

## COUNCIL AGENDA MEMO – June 11, 2013

**DEPARTMENT:** Community Development

**AGENDA ITEM:** Public Hearing for request to annex portions of APNs 102-05-032C, 102-05-324L, 102-04-010A, and 102-04-010B (ANX13-001; Owner: James Deep Well Ranches #1)

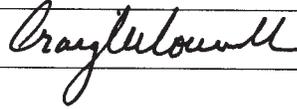
**Approved By:**

**Date:**

**Department Head:** Tom Guice

**Finance Director:** Mark Woodfill

**City Manager:** Craig McConnell



6-3-13

### Item Summary

This is a City-initiated annexation and rezoning of 247 ± acres, located west of the Prescott Municipal Airport (Attachment 1). The property is bounded on the south by Pioneer Parkway, on the east by State Route 89, and for a distance on the west by Willow Creek Road. It is currently vacant and zoned in the County for single-family uses. Rezoning to a mix of multi-family residential (Multi-Family High), commercial (Business Regional), and industrial (Industrial Light) zoning districts is also proposed, and will be considered at the time that the Ordinance to approve the annexation is brought back to Council (Attachment 2).

The purpose of this request is to initiate annexation prior to development to assure that infrastructure improvements will be made to City standards. It is also timely given the plans to improve and widen State Route 89 and realign Willow Creek Road. Although a conceptual master plan has been developed for the property, no specific development is proposed at this time.

### Background

The long-term planning processes required to initiate this annexation began in 2008, and involved changes to the General Plan, the Airport Specific Area Plan, and the Airport Master Plan.

The General Plan was adopted in 2003, and is the guide for land use and related decisions in the City. The Plan specifically recognizes the Prescott Municipal Airport for its importance in regional economic development and encourages airport area growth (General Plan Chapters 3.3.1, 3.3.10, 6.2, and 7.6). At the time the plan was written, areas east of the airport were targeted as potential areas for growth, and have since been annexed and plans for development are underway (Granite Dells Estates).

In 2008 there was recognition of potential development beyond what was planned to the east of the airport, and the General Plan was amended to establish appropriate land uses for the areas west and north of the airport (Attachment 2). By including these areas in the General Plan Land Use Map, it was possible for the City to begin planning for infrastructure in those areas. After adoption of the amendment, the City completed

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detailed water, sewer, and transportation master plans for this area, in conjunction with Deep Well Ranches and the Arizona State Land Department.

The Airport Master Plan was also updated in 2009 to better reflect new FAA design standards related to airport impacts. The map associated with the Master Plan designates Airport Impact Zones, which restrict residential uses in the areas most likely to be affected by airport noise and approach and departure zones (Attachment 3). In consideration of the updated Master Plan, the City recently completed a Runway Safety project that effectively moved the main runway toward the northeast, away from the subject property. The City is currently updating the Airport Specific Area Plan to reflect the aforementioned changes to both the General Plan and Airport Master Plan.

In 2009 a Procedural Pre-Annexation Agreement was signed by the City and James Deep Well Ranches, which set forth mutual understandings for future annexations, north and west of the airport (Resolution No. 3996-1026). The Agreement required the City to initiate annexations and jointly submit rezoning requests. It also addressed water and settled the obligation of the City to provide water based on the 1967 grant of an easement for the City's current water transmission pipeline. Because the water obligation exists, it is a benefit to the City to annex to assure that the infrastructure is built to City standards, and the City is able to provide a sewer system to accept the wastewater needed for aquifer recharge purposes.

### **City Services and Financial Impacts**

The existing Utilities Master Plans will guide water and sewer infrastructure development for the area. Water is available to the property from the City's Assured Water Supply portfolio based on the requirements set forth in the Pre-Annexation Agreement. Transportation-related decisions will be made in accordance with the Airport Area Transportation Plan. All related improvements will be built to City standards. An independent cost-benefit analysis will be presented at the Public Hearing by Sarah Murley of Applied Economics.

### **Planning and Zoning Commission Recommendation**

The City Annexation Policy (Resolution No. 2739) describes factors to be considered, including impacts to services, ability to provide services, revenue generated, costs incurred by the City, and potential uses of the property. Annexation priorities identify property with potential commercial or industrial uses, and property located in relationship to long-term goals of the City.

