
- Environmental Constraints - Physical characteristics inherent upon a site which may preclude development and may consist of, but not limited to slope, flooding, vegetation, etc.

Environmentally Sensitive - An area generally considered to have special significance, for example: historic value, unique vegetative or wildlife habitat.

Existing Land Use - The specific use of property that may or may not conform to the existing County zoning map classification, and/or Community Plan.

Frontage Road - Proposed roadways to be aligned parallel to and on both sides of Highway 89 and to be utilized predominantly for local traffic.

Goal - A statement describing a condition to be achieved which represents the quality of life important to the community. Goals are identified by citizens residing in the community.

Grid System - A checkerboard type road system with similar amounts of north-south, east-west roadways.

Heavy Commercial - Major sales and services including minor industrial type uses, that may involve emission of such nuisances as fumes, odors, noise, glare and vibration, as well as include open storage of material(s).

High Density - Three (3) or more dwelling units per acre.

Historic Site or Structure - Landmarks which are deemed to have historical significance upon a community's social, cultural and aesthetic values usually based upon some prescribed criteria.

Implementation - To provide the means for fulfilling specific objectives.

Infrastructure - The support mechanism enabling the occupancy, and utilization of development and its interaction with the Community (i.e., roads, utilities).

Intensive Use - Property uses with high densities, a high percentage of building square footage, heavy traffic generation and minimal open space relative to the community as a whole.

Land Use - The existing or proposed utilization of private and public property.

Land Use Element - A major designation in the Community Plan. (See Community Plan).

Leach Field - The underground area required for sewage disposal.

Light Commercial - Neighborhood sales and services supporting a very limited local population.

Lot - A property within a recorded subdivision.

Low-Water Crossing - A crossing of a wash, creek or river that cannot be used continuously year-round.

Medium Commercial - General sales and services.

Multiple-Family Residential - A land use classification representing buildings containing one or more living units, and representing densities greater than 4 units per acre.

Neighborhood Park - A small park which is centrally located, and easily accessible by pedestrians in the area it is intended to serve.

Node - A localized cluster of similar land uses.

Objective - A procedure which is intended to achieve a specific Goal and Subgoal.

Off-Site Improvements - Infrastructure improvement provided outside the property boundaries of a specific development, directly caused by, or contributed to, by that development.

Open Space - Areas devoid of structures and/or paving.

Package Treatment Facility - An extended aeration system serving one dwelling or business.

Parcel - A specific property surveyed and/or mapped through the County Assessor's Office, either within or outside of a subdivision.

Passive Recreation - Recreational activities which are not dependent on developed facilities, including but not limited to hiking, birdwatching and sight-seeing.

Phase - A portion of a development that is intended to develop as a part of a sequence of phases within a specific schedule.

Planned Area Development - The configuration of various land uses within an organized and orderly development scheme, developed according to comprehensive and detailed plans that include the locations of streets, utilities, lots, building sites and other uses; also site plans and floor plans for all buildings as intended to be located, constructed, used, and related to each other, and detailed plans for other uses and improvements on the land as related to the buildings.

Planning District - A portion of the Plan Study area, the boundaries of which are delineated based upon unique geographical characteristics and development patterns.

Plated Property - Land that has been subdivided in accordance with Arizona Subdivision laws and regulations.

Policy - A specific principal, plan or course of action.

Professional Services - Office-type uses including the rendering of services of a professional nature of licensed individuals.

Public Use - A use or building located on public land to serve public benefits and admission.

Quasi-Public Use - A use or building located on public or private land to serve public benefits, but not exclusively available for public admission.

Recommendation - An objective identified by the Advisory Committee as essential, necessary, or useful in managing the growth of the community.

Resort - A self contained master planned facility having several on-site amenities, such as tennis courts, golf courses, health clubs, etc., and comprised of short term rental units and could also include integrated adjacent single family residential areas.

Right-of-Way - The entire dedicated tract or strip of land that is to be used by the public for circulation and service (including utilities).

Riparian - The ecosystem (natural habitat) associated with a perennial stream or river.

Roadway System/Network - The entire transportation/circulation system.

Rural Character - That which distinguishes an area from an urban setting. An area with rural character is one without the traffic congestion, pollution, and expanses of higher density building often found in an urban area. An area where residents can safely walk and ride at a slower pace with a sense of belonging to the community, often lacking in urban areas.

Site Plan Specific - A zoning map change or use permit request that accurately reflects how development will occur. The request is combined with a site plan, and subject to public hearing review before the Planning and Zoning Commission and Board of Supervisors. A site plan is expected to address building placement, open space, parking, street and roadway alignments, entry and exit points (ingress/egress) and specific land uses (a partial list).

Specialty Park - Areas with no specified size, which provide for unique recreation opportunities such as ecological and geological appreciation, preservation of unique landmarks, etc.

Strip Commercial - Commercial uses, arranged in a linear configuration, usually fronting a major arterial.

Study Area - The Community Plan jurisdictional boundaries.

Subdivision - Improved or unimproved lands divided or proposed to be divided for the purpose of sale or lease into four or more lots or parcels.

Tract - A parcel of land within a recorded subdivision, set aside or reserved for a specific purpose.

Use Permit - Use permits are provided to allow a use or uses that are not permitted outright by a particular use district (zoning classification).

Vista Point - Key vantage areas set aside for public viewing of the surrounding scenery.

Zoning District - An area in which the same zoning (or use) regulations apply throughout.

Zoning Map Change - A change in the County Zoning District Map, which is an Ordinance change, approved by the Board of Supervisors.

