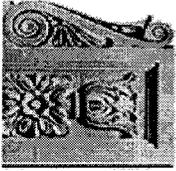


Add info #47

APR 26 2007



Susan Bonville/COC  
04/23/2007 04:58 PM

To CityClerkDivision  
cc  
bcc  
Subject Fw: Airport homes

----- Forwarded by Susan Bonville/COC on 04/23/2007 04:57 PM -----



<j.oneill@cox.net>  
04/23/2007 02:55 PM

To Mayor&Council@chandleraz.gov  
cc  
Subject Airport homes

Mayor Dunn and Council,

You have before you this week a request for a zoning change and therefore approval of 16 custom homes adjacent to the Chandler Municipal Airport. The group is Vina Escondida. I strongly urge you to not approve this request particularly over the denial of the Planning and Zoning Commission, and Airport Commission.

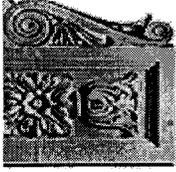
This group is very similar to groups across the country: people who buy or build near an existing airport and then spend the rest of their lives opposing airport improvement as infringing on their safety and well being. I moved to Chandler from Chicago. You could hardly move near O'Hare Airport without knowing it is there. To make that move anyway and then oppose any improvements of O'Hare to serve the needs of the general public--as nearby residents are constantly doing--is totally irrational. That is the only word you can use to describe the Vina Escondida Group: irrational. Should the irrational rule the rational?

The residents in the unincorporated areas want the benefits of the City services without the responsibilities. It is time for them to cooperate with the City of Chandler, since they use the amenities provided to the residents by the City. As City residents we pay taxes and fees to the city They do not. A new airport fire station is slated a few years down the road less than a half mile from their homes. They will have great benefit from this amenity as a result of the airport. They can build and do virtually anything they want and not adhere to City rules and laws. This particular group is the same group who say if the runway is extended at our airport we will take peoples lives.

As a mayor and council you have a lot of responsibility. You take a lot of flak for decisions you have made for the benefit of the City and as representatives of those who elected you. Allowing anymore homes to be built next to the airport is a long-term wrong decision. Non-residential use of these properties will better serve the City of Chandler as we continue to grow.

Respectfully,

Joe O'Neill  
Chandler Resident who supports the airport completion.



Susan Bonville/COC  
04/24/2007 08:37 AM

To CityClerkDivision  
cc  
bcc  
Subject Vina Escondida

----- Forwarded by Susan Bonville/COC on 04/24/2007 08:35 AM -----



<1958GMC@cox.net>  
04/23/2007 05:56 PM

To <service@chandleraz.gov>  
cc  
Subject City\_Council

Date/Time is Monday, April 23, 2007, 5:56:02 PM

Comments = We as residents of Chandler in the area of Chandler Airport urge the council to deny the building of the proposed homes on the Southeast corner of Germann and McQueen. As a pilot I feel that residential homes at this location would constitute a safety hazard as aircraft would be forced to overfly these homes at a low altitude and with reduced power and control.

Please vote NO as both the airport commission and the P & Z board did. Thank You John and Sharon Irvine Chandler, Arizona

Message\_Type = Problem\_Complaint

Topic = City\_Council

Other\_Topic = enter other topic

Location\_of\_Problem = McQueen and Germann

Full\_Name = John T. Irvine

Address = 707 E. Coconino Dr

City = Chandler

State = Az

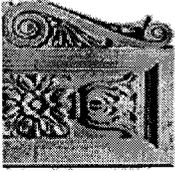
Zip\_Code2 = 85249

Daytime\_Contact\_Phone = 480-966-4030

email = 1958GMC@cox.net

Fax =

Contact\_Method = Email,No response



Susan Bonville/COC  
04/24/2007 11:12 AM

To CityClerkDivision  
cc  
bcc  
Subject Fw: Vina Escondida

----- Forwarded by Susan Bonville/COC on 04/24/2007 11:11 AM -----



"Jeff Farrar"  
<jefff@fscweb.com>  
04/24/2007 10:19 AM

To <boyd.dunn@chandleraz.gov>,  
<lowell.huggins@chandleraz.gov>,  
<bob.caccamo@chandleraz.gov>,  
<trinity.donovan@chandleraz.gov>,  
<matt.orlando@chandleraz.gov>,  
<martin.sepulveda@chandleraz.gov>  
cc "Chandler Air Service" <fly@aerobatics.com>  
Subject Vina Escondida

To Mayor Dunn and Council,  
4/24/2007

On the agenda for this Thursdays council meeting is a zoning change request for the land immediately west of the canal and airport and north of the county island. The development is called Vina Escondida and it is for 14 custom homes on large lots.

This is a well designed project but it is entirely inappropriate for that location for the following reasons.

- o The homes would sit under the downwind leg for the north runway and the helicopter approach, which is lower than the downwind, crosses right over the top of them from the northwest. The noise contour line cited is based only on one condition, jet takeoffs from the south runway. The traffic overhead of these homes will be another cause for complaint.
- o The site is in the commercial overlay for the airport development zone. At some point in the future, the area to the south will be developed commercially as the land values keep rising. The then current owners of these multi million dollar homes would be very vocal about that. Please don't set up a headache like this for a future council to deal with.
- o Housing put this close to the airport and to the businesses immediately across the canal from the site will be the source of endless complaints to the city.

Both the airport board and the Planning and Zoning board have turned down this project for very good reasons. Housing in this location, no matter how well designed, is not a good use and will be the source of continuous complaining in the future and will ultimately be to the airport area's detriment. Please do not approve this zoning change.

Regards,

Jeff Farrar  
1670 W Winchester Way

April 24, 2007

**Mayor Boyd Dunn and Chandler City Council**  
Fax 480-782-2233

Dear Mayor Dunn and City Council

We urge you to deny the zoning and/or subdivision plat for Vina Escondida, a subdivision next to the Chandler Municipal Airport, for the following reasons:

If allowed this will be a source of noise complaints for years to come. - Chandler Airport is deluged of complaints from non-Chandler citizens living south of the proposed Vina Escondida who "purchased their homes not knowing there was an airport next door."

It's unsafe to allow homes this close the flight pattern for both airplanes and helicopters. - The community has spent a lot of money and time to move the helicopter pad to reduce noise and increase safety for residents but the flight path for helicopters is dangerously close to the proposed new homes.

The land values to the south will be harmed by Vina Escondida rather than helped. The county has recommended that the homes to the south eventually become commercial/industrial in order to be more compatible with Chandler Airport. As this transition happens it will draw protests from residents of Vina Escondida who would want to retain more of a critical mass of single family homes.

Chandler's future would be better served if the proposed subdivision land were zoned industrial in order to be compatible with the airport. Vina Escondida will continue to "poison the well" just as the property to the south has done for years.

If approved future Vina Escondida homeowners will deny, as others have, any knowledge of an airport next door. Chandler Airport was created in 1947 and most of the homes south of Vina Escondida and Twin Acres were not built until the late 1960s or early 1970s.

It's too late to change the non-conforming uses created in the past but we can control them in the future.

We will appreciate your efforts to prevent future controversy which could result in attempts to move the airport just as it is starting to be the economic generator it was meant to be.

We will be out of town on the 26th which is when we understand you will be dealing with this issue and will not be able to attend this meeting.

Yours For a Better Chandler

William James (Jim) Cullumber and Adonna Cullumber  
602 N. Tamarisk St.  
Chandler, Arizona 85224

# Add info 47

APR 26 2007

**Melanie Sala-Friedrichs/COC**

04/23/2007 11:17 AM

To CityClerkDivision, Kevin Mayo/COC@ci.chandler.az.us

cc David Bigos/COC@ci.chandler.az.us, Doug  
Ballard/COC@ci.chandler.az.us

bcc

Subject Vina Escondida

----- Forwarded by Melanie Sala-Friedrichs/COC on 04/23/2007 11:16 AM -----



<george@vargaair.com>

04/23/2007 10:23 AM

To <service@chandleraz.gov>

cc

Subject City\_Council

Date/Time is Monday, April 23, 2007, 10:23:46 AM

Comments = I have been a business owner with businesses located adjacent to the Chandler Municipal Airport since 1970. Currently I have ownership in five business located on the west side of Airport Blvd. The Vina Escondida project is located across the canal, approximately 150 feet from my aircraft engine overhaul shop. We test run our newly overhauled engines for about 2 hour each and we overhaul around 15-20 engines per month. We have had several noise complaints from County Island residents located around 600 feet from our business. We have made several correction to redirect and quiet the noise that have been satisfactory to the County Island residence. With Vina Escondida being so close to our facility, I can see complaints from new residence about the noise we might not be able to correct without spending an enormous amount of money. Airports and aircraft type business need to be protected. Homes should not be built in areas where residence are subject to aircraft and helicopter noise. I request that you vote NO! on the Vina Escondida project.

Message\_Type =

Topic = City\_Council

Other\_Topic = Vina Escondida

Location\_of\_Problem = McQueen & Germann

Full\_Name = George Varga

Address = 2350 S. Airport Blvd

City = Chandler

State = Az

Zip\_Code2 = 85249

Daytime\_Contact\_Phone = 480-963-6936

email = george@vargaair.com

Fax = 480-899-0324

Contact\_Method = Phone

**Melanie Sala-Friedrichs/COC**

04/23/2007 10:42 AM

To

cc

bcc

Subject Chandler Municipal Airport-Homes

Dear Mayor Dunn and Council,

Please find attached a letter representing my views and comments concerning the upcoming City Council meeting which has the Vina Escodida home project on the action agenda.

Thank you very much,

John Walkup  
President



Chandler Air Service Mayor Dunn and Council-Vina Escodida.doc

Mayor Boyd Dunn and Council,  
City of Chandler  
Chandler, Arizona

You have before you this week a request for a zoning change and therefore approval of 16 custom homes adjacent to the Chandler Municipal Airport. The group is Vina Escondida. I strongly urge you to not approve this request particularly over the denial of the Planning and Zoning Commission, and Airport Commission.

As I have attempted to make clear this is very detrimental to the planned use of land in and around the Airpark Development Area. The airport has come into its own. It has matured to the extent a lot of the future depends on sound decisions made today. This area of land, the land next to it and another described as "Twin Acres" on the south side of the airport were designated in the Airpark Development Area as the only areas that due to their current location would be most impacted by the continued growth of the airport and community around it. They were "county islands" at the time. Therefore they were given a transitional status reflecting future commercial use. It was planned for it to remain as is and if the property owners were to change status it would be to commercial and not build more homes. Twin acres has gone City many years ago. This parcel was purchased just a year ago and is now in the City. It was formally a "junk yard". All of the other areas surrounding the parcel are zoned for some levels of commercial. The county island to the south has resisted all growth and maintained the same rural status despite being in the middle of one of the most dynamic growth areas in the country. The county residents wish the new homes to go in as a "buffer" between them and commercial development to the north. That is what they and the developer say. There are approximately 14 homes in the area and they are building a couple more. They like the equestrian park also to the north for personal use of their animals. At the P and Z meeting when this project was denied, a county homeowners' representative stated they liked the park because they have exclusive use of it since they are the only people with horses that go there. They also enjoy the use of Tumbleweed Park across the street from them. The developer at one of the "neighborhood meetings" (where none of the business operators and lease tenants at the airport were notified including those adjacent to the land) stated that he felt homes would be better there and the county residents did not need businesses with "jack hammers" next door. No city representative from P&Z was present at that meeting.