This item was brought before the Planning and Zoning Commission on May 9 and May 30, 2013. Four people spoke in opposition to the rezoning request, noting concerns regarding the proposed industrial uses in proximity to the Antelope Hills and Pinon Oaks neighborhoods. One letter (Attachment 4) and several phone calls were also received. The Commission unanimously recommended approval of the annexation. The rezoning

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was also recommended for approval on the basis that the Industrial Light zoning district is in direct conformance with the General Plan and the Airport Specific Area Plan, which restricts residential uses in proximity of the airport for airport protection, aviation safety, and economic growth.

**Next Steps**

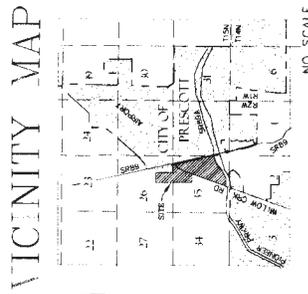
A blank petition to be signed by the owners of real and personal property within the proposed annexation area has been filed with the Yavapai County Recorder's office. Signatures may be obtained beginning on June 15, 2013, at the conclusion of the 30-day waiting period after filing. At such time as the owners of one-half or more in value of the property and more than one-half of the persons owning the property (A.R.S. 9-471.A.4) have signed the petition in favor of the annexation, the Ordinance to approve the annexation will be brought back to Council for consideration.

Once the Ordinance to approve the annexation has been approved and the City has adopted the zoning classification required by State statutes, a rezoning may be heard and voted on. Consideration of these items will likely occur on June 25, 2013.

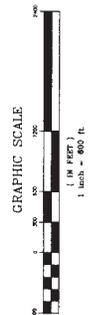
- Attachments**
- Annexation map and legal descriptions
  - Rezoning map
  - Airport Impact Zones and Noise Contours map
  - Letter

**Recommended Action:** **MOVE** to close the Public Hearing for Annexation Request No. ANX13-001.

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



- REFERENCES USED TO PREPARE THIS PLAT
- (A) ANNEKED BY ORDINANCE 504-1-77
  - (B) APACHE HILLS SUBDIVISION BK 10 MAPS PG 38
  - (C) ANNEKED BY ORDINANCE 542 BK 7 PG 44 MAPS
  - (D) ANNEKED BY ORDINANCE 528 BK 9 PG 70 MAPS
  - (E) ANTELOPE WILDLIFE SUBDIVISION ANNEKED BY ORDINANCE 1103 BK 18 PG 100 MAPS
  - (F) VILLAS AT THE RIVER SUBDIVISION ANNEKED BY ORDINANCE 1106 BK 18 PG 98 MAPS
  - (G) ENGLISH SERRANOS ANNEKED BY ORDINANCE 4031 BK 36 PG 69 MAPS
  - (H) ANNEKED BY ORDINANCE 4031 BK 41 PG 82 MAPS
  - (I) ANNEKED BY ORDINANCE 4035 BK 42 PG 70 MAPS
  - (J) ANNEKED BY ORDINANCE 4521 BK 57 PG 47 MAPS
  - (K) ANNEKED BY ORDINANCE 4554 BK 58 PG 56 MAPS
  - (L1) SR 89 ADOT RIGHT-OF-WAY MAP C-13-1-49 (1993)
  - (L2) SR 89A ADOT RIGHT-OF-WAY MAP S-266-723
  - (L3) WILLOW CREEK ROAD RIGHT-OF-WAY BK 9 MAPS PG 56, YCRD BK 207 OFFICIAL RECORDS, PG 951, YCRC
  - (L4) PIONEER PARKWAY RIGHT-OF-WAY BK 39 MAPS PG 40, YCRD BK 354 OFFICIAL RECORDS, PG 927, YCRC