GRANITE DELLS COMMUNITY PLAN SURVEY RESULTS

The following is a listing of Granite Dells Community Plan Survey results. Of the 275 + surveys mailed to property owners in the Dells area, 75 were returned, for an approximate return rate of 27%. Of the 50+ surveys delivered and picked up by renters living in the Dells area, 14 were returned for an approximate return rate of 28%.

The percentages listed, represent the percentage of total responses that were noted for a given category. All percentage figures were rounded off to the nearest whole number. This rounding factor, along with possible tabulation error, provides information that is accurate within a percent or two. The Survey Comments section of this report lists the total number of comments received for each category noted. These are not percentage figures.

The information obtained from this survey will serve as a general guide for the preparation of a Community Plan for the Dells area.

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APPENDIX A

SURVEY RESULTS

GRANITE DELLS
SURVEY COMMENTS

	Number of responses
Preserve quiet/beauty/peace	23
Leave rocks alone, no encroachment	5
Keep present zoning	3
Eliminate mosquitoes	10
You can't stop progress	1
Preserve our rights as property owners	3
Clean up weeds-junk-trash-telephone poles-open sewage pond- junk cars-junkie yards-signs	25
No more homes	3
No more commercial	4
No more airport noise	2
Dislike traffic noise	5
Dislike noise pollution	6

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APPENDIX B

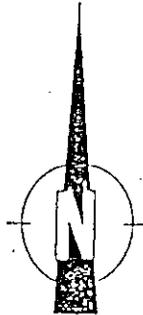
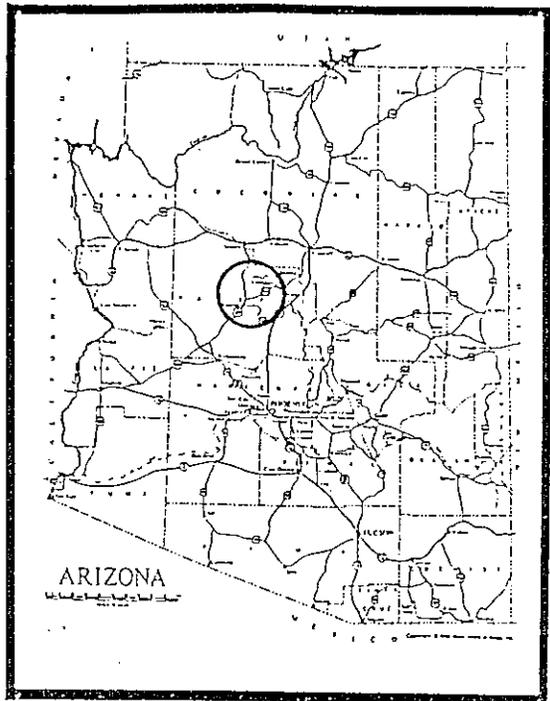
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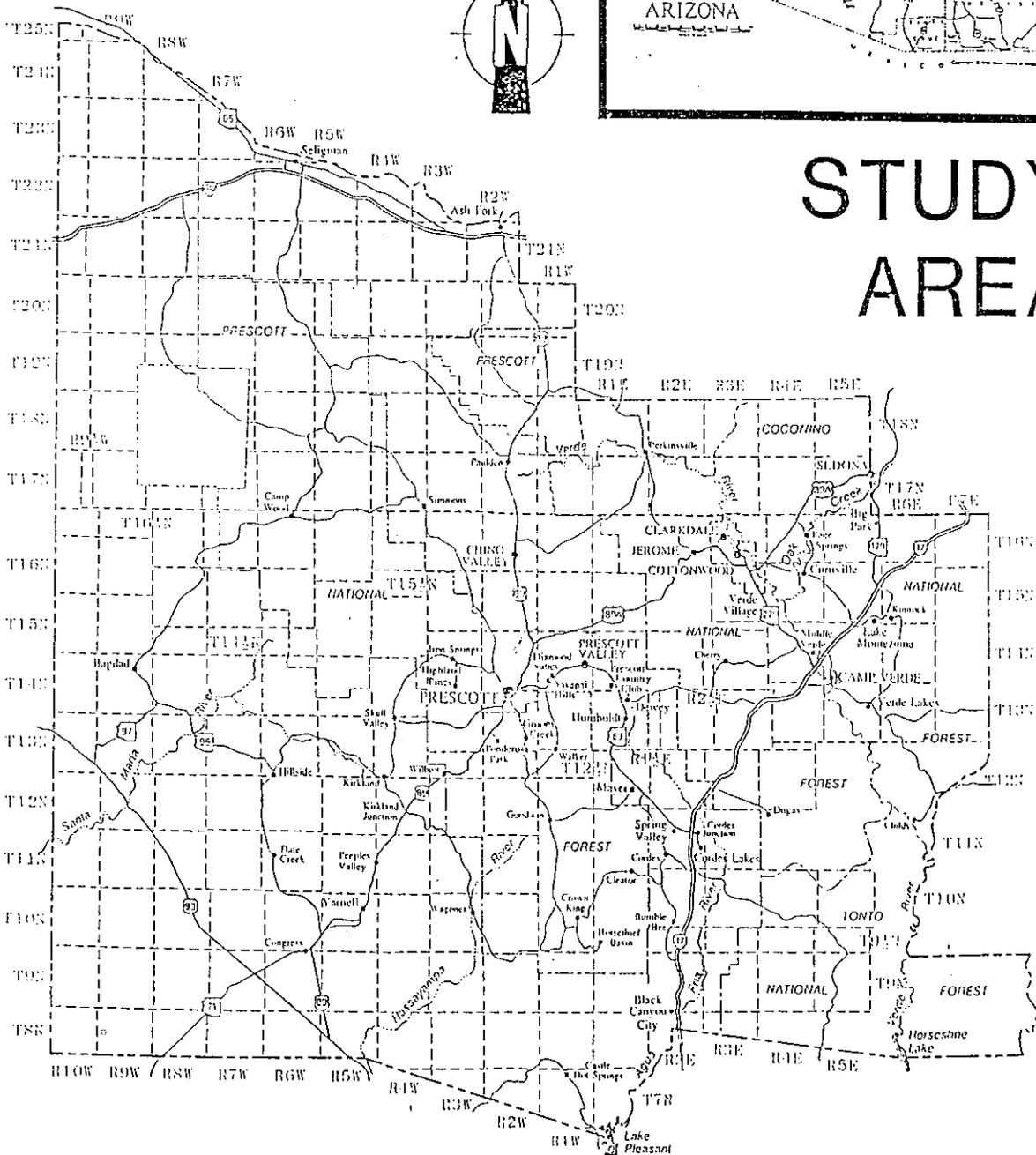
YAVAPAI COUNTY