The property has other uses. Some of us have driven to it and our comments are simple. It's huge! The Varga and Softcom businesses on the East end occupy the same width of land and has a street for access down the middle of it.

I have a lot of respect for those in the unincorporated areas and their desire to maintain a life style suited to them for the past 3 decades with no change. It is time for them to cooperate with the City of Chandler since they use the amenities provided to the residents by the City. You know the drill, we as City residents pay taxes and fees to the city they do not. A new airport fire station is slated a few years down the road less than a half mile from their homes. I am sure they will have great benefit from this amenity as a result of

the airport. They can build and do virtually anything they want and not adhere to City rules and laws. This particular group is the same group who say if the runway is extended at our airport we will take peoples lives.

The use of this property for Multi million dollar homes (as stated by the developer) may be good for him but will eventually provide further complaints and increased resistance to the development of the area as has been destined for many years. The developer has stated if not approved he will build 1 home per acre as allowed by AG-1 zoning and just raise the price. Sounds like a good neighbor for the airport and all the commercial/industrial projects slated all around them!

The entire development is directly beneath the traffic pattern for the north runway. The noise contours referred to are for aircraft taking off. Noise from aircraft overhead, two businesses directly adjacent to the property and the related traffic for the area will not be compatible for homes. Our friends adjacent to the property have already criticized the Council severely for allowing homes around the airport. Now the developer and they are all on board for building more and asking you to approve them.

I know that as a council you have a lot of responsibility. I know you take a lot of flak for decisions you have made for the benefit of the City and as representatives of those who elected you. Allowing anymore homes to be built next to the airport is a long-term wrong decision. Particularly when its use can be engineered to better serve the area and not be detrimental to the success of the developer.

At one of the council meetings I brought up the subject of drawing the line for homes. If you look at the area plan they are already drawn. Nothing else can go North of Queen Creek road and everything south is already zoned or being built. Same story West of Gilbert Road. Between the airport and the freeway to the North its already zoned and under construction. The last frontier is west of the airport. Everything between the airport and the power lines has a plan and it holds to be very good for the City and all concerned. Putting homes right next to the airport impacts the future use of the county land to the south and effects the best use of that property to the Citizens of Chandler. If it stays county forever, so be it. They will have all the benefits of being surrounded by a great City. If it ever goes commercial what do you think 16 custom multi million dollar homeowners will have to say about that?

Why anybody at this juncture would ask to build homes next to an airport belies all good sense. I again urge you to look at the future of our City, the Airport and the best use of the property. Please deny the zoning request and approval of homes at this parcel.

Thank you,

John Walkup  
Chandler Air Service, Inc.

#47  
APR 26 2007



**Chandler • Arizona**  
*Where Values Make The Difference*

**MEMORANDUM**                      **Planning & Development - CC Memo No. 07-093**

**DATE:**            APRIL 11, 2007

**TO:**                MAYOR AND CITY COUNCIL

**THRU:**            W. MARK PENTZ, CITY MANAGER   
DOUG BALLARD, PLANNING & DEVELOPMENT DIRECTOR   
JEFF KURTZ, ASSISTANT PLANNING & DEVELOPMENT DIRECTOR   
BOB WEWORSKI, PLANNING MANAGER 

**FROM:**            KEVIN MAYO, SENIOR CITY PLANNER 

**SUBJECT:**        DVR06-0010 / PPT06-0016 VINA ESCONDIDA  
Introduction and Tentative Adoption of Ordinance No. 3850

**Request:**            Rezoning from Agricultural District (AG-1) to Planned Area Development (PAD) for a 16-lot custom single-family residential subdivision with Preliminary Development Plan (PDP) and Preliminary Plat (PPT) approval for subdivision layout and development standards

**Location:**            Approximately ¼-mile south of the southeast corner of McQueen and Germann Roads

**Applicant:**            Jeff Wimmer  
CMX, L.L.C.

**Project Info:**        16-lot custom home subdivision on approximately 13-acres, minimum lot size of 20,000 square feet, 1.32 dwelling units per acre

**PLANNING COMMISSION RECOMMENDATION**

Upon finding the request to be inconsistent with the Airpark Area Plan, as well as represent a potential conflict with existing and planned airport uses, Planning Commission recommends denial of the rezoning request.

### **STAFF RECOMMENDATION**

Upon finding the request to be consistent with the General Plan and Airpark Area Plan, Staff recommends approval subject to conditions.

### **BACKGROUND**

The subject site is located approximately ¼ mile south of the southeast corner of McQueen and Germann Roads, just west of the Chandler Airport. McQueen Road abuts the property's west side, with the Chandler Tumbleweed Park located west of McQueen Road. North of the subject site is a new City Equestrian Park connecting McQueen Road and the Paseo Canal along the property's east side. East of the Paseo Canal is the Chandler Municipal Airport. South of the subject site are existing rural residential homes zoned Rural-43 in the County.

The General Plan designates the subject site as Rural (Very Low Density) Residential uses with an average density range of 0 to 2.5 du/ac. The General Plan further designates this property as within the Airpark Area Plan. The Airpark Area Plan, which is bounded by Pecos Road, Arizona Avenue, Gilbert Road, and Ocotillo Road, further defines land uses and densities permitted in this area. The development conforms to the Airpark Area Plan, which designates the site for Rural Residential (RR) density ranges from 0 to 1.5 du/ac with one and two-story single-family detached homes on large lots. The Rural Residential designation is located in areas where low-density single-family residential exists and/or is preferred based upon a desire to retain the rural character of a given location.

The Airpark Area Plan also designates the subject site as within a Transitional Overlay Zone. The Transitional Overlay Zone occurs in areas that have potential for a variety of commercial land uses based upon compatibility with surrounding land uses. This Transitional Overlay Zone allows the transition from residential to commercial land uses as the economics become favorable for the transition to occur. The Transitional Overlay Zone includes specific guidelines when transitioning from rural residential to a compatible commercial land use. The transition guidelines include the following:

- Industrial uses will only be permitted if all the property owners in the contiguous transitional area request rezoning to that zoning district.
- Property owners in any transitional area request a rezoning of a minimum of 40 contiguous acres made up of whole subdivision lots.
- All requests for rezoning are for a specific proposed commercial project with committed funding.
- The development site where the new zoning occurs is adequately buffered so as not to create a hazard or a nuisance to the adjacent rural residential land use.
- Adequate infrastructure either exists or is planned as part of the development design to support the proposed use, and traffic impacts on residential uses are minimal.
- All properties proposed for rezoning are adjacent to and border an arterial roadway, or border a commercial property that is adjacent to or borders an arterial roadway. This guideline is intended to prevent fragmented commercial development.
- Include the use of noise attenuation as provided for in Appendix A of the Airpark Area Plan.

Staff finds the subject site is not appropriate to consider for a transition to a commercial land use based on the existing established rural-residential single-family homes located adjacent to the south, as well as the City of Chandler Equestrian Park located directly north. Additionally, the subject site's approximate 13-acre size and irregular shape impacts its development potential for any type of land use other than residential.

The current proposal consists of a 16-lot custom single-family residential subdivision. All lots are proposed to be over 20,000 square feet in size, at least 118-feet wide and 124-feet deep. Lot coverage will be limited to 45% of the total lot area. Because all the lots are larger than 12,000 square feet, the Residential Development Standards, both for subdivision diversity and architectural diversity, do not apply. The developer, however, has planned approximately 2.43-acres of open space as part of the subdivision. The useable open space includes amenities such as a tot lot play structure, ramada and picnic table in the park area, and a sand volleyball court. The proposed subdivision layout precludes homes from backing onto McQueen Road. The entrance point and the landscaped tracts along McQueen Road have been designed to incorporate design features such as view openings, enhanced wall details, and monument signage. All homes, with the exception of Lots 2 and 3, are oriented facing north towards the City Park. The request includes the installation of a 4-foot tall welded wire mesh view fence along the property's north side providing views onto the City Park. Two pedestrian gates have been included to provide the residents direct access to the City Park and the Paseo Canal.

Vina Escondida is proposed as a gated community. The single gated access point is located along McQueen Road. Due to the site's irregular shape and existing adjacent land uses, secondary emergency access points can not be provided. In response, the applicant has agreed to install sprinkler systems within all homes. The developer has secured a water-line easement from the County property owner at the site's southeast corner to provide a looped water line. Two cul-de-sacs and textured paving are included to provide traffic calming for the residential street.

Building setbacks are a minimum 25-foot front yard, 25-foot rear yard for single-story homes and 35-foot for two-story homes, and a minimum of 10-foot and 10-foot side yards for each lot. All lots shall provide a minimum of a 5-foot differential at the rear yard setback between lots. Patios may encroach a maximum of 10-feet into the rear yard setback. Fireplaces, entertainment centers, and bay windows may encroach a maximum of 2-feet into the side yard setback, not exceeding 5-feet in length. Lot coverage will be limited to 45% of the total lot area.

The development's housing product will be custom homes built by individual builders. Homes must have a minimum of 3,600 square feet of ground floor livable area, with or without a basement, and 3,400 square feet on the grade level with 4,400 square feet total with two-stories above grade. No second-story square footage can exceed 1,200 square-feet. The maximum building height is 30 feet, and no more than two, two-story homes may be built side-by-side within the development. All homes are required to utilize flat, mission, or terra cotta tile roofs. Asphalt shingle or wood product roofs are prohibited. No particular architectural style will be required. Garages are not allowed to face the private street unless it is located a minimum of 50-

feet from the front property line. In the instance a home has a three-car garage, the single-car garage must be offset a minimum of two feet from the adjacent two-car garage door. A Homeowners Association architectural review committee will review home and landscape design and materials.

Additional project details, descriptions, and developer representations are contained within the attached Development Booklet. Included within the enclosed Development Booklet are drawings showing the subdivision layout and common area landscaping.

### **AIRPORT RECOMMENDATION**

The Airport Commission reviewed the zoning request in accordance with the Airport Conflicts Evaluation Process. The Airport Manager has issued a conflicts evaluation report indicating that the Airport Commission found that the proposed Vina Escondida subdivision does constitute a conflict with existing or planned airport uses, as well as existing businesses within the site's vicinity. The Commission does not recommend the approval of any type of residential development at this location, suggesting options for commercial development such as a mini-storage facility. A copy of the Airport Manager's report detailing the Airport Commission's recommendation is attached to this memo.

### **DISCUSSION**

Overall, Staff supports the proposed rezoning. Based upon the site's long narrow size, and small exposure along McQueen Road, Staff feels that a residential land use is appropriate for this location. Other non-residential land uses would be seen as incompatible with the existing rural-residential single-family homes adjacent to the south, as well as the City of Chandler Equestrian Park adjacent on the north. Staff is of the opinion the proposed land use is consistent with General Plan and Airpark Area Plan. The proposed density, 1.32 du./ac, is within the range of 0 to 1.5 du/ac as defined in the Airpark Area Plan. The large lot, detached single-family land use is consistent with the Rural Residential designation and compatible with existing large lot rural residential single-family in the area.

The property is located within the Airport Impact Overlay District, which establishes airport noise overlays. The intent of the noise overlay district is to regulate land uses within designated existing or projected airport noise impact areas by specifying acoustical performance standards. The noise overlay zones are in addition to Zoning Districts. The noise overlay creates characteristics and limitations of the overlying Zoning District; however, in any situation where a conflict arises, the more strict regulation(s) apply.