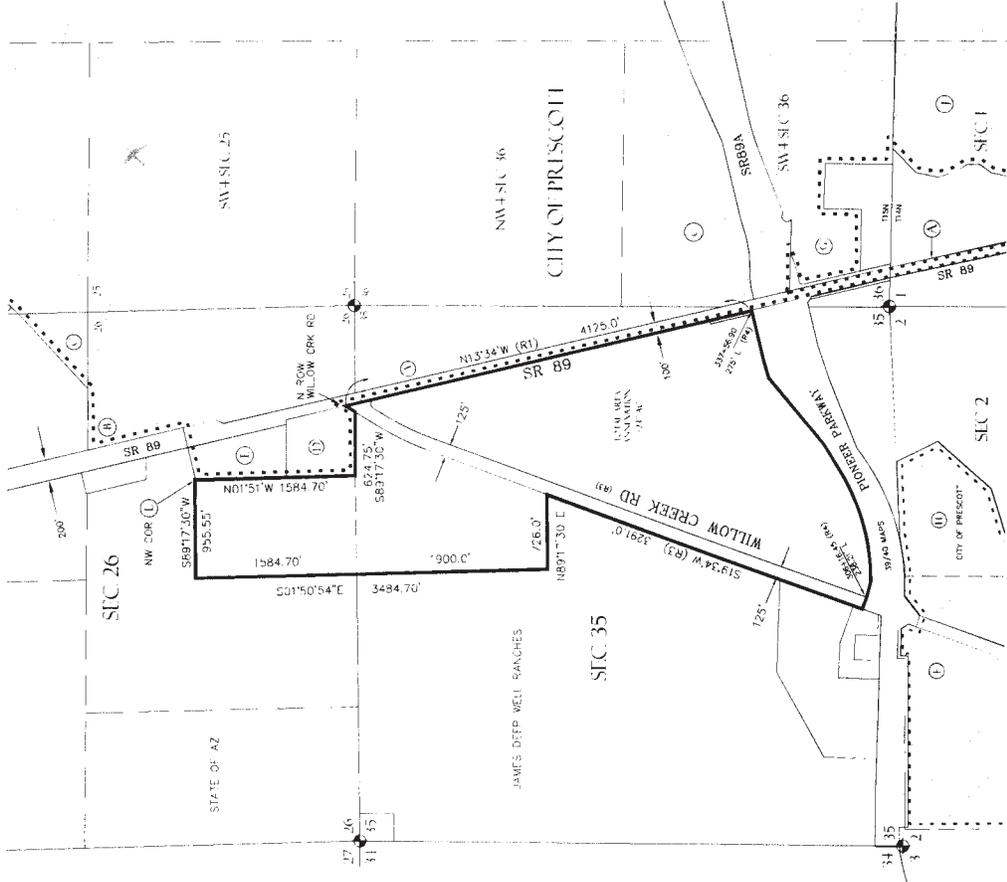


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CITY OF PRESCOTT

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MAPS & PLATS

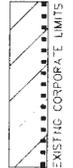
Page  
Records of Yavapai County, Arizona  
LESLIE M. HOFFMAN  
County Recorder  
Deputy Recorder



**APPROVAL**

APPROVED UNDER ORDINANCE NO. \_\_\_\_\_  
PASSED AND ADOPTED BY THE MAYOR AND CITY  
COUNCIL OF THE CITY OF PRESCOTT ARIZONA  
ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_\_\_

MAYOR \_\_\_\_\_  
CITY CLERK \_\_\_\_\_  
CITY ENGINEER \_\_\_\_\_



AREA TO BE ANNEXED

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



DUANE FAMAS RLS 27737

DUANE FAMAS RLS  
177 W. WASHINGTON ST. PRESCOTT, AZ 86202  
PHONE (928) 923-0072

PROPERTY DESCRIPTION  
WEST AIRPORT ANNEXATION

March 25, 2013

All that portion of Sections 26 and 35, Township 15 North, Range 2 West, of the Gila and Salt River Base and Meridian, Yavapai County, Arizona, described as follows:

BEGINNING at a point on the Northerly right-of-way line of Pioneer Parkway as found in Book 39 of Maps, Page 40, Yavapai County Recorder's Office (YCRO) where said right-of-way line intersects the Easterly right-of-way line of the 125 foot wide Willow Creek Road as found in Book 9 of Maps, Page 56 and further described in Book 2671 Official Records, Page 951, YCRO. Said point of intersection is 238.21 feet left of the centerline of Pioneer Parkway at Engineer's Station 306+16.45;

Thence Easterly along the Northerly right-of-way line of said Pioneer Parkway to the point of intersection with the Westerly right-of-way line of a 100 foot wide SR 89 as shown on Arizona Department of Transportation right-of-way map C-13-T-49, said point of intersection is 275 feet left of the centerline of Pioneer Parkway at Engineer's Station 337+56.90 and is also a point on the Westerly boundary line of that property annexed into the City of Prescott by Ordinance No. 504<sup>1</sup>/<sub>2</sub> as found in Book 5 of Maps, Page 145 YCRO;

Thence Northwesterly along the Westerly right-of-way line of SR 89 to a point on the Southerly line of above said Section 26;

Thence continuing Northwesterly along said Westerly right-of-way line to the point of Intersection with the Northwesterly right-of-way line of above said Willow Creek Road, said point also on the Southeasterly boundary line of that property annexed into the City of Prescott by Ordinance No. 1103 as found in Book 18 of Maps, Page 100, YCRO;



expires 3/31/15

Continued...