YAVAPAI COUNTY COMMUNITY	68,145 FEB. '86 EST. POP
Bagdad	2,331
Camp Verde	1,125
Chino Valley	3,827
Clarkdale	1,696
Cottonwood	5,009
Jerome	470
Prescott	21,109
Prescott Valley	5,471
Sedona (including West Sedona)	5,471

*incorporated community (1980 census data)



STUDY AREA



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GRANITE DELLS COMMUNITY PLAN SURVEY

PROPERTY OWNERS

THE GRANITE DELLS COMMUNITY PLAN ADVISORY COMMITTEE HAS DEVELOPED GOALS AND SUB-GOALS WHICH ARE BEING PROPOSED FOR INCLUSION IN THE COMMUNITY PLAN, AFTER EXAMINATION AND VERIFICATION BY RESIDENTS AND OR PROPERTY OWNERS WITHIN COMMUNITY PLAN BOUNDARIES.

THE PLAN IS INTENDED TO GIVE DIRECTION TO THE FUTURE DEVELOPMENT OF THE DELLS PLANNING AREA FOR THE NEXT TEN (10) YEARS. THE GOALS AND SUB-GOALS WILL BE UTILIZED TOWARD THE FORMULATION OF MORE SPECIFIC OBJECTIVES, POLICY STATEMENTS AND RECOMMENDATIONS WHICH WILL ALSO BE INCLUDED IN THE FINAL PLAN.

COMMUNITY GOALS

	STRONGLY AGREE	AGREE	UNDECIDED	DISAGREE	STRONGLY DISAGREE	DID NOT ANSWER
1.0 Protect and preserve the unique natural beauty.	53%	8%	1%			38%
1.1 Encourage compatibility of all construction with the natural environment.	66%	22%	1%	4%	3%	4%
1.2 Preserve scenic views for future generations.	70%	21%	3%	1%	3%	2%
1.3 Avoid land uses which would adversely affect the environment.	62%	19%	3%	1%	3%	12%
1.4 Restore and/or refashion disturbed land areas.	26%	29%	15%	3%	6%	21%
2.0 Define Park areas and undefined Open Space areas.	28%	29%	8	1%	4%	30%
3.0 Protect the quality of water and air and to conserve energy, soil, vegetation & wildlife.	45%	20%	1%			34%
3.1 Maintain a comprehensive drainage plan.	45%	39%	5%	1%	4%	6%
3.2 Maintain and expand wildlife migration and habitation areas.	40%	40%	8%	1%	4%	7%
3.3 Conserve natural vegetation and re-vegetate.	38%	45%	4%	4%	4%	5%
3.4 Maintain minimum measurable standards of all types of pollution control including, but not limited to air, auditory, olfactory and light.	49%	33%	3%	1%	4%	10%
3.5 Protect the aquifers from contamination.	65%	26%			4%	5%
4.0 Retain the look and atmosphere of a RURAL Community	31%	8%	6%		3%	52%
4.1 Maintain the image of smallness along the entrance & exit routes throughout the community.	42%	29%	8%	4%	5%	12%
4.2 Adopt and enforce a Design Review Overlay.	35%	27%	16%	4%	8%	10%
4.3 Provide and maintain an open space plan.	43%	29%	19%	3%	6%	0%
4.4 Control strip commercial plan.	43%	27%	11%	1%	9%	9%
4.5 Provide for cluster areas for all future commercial facilities.	29%	32%	13%	5%	9%	12%
4.6 Maintain low-density characteristics in development.	47%	31%	6%		8%	8%
5.0 Encourage educational, cultural, and recreational opportunities for all.	22%	18%	11%	3%	4%	42%
5.1 Retain historic and prehistoric heritage.	46%	40%	6%	1%	5%	2%
5.2 Encourage protection and maintain hiking and equestrian trails.	39%	35%	11%	4%	8%	3%
5.3 Encourage a system of safe walking and bicycle paths linking all parts of the community.	42%	35%	9%	3%	8%	3%
5.4 Encourage orderly public viewing of the natural land formations.	36%	35%	13%	6%	8%	2%
5.5 Encourage a complete system of developed and passive parks.	27%	29%	21%	6%	12%	5%