A portion of the proposed development's east side is within the 55-dnl Noise Contour and Airport Noise Overlay-One (ANO-1) zone, as shown on the current City of Chandler Zoning Map Grid (see Vicinity Map). The ANO-1 zone is the area between the 55-dnl and 60-dnl noise contour lines. The noise contours indicated on the Zoning Map Grid are based upon an anticipated future runway length of 6,800-feet (current length is 4,850-feet); however do not reflect the previous existence of the heliport. The 6,800-foot runway length is no longer achievable based upon recently constructed roadway alignments of Germann and Queen Creek Roads. It is acknowledged that the approved noise contour lines as part of the current Zoning

Map Grid no longer represent the actual or future noise impacts surrounding the Chandler Municipal Airport.

On January 11, 2007, City Council approved Resolution No. 4036 approving the 2007 Airport Master Plan Update for the Chandler Municipal Airport. Included within the update, were two exhibits representing the 2005 and 2025 noise contour lines. The 2005 noise contour exhibit is based upon the existing 4,850-foot runway length and does reflect the noise impacts of the previous heliport location adjacent to the subject site's east side. This exhibit indicated the subject site to be impacted by the 55-dnl and 60-dnl noise contour lines for 2005. The 2025 noise contour exhibit is based upon the maximum anticipated future runway length of 5,700-feet and accurately indicates the current heliport location at the airport's northeast side. This exhibit indicates that the subject site is no longer impacted by the 55-dnl or 60-dnl noise contour lines. While the noise contours indicated on the 2025 noise contour exhibit have not been approved through the pending Part 150 study and formally adopted as Code, Staff makes the reasonable assumption that the subject site is no longer impacted by any noise contour lines. Regardless of noise contour lines, Staff has included a condition requiring the homes to be constructed to achieve a noise level of 45-decibels for a single event from an aircraft. Additionally, Staff has included a zoning condition regarding airport disclosure to prospective homebuyers and noise attenuation construction requirements.

#### **PUBLIC / NEIGHBORHOOD NOTIFICATION**

- This request was noticed according to the provisions of the City of Chandler Zoning Code.
- Neighborhood meetings were held on 06/28/06 and 01/31/07 at the Chandler Community Center. Neighbors adjacent to the site to the south attended the meeting. No neighboring property owners offered any opposition to the proposed subdivision. Various business owners within the Chandler Municipal Airport attended the meeting offering opposition to the proposed residential community. The business owners cited concerns regarding the incompatibility of homes with the adjacent airport uses.

Staff has received no phone calls from residents in opposition of this proposal. Staff has received one letter in support, which is attached to this memo.

#### **PLANNING COMMISSION VOTE REPORT**

Motion to recommend approval:

In favor: 3      Opposed: 4

The motion to recommend approval of the rezoning request failed 3 to 4. Planning Commissioners in support of the rezoning request cited the site's irregular shape, existing adjacent rural-residential and park land uses, and the inappropriateness of other non-residential land uses as reasons for support. Discussion occurred regarding the potential to provide additional buffering for the airport and adjacent uses through a 150-foot landscaped buffer along the property's east side. Planning Commissioners in opposition to the request cited the proposed homes incompatibility with the existing airport and non-airport related uses adjacent to the east as representing potential future conflicts. Additionally, Planning Commissioners opposing the

request stated that an approval would potentially hinder this property's, as well as the existing properties to the south, ability to 'transition' from the rural residential land use, to a commercial land use as described within the Airpark Area Plan's Transitional Overlay Zone.

**PLANNING COMMISSION RECOMMENDED ACTION**

Upon finding the request to be inconsistent with the Airpark Area Plan, as well as represent a potential conflict with existing and planned airport uses, Planning Commission recommends denial of the rezoning request.

**STAFF RECOMMENDED ACTION**

Upon finding consistency with the General Plan and Airpark Area Plan, Staff recommends approval to rezone the property, with Preliminary Development Plan (PDP) approval for the development of a custom single-family subdivision, subject to the following conditions:

1. Right-of-way dedications to achieve full half-widths, including turn lanes and deceleration lanes, per the standards of the Chandler Transportation Plan.
2. Future median openings shall be located and designed in compliance with City adopted design standards (Technical Design Manual #4).
3. Completion of the construction, where applicable, of all required off-site street improvements including but not limited to paving, landscaping, curb, gutter and sidewalks, median improvements and street lighting to achieve conformance with City codes, standard details, and design manuals. The developer shall be required to install landscaping in the arterial street median adjoining this project to meet current City standards. In the event that the landscaping already exists within such median(s), the developer shall be required to upgrade such landscaping to meet current City standards.
4. Construction shall commence above foundation walls within three (3) years of the effective date of the ordinance granting this rezoning or the City shall schedule a public hearing to take administrative action to extend, remove or determine compliance with the schedule for development, or take legislative action to cause the property to revert to its former zoning classification.
5. Development shall be in substantial conformance with Exhibit A, Development Booklet, entitled "Vina Escondida" kept on file in the City of Chandler Current Planning Division, in file no. DVR06-0010, except as modified by condition herein.
6. The covenants, conditions and restrictions (CC & R's) to be filed and recorded with the subdivision shall mandate the installation of front yard landscaping within 180 days from the date of occupancy with the homeowners' association responsible for monitoring and enforcement of this requirement.
7. The landscaping in all open spaces and rights-of-way as well as all perimeter fences and view walls, shall be maintained by the adjacent property owner or homeowners' association.

8. Approval by the Director of Planning and Development of plans for landscaping (open spaces and rights-of-way) and perimeter walls, and by the Public Works Director for arterial street median landscaping.
9. The source of water that shall be used on the open space, common areas, and landscape tracts shall be reclaimed water (effluent). If reclaimed water is not available at the time of construction, and the total landscapable area is 10 acres in size or greater, these areas will be irrigated and supplied with water, other than surface water from any irrigation district, by the owner of the development through sources consistent with the laws of the State of Arizona and the rules and regulations of the Arizona Department of Water Resources. If the total landscapable area is less than 10 acres in size, the open space common areas, and landscape tracts may be irrigated and supplied with water by or through the use of potable water provided by the City of Chandler or any other source that will not otherwise interfere with, impede, diminish, reduce, limit or otherwise adversely affect the City of Chandler's municipal water service area nor shall such provision of water cause a credit or charge to be made against the City of Chandler's gallons per capita per day (GPCD) allotment or allocation. However, when the City of Chandler has effluent of sufficient quantity and quality, which meets the requirements of the Arizona Department of Environmental Quality for the purposes, intended available to the property to support. In the event the owner sells or otherwise transfers the development to another person or entity; the owner will also sell or transfer to the buyer of the development, at the buyer's option, the water rights and permits then applicable to the development. The limitation that the water for the development is to be owner-provided and the restriction provided for in the preceding sentence shall be stated on the final plat governing the development, so as to provide notice to any future owners. The Public Report, Purchase Contracts, and Final Plats shall include a disclosure statement outlining that the development shall use treated effluent to maintain open space, common areas, and landscape tracts.

In the event the owner sells or otherwise transfers the development to another person or entity, the owner will also sell or transfer to the buyer of the development, at the buyer's option, the water rights and permits then applicable to the development. The limitation that the water for the development is to be owner-provided and the restriction provided for in the preceding sentence shall be stated on the final plat governing the development, so as to provide notice to any future owners. The Public Report, Purchase Contracts, and Final Plats shall include a disclosure statement outlining that the Vina Escondida (DVR06-0010) development shall use treated effluent to maintain open space, common areas, and landscape tracts.

10. Prior to the time of making any lot reservations or subsequent sales agreements, the home builder/lot developer shall provide a written disclosure statement, for the signature of each buyer, acknowledging that the subdivision is located adjacent to existing ranchette and animal privilege properties that may cause adverse noise, odors and other externalities. The "Public Subdivision Report", "Purchase Contracts", CC&R's, and the individual lot property deeds shall include a disclosure statement outlining that the site is adjacent to agricultural

properties that have horse and animal privileges and shall state that such uses are legal and should be expected to continue indefinitely. This responsibility for notice rests with the home builder/lot developer, and shall not be construed as an absolute guarantee by the City of Chandler for receiving such notice.

11. Homebuilder will advise all prospective homebuyers of the information on future City facilities contained in the City Facilities map found at [www.chandleraz.gov/infomap](http://www.chandleraz.gov/infomap), or available from the City's Communication and Public Affairs Department. The homebuilder shall post a copy of the City Facilities map in the sales office showing the location of future and existing City facilities.
12. Prior to the time of making any lot reservations or subsequent sales agreements, the home builder/lot developer shall provide a written disclosure statement, for the signature of each buyer, acknowledging that the subdivision is located adjacent to or nearby a future heliport at the Chandler Municipal Airport that may cause adverse noise, odors, and other externalities. The "Public Subdivision Report", "Purchase Contracts", CC&R's, and the individual lot property deeds shall include a disclosure statement outlining that the site is adjacent to or nearby a heliport, and the disclosure shall state that such uses are legal and should be expected to continue indefinitely. The disclosure shall be presented to prospective homebuyers on a separate, single form for them to read and sign prior to or simultaneously with executing a purchase agreement. This responsibility for notice rests with the homebuilder/lot developer and shall not be construed as an absolute guarantee by the City of Chandler for receiving such notice.
13. The following stipulations shall be the responsibilities of the subdivider/homebuilder/developer and shall not be construed as a guarantee of disclosure by the City of Chandler:
  - a) Prior to any lot reservation or purchase agreement, any and all prospective homebuyers shall be given a separate disclosure statement, for their signature, fully acknowledging that this subdivision lies within the Chandler Municipal Airport Impact Overlay District, as specified in the Chandler Zoning Code. The disclosure statement shall acknowledge the proximity of this subdivision to the Chandler Airport and that an avigational easement exists and/or is required on the property, and further, shall acknowledge that the property is subject to aircraft noise and overflight activity. This document signed by the homebuyer shall be recorded with Maricopa County Records Office upon sale of the property.
  - b) The subdivider/homebuilder/developer shall also display, in a conspicuous place within the sales office, a map illustrating the location of the subdivision within the Airport Impact Overlay District, as well as the noise contours and overflight patterns, as identified and depicted in the document entitled *Chandler Municipal Airport, F. A. R. Part 150, Noise Compatibility Study, Noise Compatibility Program, Exhibit 6A (Potential Airport Influence Area)*, as adopted by the Chandler City Council (Resolution No. 2950, 11-5-98). Such map shall be a minimum size of 24" x 36".

- c) The above referenced information shall also be included within the Subdivision Public Report to be filed with the State of Arizona Department of Real Estate, as required by Arizona Revised Statute 28-8486 and Arizona Revised Statute 28-8464.
- d) Compliance with this condition shall be demonstrated by the subdivider/homebuilder/developer by submittal of a signed affidavit and photograph that acknowledges this disclosure and map display prior to beginning any sales activity. Failure to comply with this condition will result in revocation of the Administrative Use Permit for the temporary sales office. All requirements as set forth in this condition are the obligation of the subdivider/homebuilder/developer and shall not be construed as a guarantee of disclosure by the City of Chandler.
- e) The subdivider/homebuilder/developer shall provide the City with an avigational easement over the subject property in accordance with Section 3004 of the City of Chandler Zoning Code.
- f) All homes and buildings shall be designed and built with noise attenuation construction to achieve an interior noise level of 45 decibels for a single event from an aircraft. A registered engineer shall certify that the project is in conformance with this condition.
- g) The Final Plat shall contain the following statement on the cover sheet in a prominent location and in large text:

“This property is located within or adjacent to the Chandler Municipal Airport Impact Overlay District and is subject to aircraft noise and overflight activity, and is encumbered by an avigational easement to the City of Chandler.”