PROPERTY DESCRIPTION  
WEST AIRPORT ANNEXATION

March 25, 2013

Thence Southwesterly along the Northwesterly right-of-way line of Willow Creek Road to the intersection with the South line of Section 26;

Thence South  $89^{\circ}17'30''$  West 624.75 feet along the South line of Section 26 to the Southwest corner of Antelope Village Subdivision according to the plat of record found in Book 14 of Maps, Page 70, YCRO, and is the Southwest corner of that property annexed by above said Ordinance No. 1103;

Thence North  $01^{\circ}51'$  West 1584.70 feet along the Westerly line of said Antelope Village Subdivision and the extension thereof to the Northwest corner of the Villas at the Ridge Subdivision according to the plat found in Book 45 of Maps, Page 85, YCRO, said point also being the Northwest corner of that property annexed into the City of Prescott by Ordinance No. 1106 as shown in Book 19 of Maps, Page 3, YCRO;

Thence South  $89^{\circ}17'30''$  West 955.55 feet along a line running parallel with the South line of Section 26;

Thence South  $01^{\circ}51'$  East 1584.70 feet along a line running parallel with the West line of above said Antelope Village Subdivision to a point on the South line of Section 26 also known as the North line of Section 35;

Thence continuing South  $01^{\circ}51'$  East 1900.0 feet to a point;

Thence North  $89^{\circ}17'30''$  East 726.0 feet more or less along a line parallel with the North line of Section 35 to the point of intersection with the Westerly right-of-way line of above said Willow Creek Road;

Thence Southwesterly along the Westerly right of way of Willow Creek Road to a point which lays 125.0 feet Northwesterly of, and at right angles to the point of beginning on the Northerly right-of-way line of Pioneer Parkway;

Thence Southeasterly 125.0 feet perpendicular to the Westerly right-of-way line of Willow Creek Road to THE POINT OF BEGINNING.

Containing 247 acres more or less.