Granite Dells Community Plan Survey

Page -2-

	STRONGLY AGREE	AGREE	UNDECIDED	DISAGREE	STRONGLY DISAGREE	DID NOT ANSWER
6.0 Provide for updating the Community Plan on a regular basis and/or as significant changes occur.	18%	35%	6%	1%		40%
6.1 Provide for an ongoing organization to evaluate changes in critical elements and/or to update the Community Plan.	27%	38%	11%	4%	4%	16%
7.0 Provide a comprehensive transportation plan.	13%	18%	8%	4%	3%	54%
7.1 Reduce traffic congestion on Highway 89A & 89.	31%	27%	15%	8%	5%	14%
7.2 Provide for a road network for travel to and between residential and non-residential areas.	13%	22%	22%	6%	11%	26%
7.3 Provide for alternate routes for through traffic.	22%	29%	21%	6%	6%	16%
7.4 Suppress vehicular and pedestrian hazards.	28%	42%	12%	1%	4%	13%
7.5 Restriction of air traffic over the Granite Dells area.	32%	31%	19%	4%	5%	9%
7.6 Restriction of off-road vehicular traffic.	55%	27%	4%	1%	3%	10%
8.0 Establish a Comprehensive Land Use Plan which will provide for high quality, orderly growth.	26%	20%	6%		1%	47%
8.1 Achieve a balance among the various land uses.	32%	40%	13%	1%	6%	8%
8.2 Manage growth in an orderly fashion with respect to the community as a whole.	40%	35%	12%	3%	5%	5%
8.3 Provide for adequate and diverse housing.	21%	36%	19%	5%	8%	11%
8.4 Require high standards of design, materials and workmanship for all structures.	39%	40%	4%	5%	5%	7%
8.5 Provide avenues for the growth and development of the community at a rate that will not overburden the community.	36%	33%	6%	4%	6%	15%

Please answer YES or NO to each of the following questions:

#1. Would you support the following types of development in the Dells?

- (a) Single family residences.
- (b) Condominiums or townhomes.
- (c) Apartments.
- (d) Retirement RV Parks.
- (e) Retirement Mobile Home Parks.
- (f) RV Parks open to all age groups and families.
- (g) Mobile Home Parks open to all age groups and families.
- (h) Nursing Homes
- (i) Hospitals.
- (j) Clinics.
- (k) Office complexes (could include banks, real estate offices, dentists, accountants, insurance companies, etc.)
- (l) Hotels.
- (m) Motels.
- (n) Resort complexes (could include recreational & convention facilities, health spas, etc.)
- (o) Amphitheatres & performing arts facilities.
- (p) Art exhibits & museums.
- (q) Manufacturing/Industry, Heavy Commercial. If yes, what type?

	YES	NO	DID NOT ANSWER
(a)	90%	6%	4%
(b)	36%	59%	5%
(c)	22%	71%	7%
(d)	27%	70%	3%
(e)	27%	67%	6%
(f)	32%	66%	2%
(g)	20%	73%	7%
(h)	31%	62%	7%
(i)	31%	65%	4%
(j)	45%	49%	6%
(k)	39%	61%	0
(l)	31%	63%	6%
(m)	31%	63%	6%
(n)	58%	35%	7%
(o)	50%	47%	3%
(p)	67%	28%	5%
(q)	3%	89%	8%

#2. Would you be interested in establishing & supporting a Mosquito abatement district in the Granite Dells area?

67% 26% 7%

#3. Should the Granite Dells be annexed into an incorporated municipality?

19% 59% 22%

#4 Do you feel the Dells has adequate recreational facilities for the following groups of people?

(a) Young Children	31%	52%	17%
(b) Teenagers	33%	50%	17%
(c) Young Adults	38%	46%	16%
(d) Senior Citizens	40%	46%	14%
(e) Other adults	38%	45%	17%

What do you like about the area in which you live?

What do you dislike about the area in which you live?

DEMOGRAPHIC INFORMATION:

The neighborhood/subdivision area I live in is

AGE Group:	<input type="checkbox"/> under 40	<input type="checkbox"/> 40-64	<input type="checkbox"/> 65+	DATE
	13%	22%	12%	1989

OCCUPATION:

RESIDENCE: Own 24% Rent 0 Absentee Owner 12%

TYPE RESIDENT:

Full Time 29% Seasonal 5%

56% DID NOT ANSWER

ADDITIONAL COMMENTS:

Additional space provided on reverse side of this page.

Indicate approximate location of your property on the map. (See attached map). Do you feel that your property should be included in this planning process. (Yes 19% No 1%) (Did not Answer 80%)

Please RETURN to: TWIN LAKES GROCERY on Highway 89 or to the P & B Department, located at 500 South Marina Street, Prescott, Arizona or Mailing address: P & B Department, 255 E. Gurley, Prescott, Az. 86301 no later than AUGUST 17, 1989

NOTICE: A MEETING at 7:00PM on SEPTEMBER 11 at the Word of Life Church, across from WATSON Lake, will be held to announce the results of the survey. This meeting will provide an opportunity for you to express your views to the Advisory Committee. Community input is essential to provide direction for this planning effort.