14. No more than two, two-story homes may be built side-by-side throughout the development.

15. A minimum of two trees shall be planted in all front yards.

16. A 10-foot strip of land along the Consolidated Canal shall be dedicated to the City for the Paseo.

17. The landscaping shall be maintained at a level consistent with or better than at the time of planting. The site shall be maintained in a clean and orderly manner.

Staff recommends approval of the Preliminary Plat subject to:

- 1. Approval by the City Engineer and Director of Planning and Development with regard to the details of all submittals required by code or condition.

**PLANNING COMMISSION PROPOSED MOTION**

Move to deny rezoning request DVR06-0010/PPT06-0016 VINA ESCONDIDA, as recommended by Planning Commission.

**STAFF PROPOSED MOTIONS**

Move to introduce and tentatively adopt Ordinance No. 3850 approving DVR06-0010 VINA ESCONDIDA rezoning, as recommended Staff.

Move to approve the Preliminary Plat PPT06-0016 VINA ESCONDIDA, as per Staff recommendation.

**Attachments**

1. Vicinity Map
2. Ordinance No. 3850
3. 2005 DNL Noise Contour Map
4. 2025 DNL Noise Contour Map
5. Airpark Area Plan Land Use Plan
6. Preliminary Plat
7. Site/Landscape Plan
8. Detail Exhibits
9. Letter of support
10. Airport Commission Conflicts Evaluation Memo
11. Exhibit A, Development Booklet

**ORDINANCE NO. 3850**

AN ORDINANCE OF THE CITY OF CHANDLER, ARIZONA, AMENDING THE ZONING CODE AND MAP ATTACHED THERETO, BY REZONING A PARCEL FROM AGRICULTURAL DISTRICT (AG-1) TO PLANNED AREA DEVELOPMENT (PAD) (DVR06-0010 VINA ESCONDIDA) LOCATED WITHIN THE CORPORATE LIMITS OF THE CITY OF CHANDLER, ARIZONA.

WHEREAS, application for rezoning involving certain property within the corporate limits of Chandler, Arizona, has been filed in accordance with Article XXVI of the Chandler Zoning Code; and

WHEREAS, the application has been published in a local newspaper with general circulation in the City of Chandler, giving fifteen (15) days notice of time, place and date of public hearing; and

WHEREAS, a notice of such hearing was posted on the property at least seven (7) days prior to said public hearing; and

WHEREAS, a public hearing was held by the Planning and Zoning Commission as required by the Zoning Code

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Chandler, Arizona, as follows:

**SECTION I. Legal Description of Property:**

That portion of the Northwest Quarter of Section 11, Township 2 South, Range 5 East of the Gila and Salt River Meridian, Maricopa County, Arizona, described as follows:

Commencing at a PK Masonry Nail found at the intersecting lines of 4 Straddle Nails and accepted as the monument for the Northwest corner of Section 11, Township 2 South, Range 5 East, from which the calculated west quarter corner of said Section bears south 00 Degrees 18 Minutes 58 Seconds East a distance of 2646.50 feet;

Thence along the westerly line of the Northwest Quarter of said Section 11 South 00 Degrees 18 Minutes 58 Seconds East a distance of 1571.12 feet to the point of beginning;

Thence leaving said westerly line North 89 Degrees 41 Minutes 02 Seconds East a distance of 65.00 feet;

Thence North 89 Degrees 10 Minutes 47 Seconds East a distance of 1979.18 feet;

Thence South 12 Degrees 41 Minutes 09 Seconds West a distance of 173.12 feet;

Thence South 13 Degrees 46 Minutes 58 Seconds West a distance of 75.58 feet;

Thence South 89 Degrees 10 Minutes 47 Seconds West a distance of 1767.82 feet;

Thence South 00 Degree 18 Minutes 58 Seconds East a distance of 400.91 feet;

Thence South 89 Degrees 00 Minutes 57 seconds West a distance of 154.01 feet;

Thence South 89 Degrees 41 Minutes 02 Seconds West a distance of 65.00 feet to the aforementioned westerly line of the Northwest Quarter of Section 11;

Thence North 00 Degrees 18 Minutes 58 Seconds West along said westerly line a distance of 642.83 feet to the point of beginning. Said Parcel contains a computed area of 574,672 square-feet (13.1927-acres) more or less.

Said parcel is hereby rezoned from Agricultural District (AG-1) to Planned Area Development (PAD), subject to the following conditions:

1. Right-of-way dedications to achieve full half-widths, including turn lanes and deceleration lanes, per the standards of the Chandler Transportation Plan.
2. Future median openings shall be located and designed in compliance with City adopted design standards (Technical Design Manual #4).

3. Completion of the construction, where applicable, of all required off-site street improvements including but not limited to paving, landscaping, curb, gutter and sidewalks, median improvements and street lighting to achieve conformance with City codes, standard details, and design manuals. The developer shall be required to install landscaping in the arterial street median adjoining this project to meet current City standards. In the event that the landscaping already exists within such median(s), the developer shall be required to upgrade such landscaping to meet current City standards.
4. Construction shall commence above foundation walls within three (3) years of the effective date of the ordinance granting this rezoning or the City shall schedule a public hearing to take administrative action to extend, remove or determine compliance with the schedule for development, or take legislative action to cause the property to revert to its former zoning classification.
5. Development shall be in substantial conformance with Exhibit A, Development Booklet, entitled "Vina Escondida" kept on file in the City of Chandler Current Planning Division, in file no. DVR06-0010, except as modified by condition herein.
6. The covenants, conditions and restrictions (CC & R's) to be filed and recorded with the subdivision shall mandate the installation of front yard landscaping within 180 days from the date of occupancy with the homeowners' association responsible for monitoring and enforcement of this requirement.
7. The landscaping in all open spaces and rights-of-way as well as all perimeter fences and view walls, shall be maintained by the adjacent property owner or homeowners' association.
8. Approval by the Director of Planning and Development of plans for landscaping (open spaces and rights-of-way) and perimeter walls, and by the Public Works Director for arterial street median landscaping.
9. The source of water that shall be used on the open space, common areas, and landscape tracts shall be reclaimed water (effluent). If reclaimed water is not available at the time of construction, and the total landscapable area is 10 acres in size or greater, these areas will be irrigated and supplied with water, other than surface water from any irrigation district, by the owner of the development through sources consistent with the laws of the State of Arizona and the rules and regulations of the Arizona Department of Water Resources. If the total landscapable area is less than 10 acres in size, the open space common areas, and landscape tracts may be irrigated and supplied with water by or through the use of potable water provided by the City of Chandler or any other source that

will not otherwise interfere with, impede, diminish, reduce, limit or otherwise adversely affect the City of Chandler's municipal water service area nor shall such provision of water cause a credit or charge to be made against the City of Chandler's gallons per capita per day (GPCD) allotment or allocation. However, when the City of Chandler has effluent of sufficient quantity and quality, which meets the requirements of the Arizona Department of Environmental Quality for the purposes, intended available to the property to support. In the event the owner sells or otherwise transfers the development to another person or entity; the owner will also sell or transfer to the buyer of the development, at the buyer's option, the water rights and permits then applicable to the development. The limitation that the water for the development is to be owner-provided and the restriction provided for in the preceding sentence shall be stated on the final plat governing the development, so as to provide notice to any future owners. The Public Report, Purchase Contracts, and Final Plats shall include a disclosure statement outlining that the development shall use treated effluent to maintain open space, common areas, and landscape tracts.

In the event the owner sells or otherwise transfers the development to another person or entity, the owner will also sell or transfer to the buyer of the development, at the buyer's option, the water rights and permits then applicable to the development. The limitation that the water for the development is to be owner-provided and the restriction provided for in the preceding sentence shall be stated on the final plat governing the development, so as to provide notice to any future owners. The Public Report, Purchase Contracts, and Final Plats shall include a disclosure statement outlining that the Vina Escondida (DVR06-0010) development shall use treated effluent to maintain open space, common areas, and landscape tracts.

10. Prior to the time of making any lot reservations or subsequent sales agreements, the home builder/lot developer shall provide a written disclosure statement, for the signature of each buyer, acknowledging that the subdivision is located adjacent to existing ranchette and animal privilege properties that may cause adverse noise, odors and other externalities. The "Public Subdivision Report", "Purchase Contracts", CC&R's, and the individual lot property deeds shall include a disclosure statement outlining that the site is adjacent to agricultural properties that have horse and animal privileges and shall state that such uses are legal and should be expected to continue indefinitely. This responsibility for notice rests with the home builder/lot developer, and shall not be construed as an absolute guarantee by the City of Chandler for receiving such notice.
11. Homebuilder will advise all prospective homebuyers of the information on future City facilities contained in the City Facilities map found at [www.chandleraz.gov/infomap](http://www.chandleraz.gov/infomap), or available from the City's Communication and Public Affairs Department. The

homebuilder shall post a copy of the City Facilities map in the sales office showing the location of future and existing City facilities.