# Rezoning Map West Airport Area

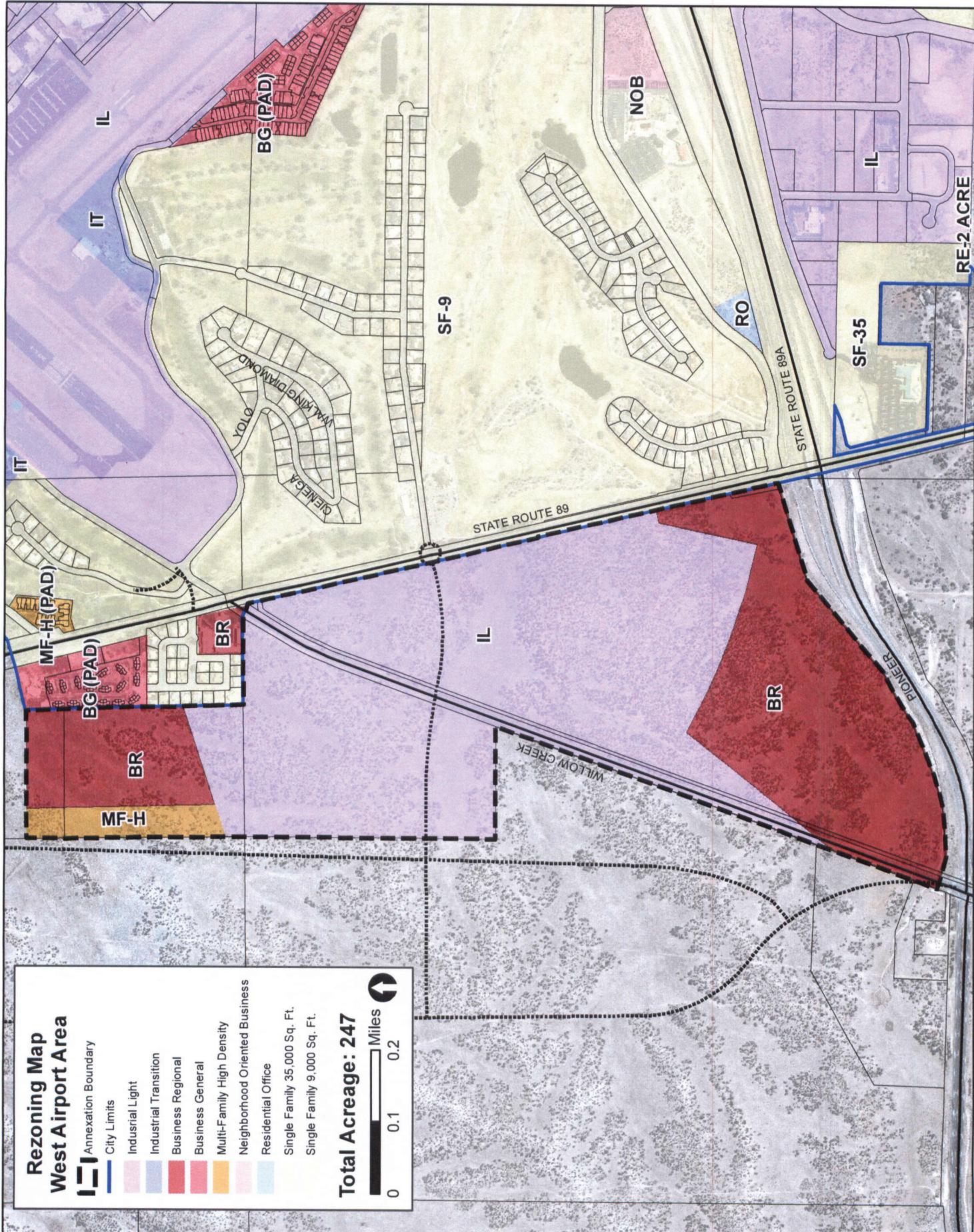
**Legend**

-  Annexation Boundary
-  City Limits
-  Industrial Light
-  Industrial Transition
-  Business Regional
-  Business General
-  Multi-Family High Density
-  Neighborhood Oriented Business
-  Residential Office
-  Single Family 35,000 Sq. Ft.
-  Single Family 9,000 Sq. Ft.

**Total Acreage: 247**

 0 0.1 0.2 Miles





## USES IMPACTED BY CHANGE TO TRANSITIONAL INDUSTRIAL FROM LIGHT INDUSTRIAL

SPECIFIC USE		I T	I L	Use Standards		
Permitted In Industrial Light					Section Percentage Of Overall Uses <i>(result rounded down to 5% from actual value 5.464%)</i>	Non Impacted & Permitted to Conditional or Special Use <i>(result rounded up to 79% from actual value 78.689%)</i>
?	Utilities, Major	S	P	2.4.53		
?	Chemical-based Manufacturing	C	P	--		
?	Fabrication of Materials	C	P	--		
?	Machine Shops, Heavy Equipment, Mass Production	C	P	--		
?	Meat Packing	C	P	--		
?	Metal Casting/Fabrication/Foundries	C	P	--		
?	Taxidermy Facilities	C	P	--		
?	Warehousing and Distribution	C	P	--		
?	Agricultural Production	C	P	2.4.2		
?	Stables, Barns & Corrals, Private	C	P	2.5.12		
Special or Conditional In Industrial Light NOT Permitted In Industrial Transitional					Section Percentage Of Overall Uses <i>(result rounded down to 5% from actual value 5.464%)</i>	All Permitted, Conditional or Special Uses to <b>NOT APPROVED</b> <i>(result rounded up to 10% from actual value 9.836%)</i>
?	Electrical Generation Plants		S	2.4.21		
?	Amusement Parks		C	2.4.6		
?	Racetracks, Motor Vehicle		S	2.4.40		
?	Batch Plants, Asphalt and Concrete		S	2.4.11		
?	Hazardous Waste Facilities		S	2.4.26		
?	Incinerators		S	--		
?	Junkyards		S	2.4.27		
?	Landfills		S	--		
?	Mining and Extractive Uses		S	2.4.32		
?	Auctions, Livestock		C	2.4.8		
Permitted In Industrial Light NOT Permitted In Industrial Transitional					Section Percentage Of Overall Uses <i>(result rounded down to 4% from actual value 4.372%)</i>	10%
?	Adult Bookstores and Entertainment		P	2.4.1		
?	Boat Building, Repair		P	--		
?	Contractor Storage Yard		P	2.4.35		
?	Lumber Mills		P	--		
?	Outdoor Production or Storage		P	2.4.35		
?	Petroleum/Chemical Production		P	2.4.37		
?	Recycling Collection Facilities		P	2.4.43		
?	Commercial Stables		P	--		