SUB-COMMITTEE PARTICIPATION: The following sub-committees have been tentatively considered as groups that will work independently to prepare reports to present to the general advisory committee. These reports will then be compiled into an overall plan for the Dells. Sub-committee participation is important to involve everyone in the planning process in an attempt to produce a plan that is representative of input from a wide variety of backgrounds & opinions. (see attached sheet)

Granite Dells Community Plan Survey

	STRONGLY AGREE	AGREE	UNDECIDED	DISAGREE	STRONGLY DISAGREE	DID NOT ANSWER
6.0 Provide for updating the Community Plan on a regular basis and/or as significant changes occur.	21%	43%				36%
6.1 Provide for an ongoing organization to evaluate changes in critical elements and/or to update the Community Plan.	43%	36%	7%			14%
7.0 Provide a comprehensive transportation plan.	7%	36%				57%
7.1 Reduce traffic congestion on Highway 89A & 89.	14%	43%	14%	14%	7%	8%
7.2 Provide for a road network for travel to and between residential and non-residential areas.	7%	57%	14%	7%	14%	0
7.3 Provide for alternate routes for through traffic.	21%	50%	7%	14%	7%	0
7.4 Suppress vehicular and pedestrian hazards.	43%	50%	7%			0
7.5 Restriction of air traffic over the Granite Dells area.	36%	43%	21%			0
7.6 Restriction of off-road vehicular traffic.	79%	14%	7%			0
8.0 Establish a Comprehensive Land Use Plan which will provide for high quality, orderly growth.	43%	21%	7%			29%
8.1 Achieve a balance among the various land uses.	29%	71%				0
8.2 Manage growth in an orderly fashion with respect to the community as a whole.	57%	43%				0
8.3 Provide for adequate and diverse housing.	21%	50%	21%	7%		0
8.4 Require high standards of design, materials and workmanship for all structures.	36%	43%		14%		7%
8.5 Provide avenues for the growth and development of the community at a rate that will not overburden the community.	57%	36%	7%			0

Please answer YES or NO to each of the following questions:

#1. Would you support the following types of development in the Dells?

- (a) Single family residences.
- (b) Condominiums or townhomes.
- (c) Apartments.
- (d) Retirement RV Parks.
- (e) Retirement Mobile Home Parks.
- (f) RV Parks open to all age groups and families.
- (g) Mobile Home Parks open to all age groups and families.
- (h) Nursing Homes
- (i) Hospitals.
- (j) Clinics.
- (k) Office complexes (could include banks, real estate offices, dentists, accountants, insurance companies, etc.)
- (l) Hotels.
- (m) Motels.
- (n) Resort complexes (could include recreational & convention facilities, health spas, etc.)
- (o) Ampitheatres & performing arts facilities.
- (p) Art exhibits & museums.
- (q) Manufacturing/Industry, Heavy Commercial. If yes, what type? _____

	YES	NO	DID NOT ANSWER
(a)	71%	29%	0
(b)	14%	79%	7%
(c)	14%	79%	7%
(d)	36%	64%	0
(e)	36%	64%	0
(f)	50%	50%	0
(g)	36%	57%	7%
(h)	29%	64%	7%
(i)	14%	71%	15%
(j)	36%	64%	0
(k)	21%	71%	8%
(l)	14%	86%	0
(m)	21%	71%	8%
(n)	36%	43%	21%
(o)	50%	36%	14%
(p)	57%	36%	7%
(q)	14%	86%	0

RENTERS

THE GRANITE DELLS COMMUNITY PLAN ADVISORY COMMITTEE HAS DEVELOPED GOALS AND SUB-GOALS WHICH ARE BEING PROPOSED FOR INCLUSION IN THE COMMUNITY PLAN, AFTER EXAMINATION AND VERIFICATION BY RESIDENTS AND OR PROPERTY OWNERS WITHIN COMMUNITY PLAN BOUNDARIES.

THE PLAN IS INTENDED TO GIVE DIRECTION TO THE FUTURE DEVELOPMENT OF THE DELLS PLANNING AREA FOR THE NEXT TEN (10) YEARS. THE GOALS AND SUB-GOALS WILL BE UTILIZED TOWARD THE FORMULATION OF MORE SPECIFIC OBJECTIVES, POLICY STATEMENTS AND RECOMMENDATIONS WHICH WILL ALSO BE INCLUDED IN THE FINAL PLAN.

COMMUNITY GOALS

	STRONGLY AGREE	AGREE	UNDECIDED	DISAGREE	STRONGLY DISAGREE	DID NOT ANSWER
1.0 Protect and preserve the unique natural beauty.	57%					43%
1.1 Encourage compatibility of all construction with the natural environment.	79%	7%	7%			7%
1.2 Preserve scenic views for future generations.	79%	21%				0
1.3 Avoid land uses which would adversely affect the environment.	86%	14%				0
1.4 Restore and/or refashion disturbed land areas.	50%	43%	7%			0
2.0 Define Park areas and undefined Open Space areas.	29%	21%	7%			43%
3.0 Protect the quality of water and air and to conserve energy, soil, vegetation & wildlife.	79%	14%				7%
3.1 Maintain a comprehensive drainage plan.	50%	43%	7%			0
3.2 Maintain and expand wildlife migration and habitation areas.	50%	29%	21%			0
3.3 Conserve natural vegetation and re-vegetate.	43%	50%				7%
3.4 Maintain minimum measurable standards or all types of pollution control including, but not limited to air, auditory, olfactory and light.	79%	7%	7%			7%
3.5 Protect the aquifers from contamination.	71%	14%	7%			8%
4.0 Retain the look and atmosphere of a RURAL Community	29%	14%	7%			50%
4.1 Maintain the image of smallness along the entrance & exit routes throughout the community.	36%	36%	21%			7%
4.2 Adopt and enforce a Design Review Overlay.	21%	43%	29%			7%
4.3 Provide and maintain an open space plan.	36%	57%	7%			0
4.4 Control strip commercial plan.	57%	29%	14%			0
4.5 Provide for cluster areas for all future commercial facilities.	36%	50%	7%			7%
4.6 Maintain low-density characteristics in development.	50%	36%	7%			7%
5.0 Encourage educational, cultural, and recreational opportunities for all.	36%	21%	7%			36%
5.1 Retain historic and prehistoric heritage.	64%	29%	7%			0
5.2 Encourage protection and maintain hiking and equestrian trails.	50%	36%	7%	7%		0
5.3 Encourage a system of safe walking and bicycle paths linking all parts of the community.	21%	43%	7%	7%		22
5.4 Encourage orderly public viewing of the natural land formations.	29%	50%	7%	7%		7%
5.5 Encourage a complete system of developed and passive parks.	21%	43%				36%
5.6 Encourage educational programs & cultural activities.	21%	43%	7%			29%