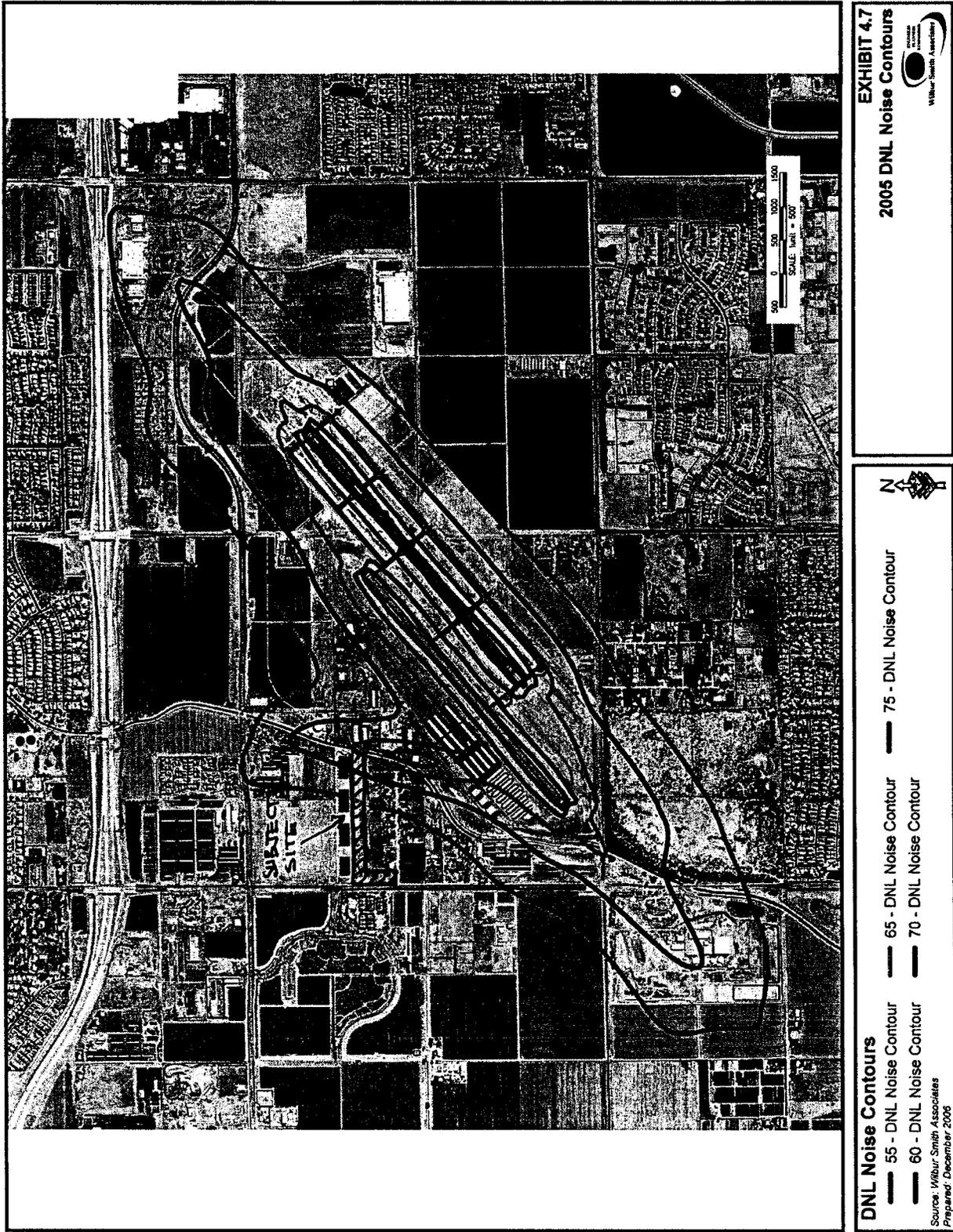
12. Prior to the time of making any lot reservations or subsequent sales agreements, the home builder/lot developer shall provide a written disclosure statement, for the signature of each buyer, acknowledging that the subdivision is located adjacent to or nearby a future heliport at the Chandler Municipal Airport that may cause adverse noise, odors, and other externalities. The “Public Subdivision Report”, “Purchase Contracts”, CC&R’s, and the individual lot property deeds shall include a disclosure statement outlining that the site is adjacent to or nearby a heliport, and the disclosure shall state that such uses are legal and should be expected to continue indefinitely. The disclosure shall be presented to prospective homebuyers on a separate, single form for them to read and sign prior to or simultaneously with executing a purchase agreement. This responsibility for notice rests with the homebuilder/lot developer and shall not be construed as an absolute guarantee by the City of Chandler for receiving such notice.
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  - b) The subdivider/homebuilder/developer shall also display, in a conspicuous place within the sales office, a map illustrating the location of the subdivision within the Airport Impact Overlay District, as well as the noise contours and overflight patterns, as identified and depicted in the document entitled *Chandler Municipal Airport, F. A. R. Part 150, Noise Compatibility Study, Noise Compatibility Program, Exhibit 6A (Potential Airport Influence Area)*, as adopted by the Chandler City Council (Resolution No. 2950, 11-5-98). Such map shall be a minimum size of 24” x 36”.

- c) The above referenced information shall also be included within the Subdivision Public Report to be filed with the State of Arizona Department of Real Estate, as required by Arizona Revised Statute 28-8486 and Arizona Revised Statute 28-8464.
  - d) Compliance with this condition shall be demonstrated by the subdivider/homebuilder/developer by submittal of a signed affidavit and photograph that acknowledges this disclosure and map display prior to beginning any sales activity. Failure to comply with this condition will result in revocation of the Administrative Use Permit for the temporary sales office. All requirements as set forth in this condition are the obligation of the subdivider/homebuilder/developer and shall not be construed as a guarantee of disclosure by the City of Chandler.
  - e) The subdivider/homebuilder/developer shall provide the City with an avigational easement over the subject property in accordance with Section 3004 of the City of Chandler Zoning Code.
  - f) All homes and buildings shall be designed and built with noise attenuation construction to achieve an interior noise level of 45 decibels for a single event from an aircraft. A registered engineer shall certify that the project is in conformance with this condition.
  - g) The Final Plat shall contain the following statement on the cover sheet in a prominent location and in large text:

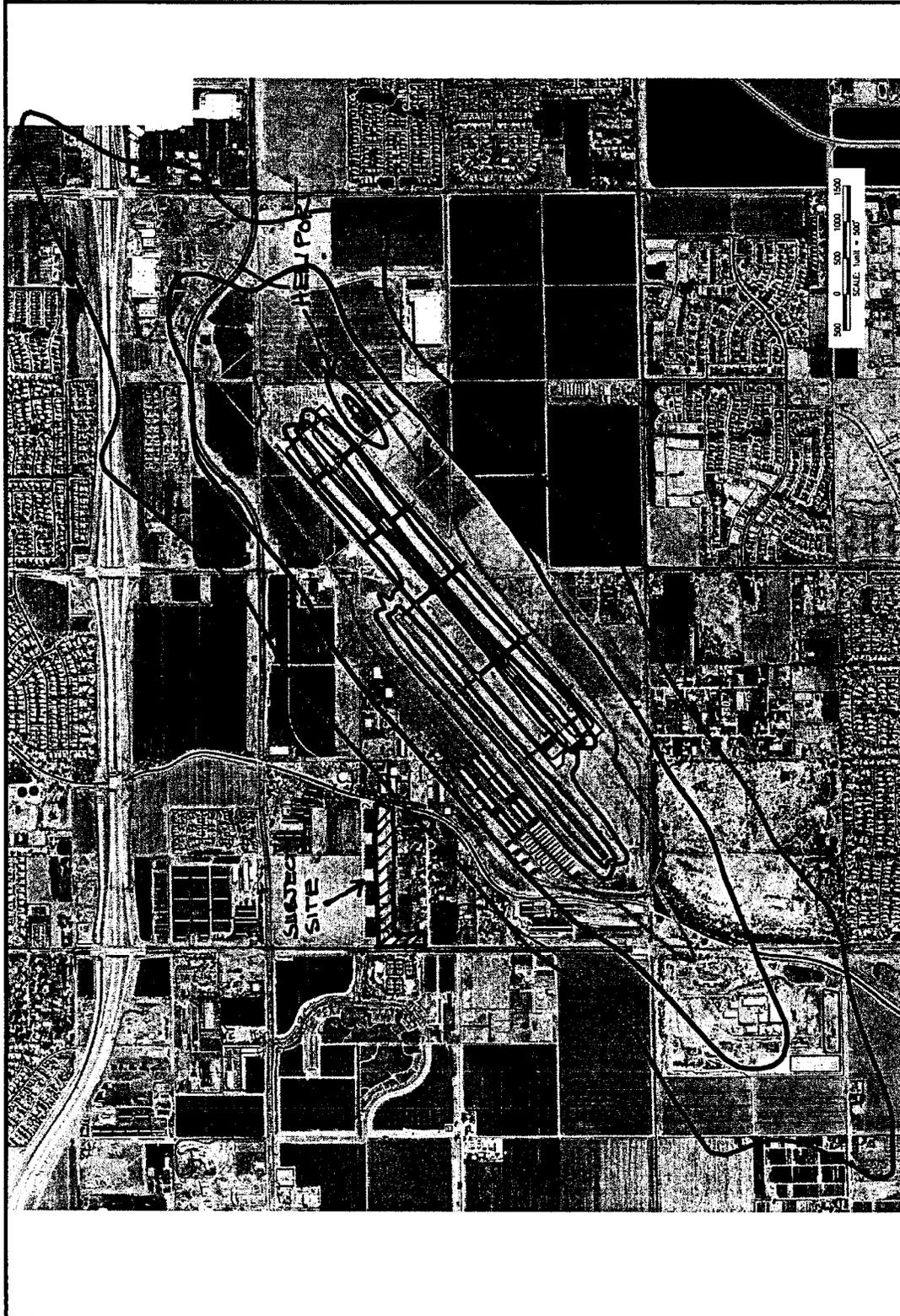
“This property is located within or adjacent to the Chandler Municipal Airport Impact Overlay District and is subject to aircraft noise and overflight activity, and is encumbered by an avigational easement to the City of Chandler.”
14. No more than two, two-story homes may be built side-by-side throughout the development.
15. A minimum of two trees shall be planted in all front yards.
16. A 10-foot strip of land along the Consolidated Canal shall be dedicated to the City for the Paseo.
17. The landscaping shall be maintained at a level consistent with or better than at the time of planting. The site shall be maintained in a clean and orderly manner.



# Chandler Municipal Airport/2007 Airport Master Plan Update



# Chandler Municipal Airport/2007 Airport Master Plan Update



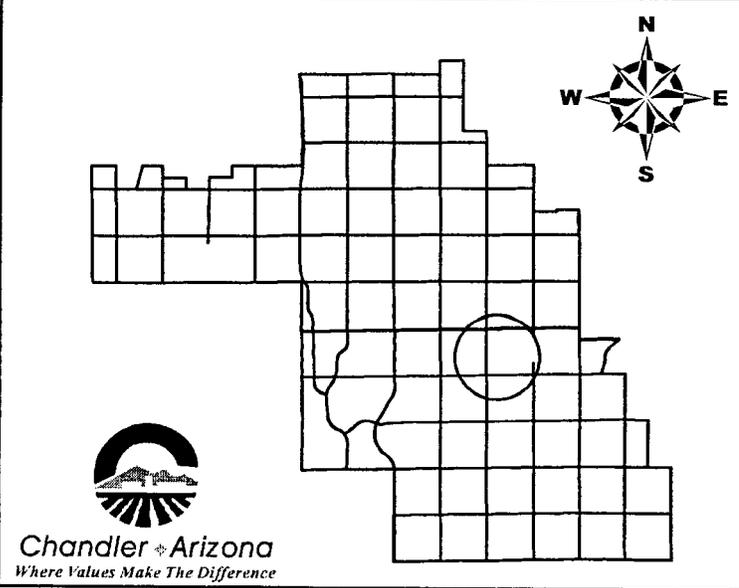
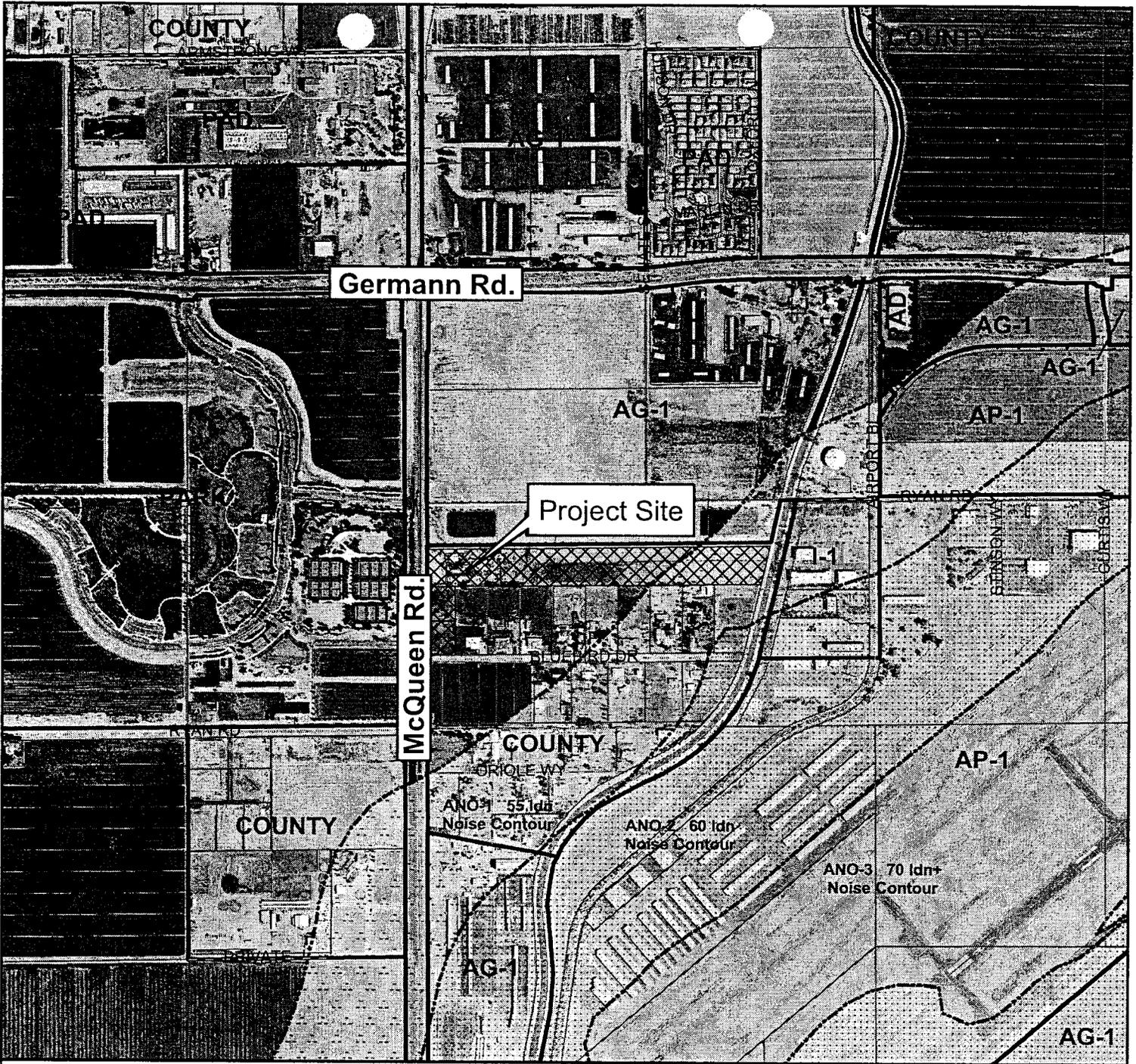
**EXHIBIT 4.8**  
**2025 DNL Noise Contours**

