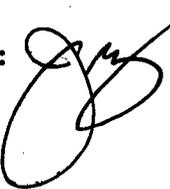




MEMO

TO: Mayor and Council

THROUGH: Fred Carpenter, Town Manager

FROM:  Jerry Owen, Community Development Director

DATE: June 8, 2006

SUBJECT: P-324-06; Request from Bill and Emily Preece and Maria Bleicher, landowners, and Aero Development L.L.C., agent, to amend the Town of Payson General Plan on a 51.6 acre site located north of the Payson Airport from its current designation of "Employment" to "Rural Residential" which is defined as one residence per 1 to 4 acres. The site is located northeast of the Airport and is identified as Assessor Parcel Numbers 302-23-031, 302-23-029 and 302-23-026B.

At their meeting of June 5, 2006, the Town of Payson Planning and Zoning Commission made the following motion: Russell Goddard moved, seconded by Hal Baas that the Planning and Zoning Commission recommend **denial** to the Town Council of P-324-06, amending the General Plan for the area northeast end of the airport from "Employment" to "Rural Residential".

Motion carried 4-2 with a roll call vote of Russell Goddard – Aye, Hal Baas – Aye, James Scheidt – Aye, and Mark Waldrop – Aye with Barbara Underwood – No, and Kevin Sokol – No.

Addenda to: JUN 08 2006 F.2

AIRPORT DEPARTMENT



TOWN OF

303 N. Beeline Hwy
Payson, AZ 85541
928-472-4748
928-472-4749 - FAX
928-472-4260 - AWOS

To: Mayor and Council Members
From: Ted Anderson, Airport Manager *Ted*
Cc: Fred Carpenter, Town Manager
Re: Supplemental Information – Public Hearing – General Plan Amendment – 51.6-Acre Aero Development LLC
Date: May 31, 2006

Two members of the Aero Development group gave a presentation on the proposed development of 51 acres located on the northeast side of the airport to the Airport Advisory Committee at its March 22, 2006 meeting. The Committee approved a motion to recommend to the Town Council approval of the proposed project and recommended to amend the General Plan to accommodate this project and to make a diligent effort to purchase the strip of land from the developer to secure land for the object free zone and the windsock for the airport. A copy of the draft meeting minutes is attached.

You should be informed that since the Advisory Committee meeting on this matter that Tony Garcia, FAA Compliance Officer and spokesperson on this matter, called me. As referenced in the meeting minutes the FAA recommended that this project not be approved. He added that if the development is built, a letter of non-compliance to the FAA grant assurances would most likely be written. This action could curtail any future FAA sponsored projects at the airport.

It is my recommendation that the Town Council not approve this development. Please contact me via e-mail at tanderson@ci.payson.az.us or by calling (928) 978-4748 if additional information is desired.

Respectfully submitted.

Attachment – As Stated

ADJOURNMENT

- A The regular meeting of the Airport Advisory Committee adjourned at approximately 6:03 p.m. Adjourment

Approved:

Clyde “Dick” Walker, Chair

Date: _____

ATTEST:

Gaye Stidham, Deputy Town Clerk

Certification

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Airport Advisory Committee of the Town of Payson held on the 22nd day of March 2006. I further certify that the meeting was duly called and held and that a quorum was present.

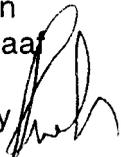
DATED this ____ day of _____, 2006.

Gaye Stidham, Deputy Town Clerk

Affix Town Seal

Robert W. Henley

TO: Mayor and Town Council Members
Planning & Zoning Commission Members
Jerry Owen
Ray Erlandsen
Sheila DeSchaaf

From: Robert Henley 

Date: June 2, 2006

Subject: P-324-06, Request to amend the Town of Payson General Plan

RECEIVED
Town Clerk
JUN 02 2006

Town of Payson

I won't go into a summary of this request since everyone has a full packet of data outlining the pros and cons of this request. However, I want to outline my activity in developing the General Plan and my thoughts on how to best proceed with this request.

I was appointed to the Technical Advisory Committee for the General Plan Update prior to being elected to the Town Council. I continued serving in that capacity after my election to council. I also reside in the Mazatzal Mountain Airpark and I am active in the aviation community in Payson.

I had several objectives while serving on this committee, but as it relates to the airport, I wanted to ensure the town limited any residential encroachment around the airport that could impact its future. I have always felt a residential airpark is a very acceptable airport neighbor. Commercial and light industrial are also acceptable. Certainly the commercial development around the Scottsdale airport has been very successful with its "through the fence" operations helping in that development.

The initial description of Employment Area #1, the area around the airport described the Scottsdale Business Park very well. But it also contained at the end of the description the phrase "high density residential and related uses". I pushed to have that phrase removed and I was successful.

I had never walked or visited the privately held property to the north of the airport that is covered by the request to amend. I doubt anyone on the committee had visited the site, evaluated the terrain issues, and assessed the difficulty of bringing in the utilities and street infrastructure to make this a viable commercial operation. So it was easy to make it an employment area without considering the actual viability of implementing it as such.

When Aero Development L.L.C. first visited the Development Services meeting I told both the real estate broker and the principals of Aero Development I was not in favor of an amendment to the General Plan to accommodate their proposed

residential airpark development. I wanted to ensure we had adequate space for employment area within the town limits of Payson.

However, I felt I should take the time to visit the site and listen to their proposal because it would be a revenue generator for the airport. The key issues that Aero Development outlined in their proposal are very valid. The costs to make the 51 acres usable as a commercial site make it impossible to create a viable project. I have spoken with two groups that have spent the time and money to ascertain that same conclusion.

The following are key points that should be considered during your decision process:

1. During the development of the General Plan Update, the possibility of a land exchange of Federal lands to the south & west of the airport was doubtful. Since the adoption of the General Plan, Congress has passed legislation directing the Forest Service to move ahead with that exchange. I believe over 200 acres of that land is within the Employment Area #1. That land has better access to the necessary utility and street infrastructure to make commercial & light industrial development cost-effective. The topography is flatter and will be easier to develop without significant impact to the "lay of the land".
2. The costs to bring in sanitation, water, and other utilities to the 51 acre site north of the airport, along with a commercially acceptable street into the area make it too expensive to do, certainly in light of the competing properties to the west and south of the airport.
3. The objections of the CAAG representative would be valid if the costs to develop the 51 acres were cost-effective. I think if the CAAG representative had the chance to visit the site and review situation first hand, he would see it that way.
4. The Airport Advisory Committee has approved the use of the 51 acre site for the Silverwing project. They see it as a good project as it relates to airport issues and the need to generate revenue for the airport.

In closing, I urge the approval of the requested amendment to the General Plan because of its revenue generating benefits to the airport and its goal of maintaining the natural environment and topography of the area.