	YES	NO	Did Not Answer
#2. Would you be interested in establishing & supporting a Mosquito abatement district in the Granite Dells area?	71%	29%	0%
#3. Should the Granite Dells be annexed into an incorporated municipality?	7%	64%	29%
#4. Do you feel the Dells has adequate recreational facilities for the following groups of people?			
(a) Young Children	29%	57%	14%
(b) Teenagers	21%	57%	22%
(c) Young Adults	21%	57%	22%
(d) Senior Citizens	21%	57%	22%
(e) Other adults	21%	57%	22%

#2. Would you be interested in establishing & supporting a Mosquito abatement district in the Granite Dells area?

#3. Should the Granite Dells be annexed into an incorporated municipality?

#4. Do you feel the Dells has adequate recreational facilities for the following groups of people?

- (a) Young Children
- (b) Teenagers
- (c) Young Adults
- (d) Senior Citizens
- (e) Other adults

What do you like about the area in which you live?

What do you dislike about the area in which you live?

Did Not Answer

DEMOGRAPHIC INFORMATION:

The neighborhood/subdivision area I live in is

AGE Group: under 40 40-64 65+
 21% 29% 36%

OCCUPATION:

RESIDENCE: Own Rent Absentee Owner

TYPE RESIDENT: Full Time Seasonal Did Not Answer 14%
 86% 0%

ADDITIONAL COMMENTS:

DATE 1989

Additional space provided on reverse side of this page.

Indicate approximate location of your property on the map. (See attached map). Do you feel that your property should be included in this planning process. (Yes 50% No 0%).

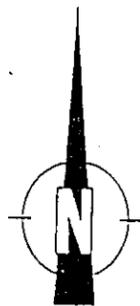
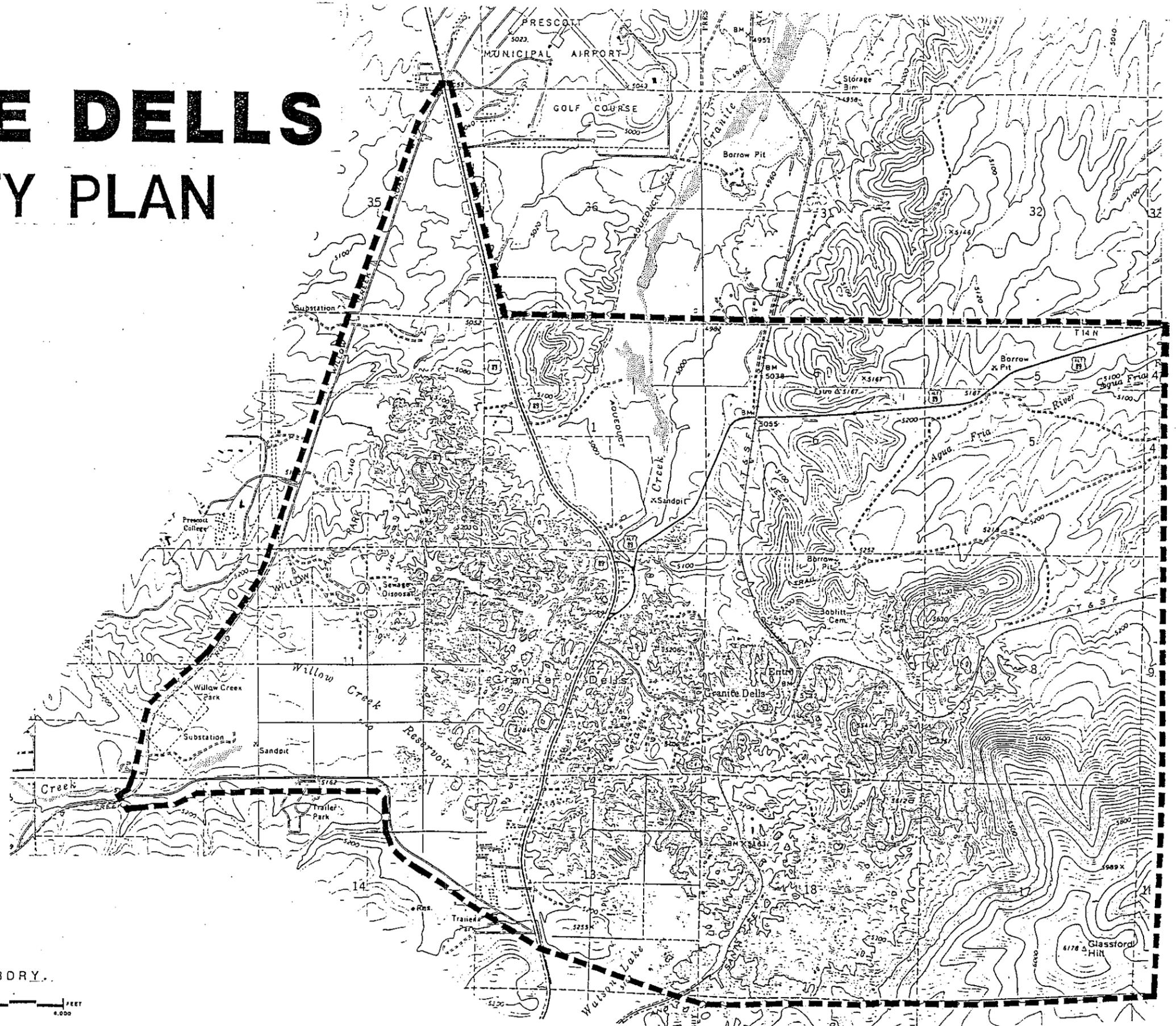
Please RETURN to: TWIN LAKES GROCERY on Highway 89 or to the P & B Department, located at 500 South Marina Street, Prescott, Arizona or Mailing address: P & B Department, 255 E. Gurley, Prescott, Az. 86301 no later than AUGUST 17, 1989. Did Not Answer: 50%