**DNL Noise Contours**

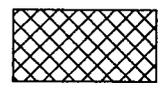
- 55 - DNL Noise Contour
- 60 - DNL Noise Contour
- 65 - DNL Noise Contour
- 70 - DNL Noise Contour
- 75 - DNL Noise Contour

Source: Wilbur Smith Associates  
 Prepared: December 2006

Wilbur Smith Associates



## Vicinity Map



DVR06-0010

Vina Escondida

This map is only one portion of the complete and final Chandler Airport Area Plan produced by BRW and adopted by the Chandler City Council on November 5, 1998. This map is not an official map of the City of Chandler. The complete Chandler Airport Area Plan and should not be viewed as such. The complete Chandler Airport Area Plan document contains detailed information and a description of each land use category as well as maps and information regarding Chandler's Airport.

## CHANDLER AIRPORT Area Plan

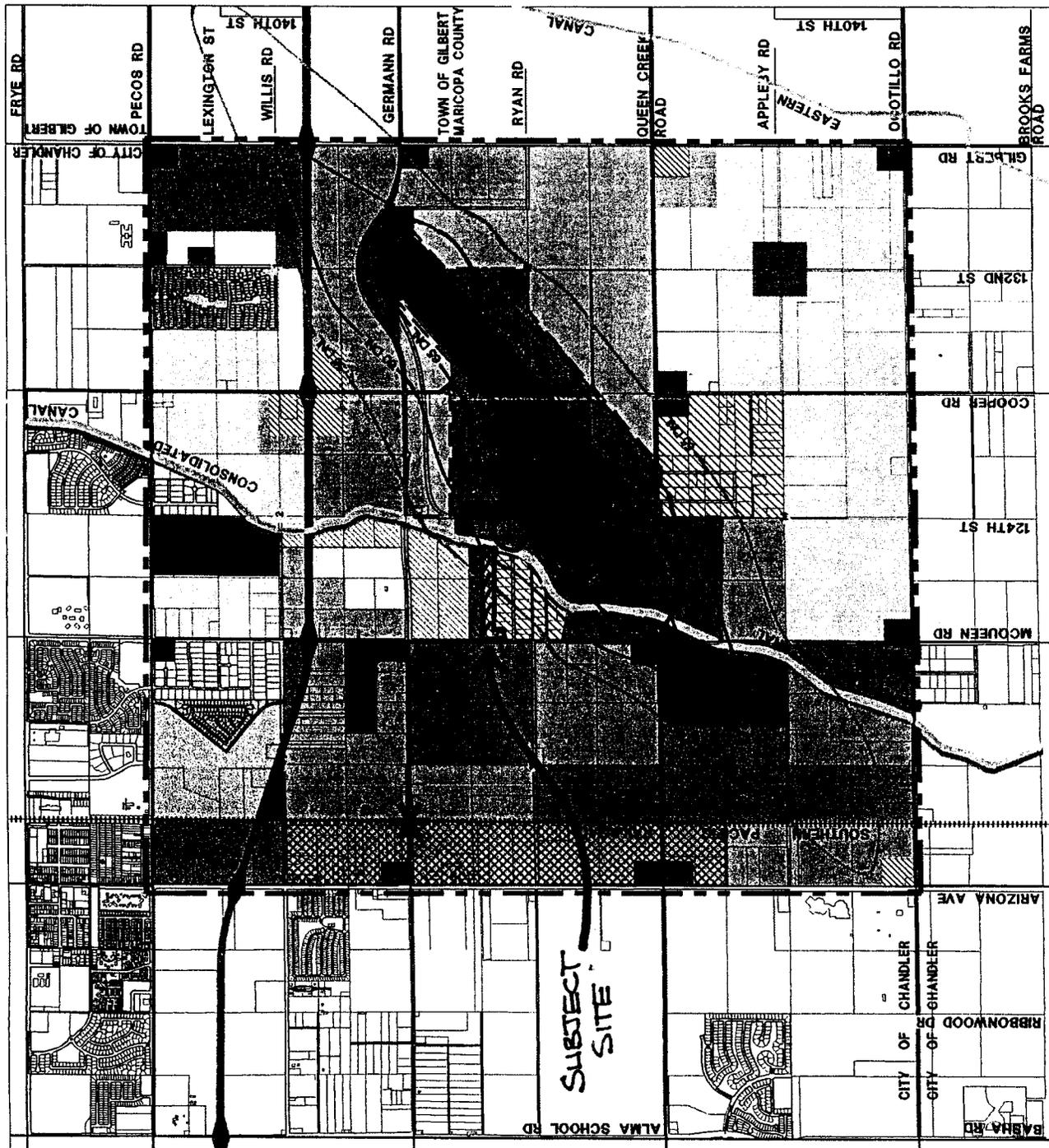
### FINAL LAND USE PLAN

	95 (0-15 D.U.I. PER ACRE)
	100 (16-35 D.U.I. PER ACRE)
	120 (36-65 D.U.I. PER ACRE)
	140 (66-85 D.U.I. PER ACRE)
	200 (86-115 D.U.I. PER ACRE)
	300 (116-145 D.U.I. PER ACRE)
	NEIGHBORHOOD COMMERCIAL
	COMMUNITY COMMERCIAL
	REGIONAL COMMERCIAL
	SPECIAL USE COMMERCIAL
	COMMERCIAL/OFFICE/BUSINESS PARK
	LIGHT INDUSTRIAL
	INDUSTRIAL
	COMMUNITY/OFFICE/BUSINESS PARK
	COMMUNITY ACCESS
	AEROSPACE INDUSTRY (FBO)
	PUBLIC / SEMI-PUBLIC FACILITIES
	PARKS AND OPEN SPACE
	TRANSITIONAL OVERLAY ZONE (TO ANY COMMERCIAL USE)
	LIGHT RAIL CORRIDOR OVERLAY PLANNING AREA POTENTIAL
	FUTURE TRANSIT CENTER
	POTENTIAL FUTURE TRANSIT RAILYARD
	LOOP 202 BANTAN FREEWAY
	TENTATIVE ALIGNMENT
	55 DNL
	60 DNL
	65 DNL
	NOISE CONTOUR 65 OR GREATER
	AIRPORT BOUNDARY
	STUDY AREA BOUNDARY AND AIRPORT OVERLAY DISTRICT

**NOTE:** DNL IS THE AVERAGE DAY-NIGHT NOISE LEVEL MEASURED IN DECIBELS. NOISE EXPOSURE IS FOR 2000 HOURS.

SOURCE: BRW 8/98

GRAPHIC SCALE  
0 1000 2000 3000  
Feet (1:10,000)  
0 1000 2000 3000  
Feet (1:25,000)







SCALE  
0 20 0 40 80  
FEET

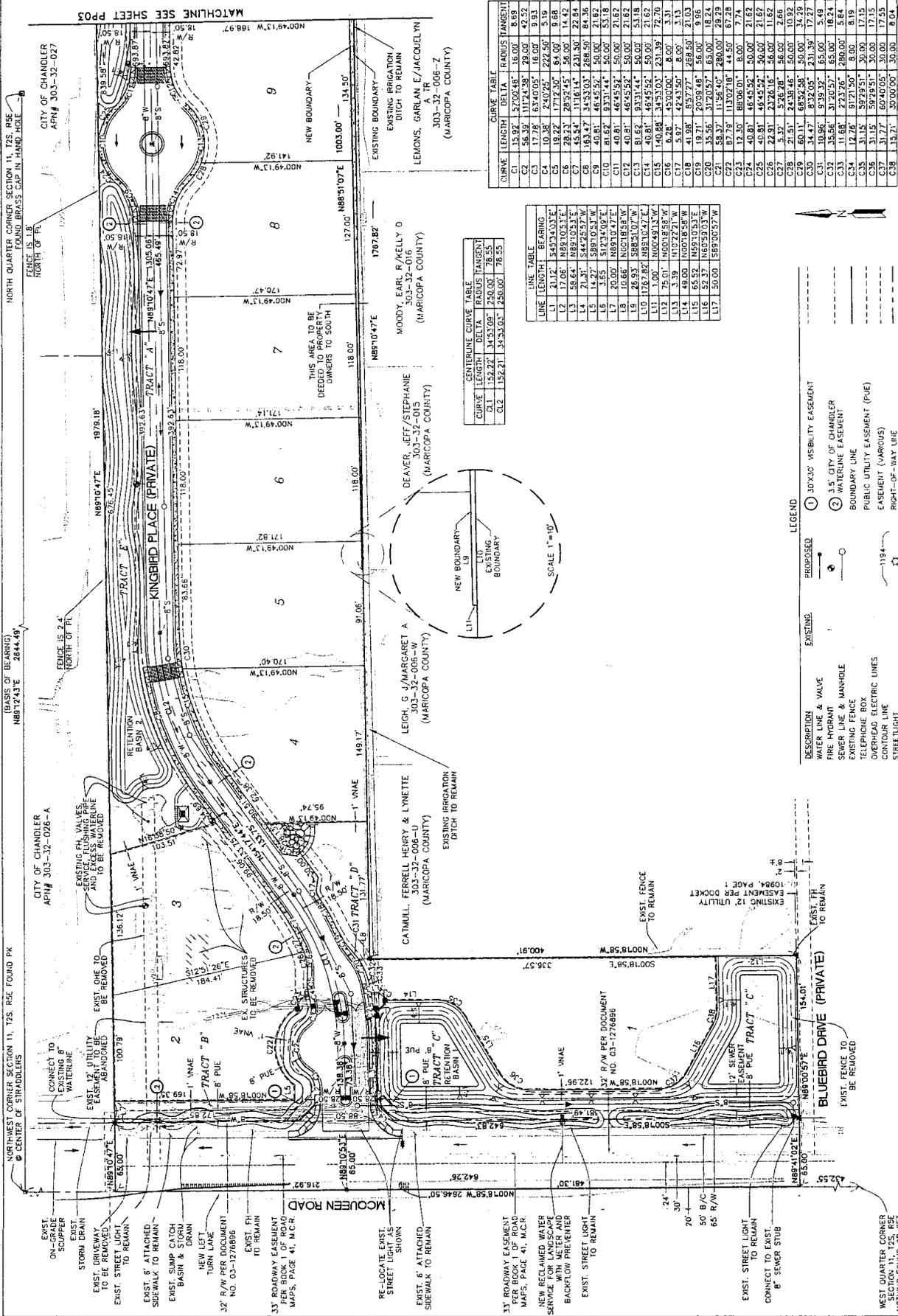
LEGEND  
 PROPOSED  
 EXISTING  
 WATER LINE & VALVE  
 FIRE HYDRANT  
 SCOURPIPER  
 TELEPHONE MANHOLE  
 TELEPHONE BOX  
 OVERHEAD ELECTRIC LINES  
 CONTOUR LINE  
 STREET LIGHT  
 8" WATER LINE  
 8" WATER LINE  
 DRAINAGE FLOW DIRECTION  
 30'x30' VISIBILITY EASEMENT  
 3.5' CITY OF CHANDLER  
 UTILITY EASEMENT  
 BOUNDARY LINE  
 PUBLIC UTILITY EASEMENT (PUE)  
 EASEMENT (VARIOUS)  
 RIGHT-OF-WAY LINE  
 VEHICULAR NON-ACCESS EASEMENT (VNAE)  
 CENTERLINE  
 DRAINAGE AREA BOUNDARY