***If you have any concerns about what is permitted  
by the Light Industrial zone,  
PLEASE attend the public hearing on May 30th***

**Public Hearing on Thursday, May 30, 2013 at 9:00AM  
City Council Chambers at 201 S. Cortez Street, Prescott, Arizona**

### LEGEND

- P** Permitted Use (No further approvals must meet Building Code & Use Standards. Public notice & input NOT required)
- C** Conditional Use Permit (Requires Public Notification, Public Meeting & Planning & Zoning or Community Developer Director action)
- S** Special Use Permit (Requires Public Notification, Public Meeting & City Council Action)
- IT** Industrial Transitional (moderate-intensity business and light-industrial district that provides a transitional zone between adjacent residential)
- IL** Industrial Light (includes: manufacturing, wholesaling, warehousing, distribution, research and development, and large-scale commercial services)

\*All percentage calculations above are based on the total number of possible Specific Uses IL & IT (183 Uses).

## USES IMPACTED BY CHANGE TO TRANSITIONAL INDUSTRIAL FROM LIGHT INDUSTRIAL

	SPECIFIC USE	I T	I L	Use Standards		
	NOT Permitted In Industrial Light Permitted In Industrial Transitional					
?	Multi-family Dwellings (Apartments & MF Condos)	P		2.4.33	Section Percentage (result rounded up to 8% from actual value 7.650%)	
?	Bed and Breakfasts	P		2.4.12		
?	Boarding Houses	P		--		
?	Casitas, Cabins, or Cottages	P		2.4.14		
?	Foster Group Home (6 - 10 children)	P		2.4.17		
?	Foster Homes ( ≤5 children)	P		2.4.17		
?	Fraternities or Sororities	P		2.4.17		
?	Group Homes ( ≤8 persons)	P		2.4.25		
?	Transitional Housing	P		2.4.45		
?	Hospitals & Trauma Centers	P		--		
?	Medical Clinics & Offices	P		--		
?	Museums	P		--		
?	Funeral Homes	P		--		
?	Recreational Vehicle (RV), Motorhomes and Similar Storage	P		2.5.9		8%

### LEGEND

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The City of Prescott Land Development Code is located at:  
[www.cityofprescott.net/\\_d/ldc.pdf](http://www.cityofprescott.net/_d/ldc.pdf)  
 If you have any questions about the public hearing process please contact  
 Ruth Hennings, Community Planner, City of Prescott at either her email:  
[ruth.hennings@prescott-az.gov](mailto:ruth.hennings@prescott-az.gov)  
 or by Phone 928-777-1319.

**Public Hearing on Thursday, May 30, 2013 at 9:00AM  
 City Council Chambers at 201 S. Cortez Street, Prescott, Arizona**

\* The information contained above is based on a reasonable review of the Prescott Land Development Code and, while believed to be accurate, no guarantee and/or warranty as to accuracy is implied. Individuals are encouraged to review, for themselves, the Prescott Land Development Code at the above referenced internet location for complete documentation.