NOTICE: A MEETING at 7:00PM on SEPTEMBER 11 at the Word of Life Church, across from WATSON Lake, will be held to announce the results of the survey. This meeting will provide an opportunity for you to express your views to the Advisory Committee. Community input is essential to provide direction for this planning effort.

SUB-COMMITTEE PARTICIPATION: The following sub-committees have been tentatively considered as groups that will work independently to prepare reports to present to the general advisory committee. These reports will then be compiled into an overall plan for the Dells. Sub-committee participation is important to involve everyone in the planning process in an attempt to produce a plan that is representative of input from a wide variety of backgrounds & opinions. (see attached sheet)

GRANITE DELLS COMMUNITY PLAN

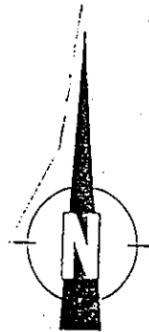
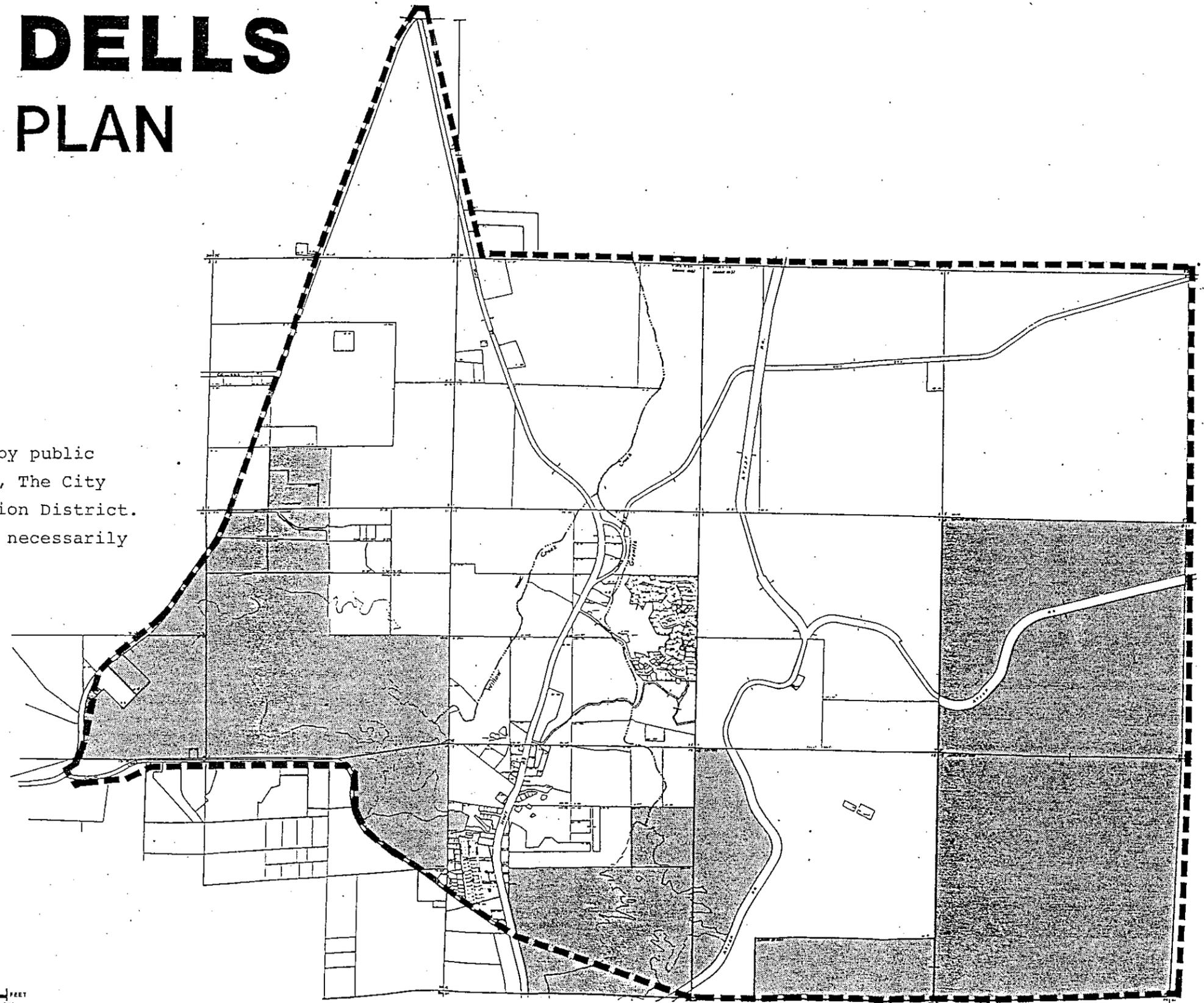
PHYSICAL CHARACTER



GRANITE DELLS COMMUNITY PLAN

-  PUBLIC LANDS
-  PRIVATE LANDS

Public Land includes property owned by public entities, including the State of Az., The City of Prescott and Chino Valley Irrigation District. Property noted as Public Land is not necessarily open to the general public.