CURVE	LENGTH	DELTA	RADIUS	TANGENT
C1	15.92	37.0048	16.00	8.95
C2	35.22	72.0096	16.00	19.92
C3	35.22	72.0096	16.00	19.92
C4	10.38	24.0295	22.50	5.19
C5	19.22	47.1220	64.00	9.68
C6	28.21	69.5245	56.00	14.42
C7	45.54	111.614	231.50	22.84
C8	163.47	345.303	288.50	64.36
C9	40.81	96.5254	50.00	15.12
C10	40.81	96.5254	50.00	15.12
C11	40.81	96.5254	50.00	15.12
C12	40.81	96.5254	50.00	15.12
C13	81.62	193.0508	50.00	30.24
C14	40.81	96.5254	50.00	15.12
C15	146.88	345.303	231.50	27.70
C16	6.28	14.5000	8.00	3.31
C17	8.97	20.2500	8.00	4.74
C18	8.97	20.2500	8.00	4.74
C19	19.71	45.0948	56.00	9.86
C20	35.55	81.2055	65.00	18.24
C21	58.37	136.4640	280.00	29.29
C22	87.79	213.0216	44.50	67.28
C23	17.30	40.9061	8.00	7.74
C24	40.81	96.5254	50.00	15.12
C25	10.81	25.6254	50.00	4.74
C26	10.81	25.6254	50.00	4.74
C27	5.37	12.8128	50.00	2.68
C28	2.51	6.243846	50.00	1.09
C29	60.11	143.5258	50.00	34.29
C30	34.47	83.0251	231.50	17.27
C31	10.96	25.3937	65.00	5.49
C32	10.96	25.3937	65.00	5.49
C33	12.92	30.7120	80.00	6.19
C34	12.92	30.7120	80.00	6.19
C35	31.15	75.22951	30.00	17.15
C36	31.15	75.22951	30.00	17.15
C37	31.77	76.04005	30.00	17.53
C38	13.71	32.0000	30.00	8.04

LINE	LENGTH	BEARING
L1	21.12	S45°30.3'E
L2	17.05	N89°10.3'E
L3	58.64	N89°10.3'E
L4	14.27	N89°10.3'E
L5	14.27	S89°10.3'W
L6	3.65	S72°34.0'W
L7	20.00	N89°10.47'E
L8	10.65	N00°18.58'W
L9	26.93	S88°51.07'W
L10	178.82	N89°10.47'E
L11	30.00	N00°49.13'W
L12	35.00	N00°49.13'W
L13	3.39	N12°22.1'W
L14	49.00	N00°49.58'W
L15	65.52	N58°10.53'E
L16	52.37	N65°53.13'W
L17	50.00	S89°00.57'W

CURVE	LENGTH	DELTA	RADIUS	TANGENT
C1	154.22	343.308	250.00	78.45
C2	132.21	295.930	250.00	78.45

CURVE	LENGTH	DELTA	RADIUS	TANGENT
C1	154.22	343.308	250.00	78.45
C2	132.21	295.930	250.00	78.45



FAST VALLEY OFFICE  
 3100 WEST RAY RD. STE. 201  
 CHANDLER, AZ 85226  
 PHONE: (480) 648-1900  
 FAX: (480) 648-1918  
 WWW.FASTVALLEY.COM

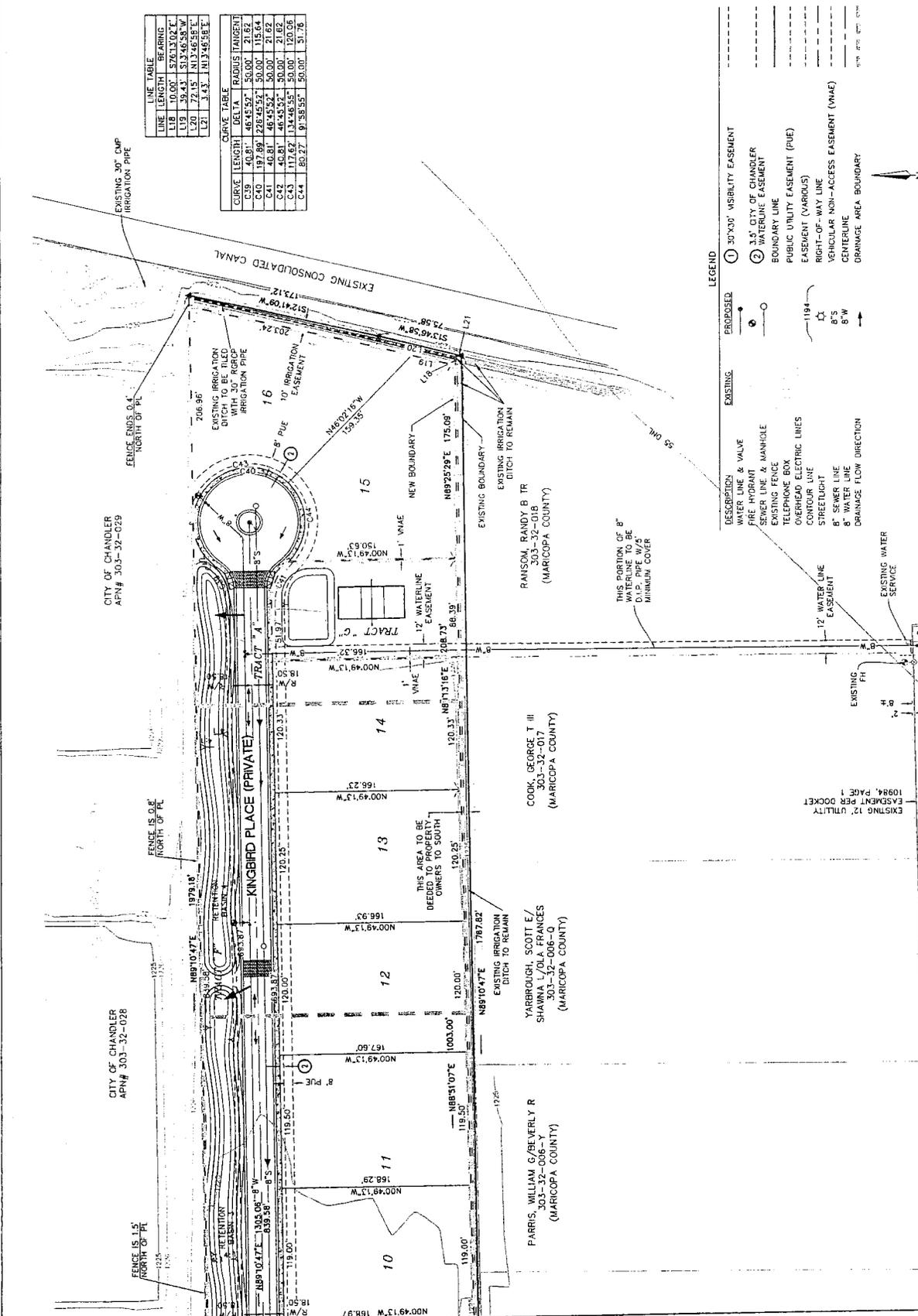
VINA ESCONDIRA  
 MCGOUEEN ROAD, SOUTH OF GERMAN ROAD  
 CHANDLER, ARIZONA  
 PRELIMINARY PLAN

ENGINEERS - PLANNERS - LANDSCAPE ARCHITECTS - SURVEYORS - CONSTRUCTION MANAGERS



LEGEND

DESCRIPTION	EXISTING	PROPOSED
WATER LINE & VALVE		
FIRE HYDRANT		
SEWER LINE & MANHOLE		
EXISTING FENCE		
TELEPHONE BOX		
OVERHEAD ELECTRIC LINES		
CONDUIT LINE		
STREETLIGHT		
8" SEWER LINE		
12" WATER LINE		
8" WATER LINE		
VEHICULAR NON-ACCESS EASEMENT (VAE)		
30'x30' MSIBILITY EASEMENT		
3.5' CITY OF CHANDLER WATERLINE EASEMENT		
BOUNDARY LINE		
PUBLIC UTILITY EASEMENT (PUE)		
EASEMENT (VARIOUS)		
RIGHT-OF-WAY LINE		
CENTRELINE		
BRASS AREA BOUNDARY		