# City of Prescott

Airport Specific  
Area Plan

## Appendix H

### Impact Zones & Noise Contours

- Prescott City Limits
- Prescott Valley City Limits
- Roads

#### Airport Impact Zones

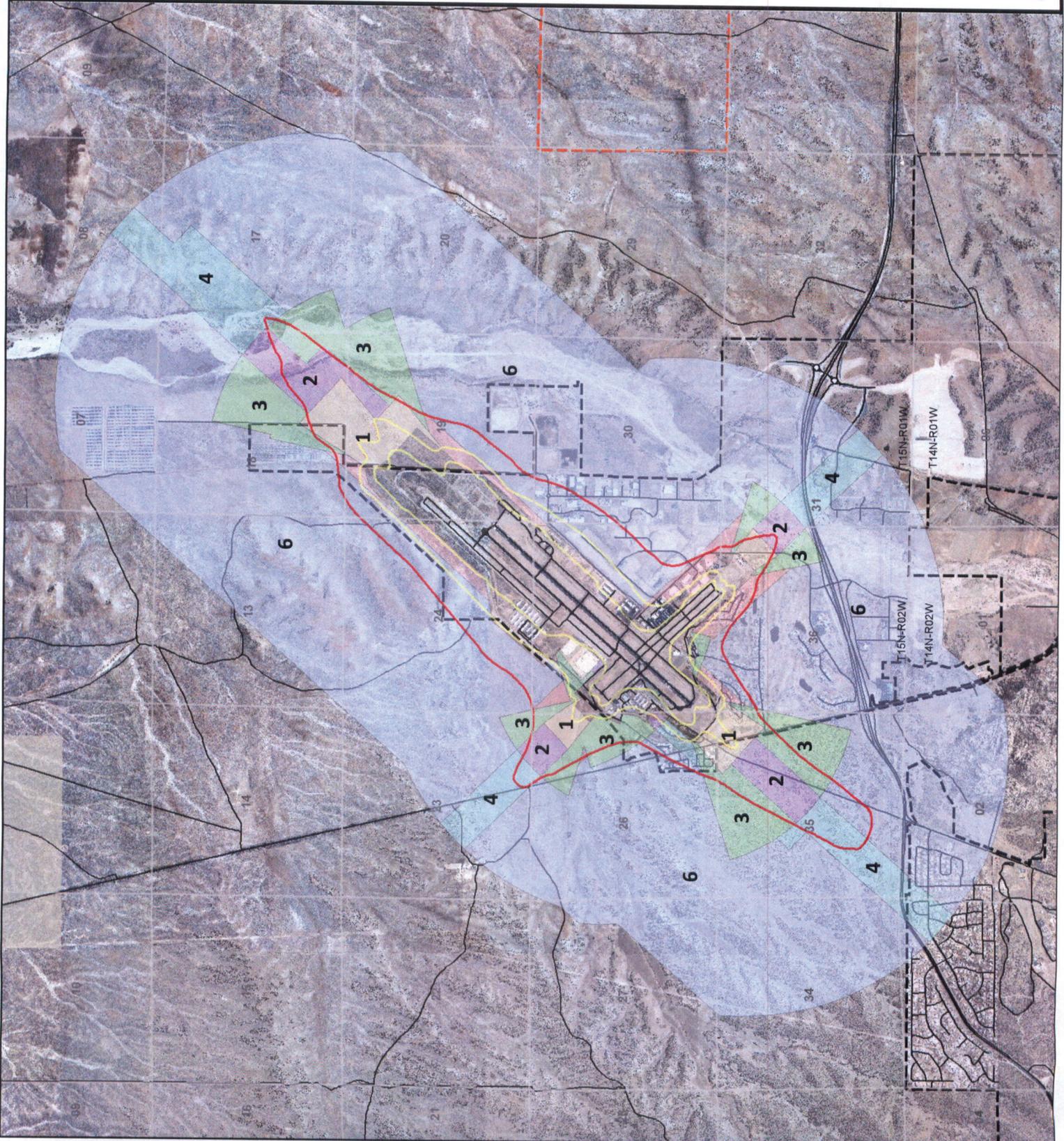
- 1
- 2
- 3
- 4
- 5
- 6

#### Airport Noise Overlay

- 60 - 64 LDN
- 65 - 69 LDN



**CAUTION**  
MAP IS BASED ON IMPRECISE  
SOURCE DATA. AN UNUSUAL  
CHANGE MAY BE OBSERVED  
REFERENCE ONLY.



## Hennings,Ruth

---

**From:** chuck.queen [chuck.queen@me.com]  
**Sent:** Monday, May 27, 2013 3:35 PM  
**To:** Hennings,Ruth  
**Subject:** My Final Review of Change to Transitional from Light Industrial  
**Attachments:** Uses Impacted.pdf; ATT00001.htm

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

Ruth,

Would appreciate it if you would be able to get this into the packet for the public hearing. I know it is short notice and I apologize for that. I will have enough copies at the meeting should you not have enough time to include it.

I would definitely appreciate your courtesy cursory review (not looking for any kind of formal review just a quick once over) of it and if there are any fatal flaws in my logic please let me know. If you have suggestions or thoughts those would be welcome also, just send me an e-mail as I tend to check it often

I started out with the thought that the whole area should be Business Regional but then upon reflection, and our discussions, truly believe that the best use of the land would be in the Industrial Transitional rather than the Light Industrial,

Hope your holiday weekend went very well and see you on Thursday.

Chuck