GRANITE DELLS COMMUNITY PLAN

PROPOSED LAND USE

RESIDENTIAL:

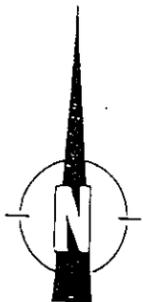
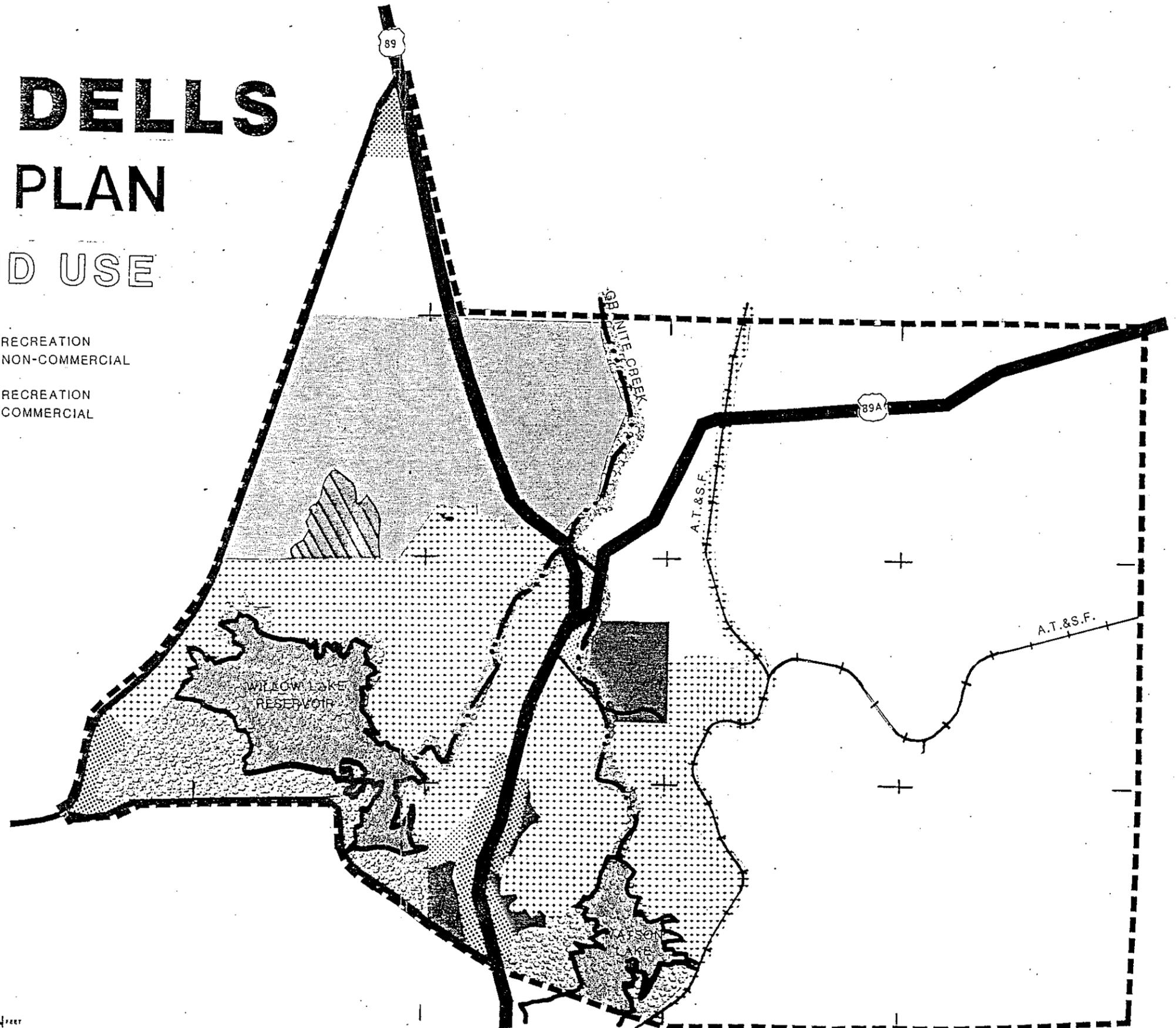
-  MEDIUM DENSITY
-  LOW DENSITY
-  VERY LOW DENSITY

NON-RESIDENTIAL:

-  LIGHT COMMERCIAL
-  LOW IMPACT COMMERCIAL
-  AGRICULTURAL
-  RECREATION NON-COMMERCIAL
-  RECREATION COMMERCIAL

ROADS:

- BROKEN LINES REFLECT UNPAVED/UNIMPROVED STATUS OF CORRIDORS
-  ARTERIAL (MIN. 100' R.O.W.)
 -  COLLECTOR (MIN. 50' R.O.W.)
 -  COLLECTOR (SUBSTANDARD)
 -  RESIDENTIAL
 -  PRIVATE ACCESS (NO R.O.W.)



GRANITE DELLS COMMUNITY PLAN EXISTING LAND USE