CURVE TABLE

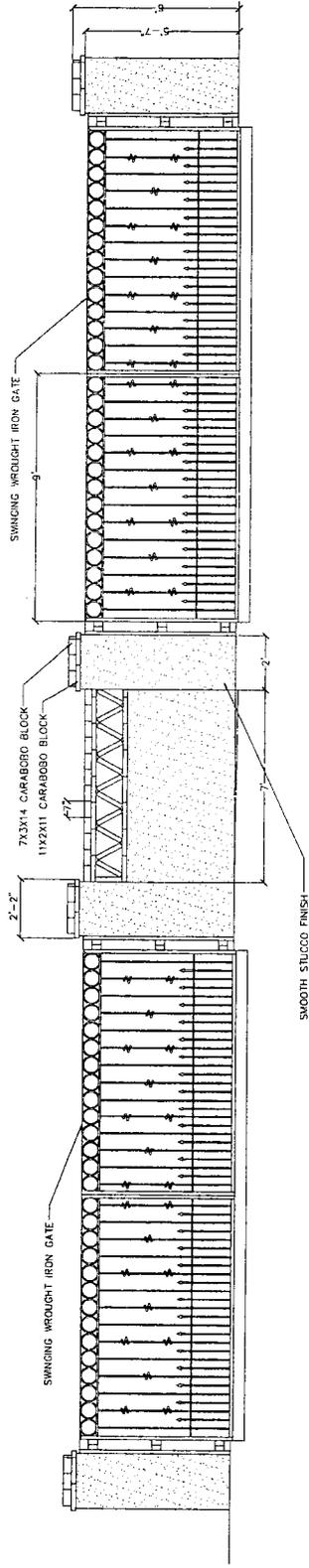
CURVE LENGTH	DELTA	RADIUS (TARGET)
C39	40.81°	48.15/52'
C40	197.89°	128.45/52'
C41	48.81°	48.15/52'
C42	40.81°	48.15/52'
C43	40.81°	48.15/52'
C44	89.27°	91.58/55'

LINE TABLE

LINE LENGTH	BEARING
L18	10.00°
L19	39.43°
L20	72.13°
L21	3.43°

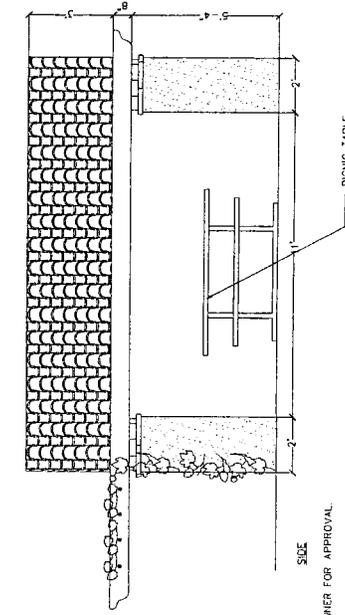
MATCHLINE SEE SHEET P202





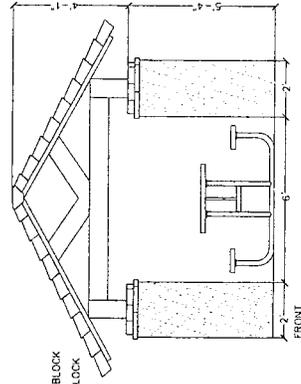
ENTRY GATE

SCALE: 1/2"=1'-0"

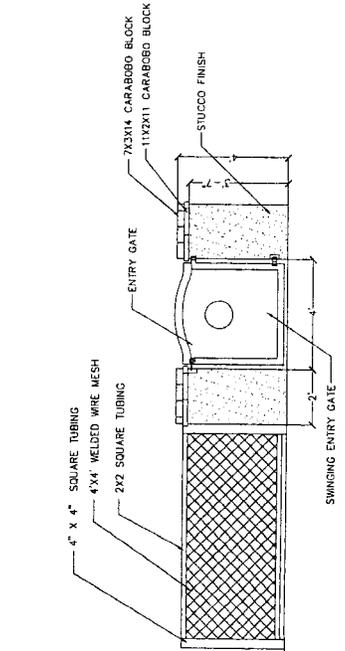


RAMADA ELEVATION

SCALE: 1/2"=1'-0"



NOTE: CONTRACTOR TO PROVIDE SHOP DRAWINGS OF RAMADA TO OWNER FOR APPROVAL.



PEDESTRIAN GATE

SCALE: 1/2"=1'-0"

PINNACLE PRELIMINARY SITE AMENITIES DESIGN, INC

# VINA ESCONDIDA CHANDLER, AZ

1343 E. Camelback Rd  
 Suite 100-A Phoenix, AZ 85014  
 Phone: 602.955.1111  
 Fax: 602.955.1111  
 April 10, 2008

THIS EXHIBIT IS CONCEPTUAL AND IS SUBJECT TO CHANGE WITH FINAL CONSTRUCTION DOCUMENTS

8/17/06

Mr. Mayor and Council,

We have attended the 2 informational meetings presented by GMX and Finilson Properties with regard to building 16 homes on McQueen just south of Germann and the Chandler Los Arboles strip park across from Tumbleweed Park.

We feel their project is very compatible with this area and that they would be good neighbors.

We support their 16 upscale homes and encourage your stamp of approval.

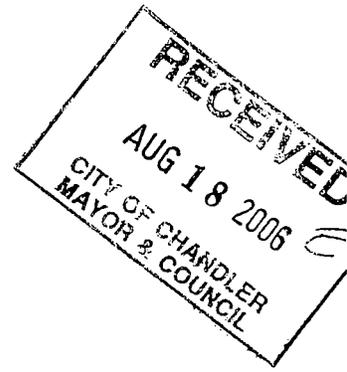
Thank you,

*William Parris*

*Beverly R. Parris*

*12152 E. Bluebird Dr.*

*Chandler, AZ 85249*



*ccD. Ballard*

*cc Jeff Kurtz*



**Chandler • Arizona**  
*Where Values Make The Difference*

**MEMORANDUM**

**Public Works – Airport, Staff Memo No. AP07-061**

**DATE:** FEBRUARY 15, 2006  
**TO:** JEFF KURTZ, PLANNING MANAGER  
**FROM:** GREG CHENOWETH, AIRPORT MANAGER *gc*  
**SUBJECT:** Airport Conflicts Evaluation – Airport Commission finding for the proposed Vina Escondida development

The Airport Commission discussed the proposed Vina Escondida development at their regular meeting of February 14, 2007.

Finding: The Commission determined that the proposed Vina Escondida development does constitute a conflict with existing or planned airport uses.

Conflict(s) Cited: Aviation noise and vibration impacts to the development caused by aircraft activity in the normal airport traffic patterns. The traffic patterns are standard practice at all airports (reference the attached diagram). This activity can result in frequent over-flights at altitudes in this area of anywhere from 500 to 1,000 feet above the ground. Additionally there will be helicopter activity using the standard mid-field transition pattern. This also is a standard practice for transitioning from one side of the airport to another by crossing at the location that is least likely to have conflicting aircraft traffic (also reference the attached diagram). Depending upon the stage of flight (landing, taking off or simply transiting the area), helicopters crossing at mid-field over this area can be at altitudes ranging from 200 to 700 feet.

Additional concerns for noise or vibration impacts come from the eastern limits of the development where noise from neighboring businesses is common. These businesses include the auto emissions testing facility and an aircraft engine overhaul facility. Both of these businesses are well established at their current location and their normal operations generate noise. The emissions testing facility creates significant noise while the vehicles operate in place to simulate normal highway activity for emissions testing purposes. The engine overhaul facility generates noise while performing required testing after the engines are rebuilt. Both of these facilities are located within a 150 foot radius of the proposed residential development boundaries.

Conflict Resolution(s): The Airport Commission recommends other development options utilizing commercial uses that are more compatible with the commercial overlay transitional use called for in the Airpark Area Plan. The current plan calls for a Rural Residential use to preserve the residential uses in place to the south of the proposed development. However, the site clearly denotes that future development would be for transition to commercial uses. The

recommendation is to implement the transitional commercial uses for this site. Some examples for such a commercial use that would be compatible with a site that does not have a through traffic capability are: mini storage facility; light industrial uses; or strip commercial activity. Uses for the corner with McQueen Road could include a convenience store or gas station. Commercial uses could maximize the proximity to the airport by including aviation uses that do not require aircraft access such as an aircraft parts distributor or a propeller repair facility.

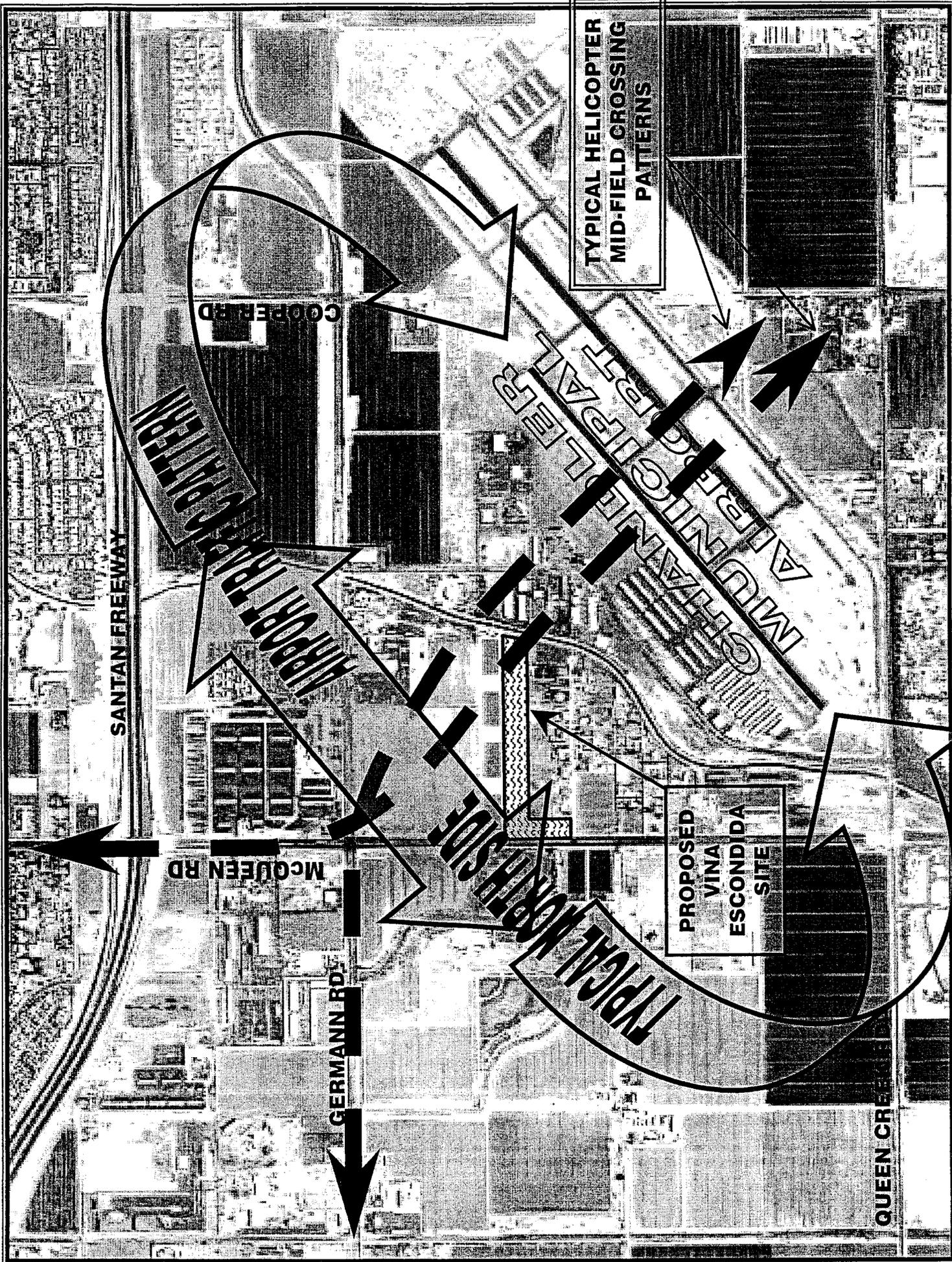
The Airport Commission clearly does not recommend that zoning for the residential development be approved for this site.

Commission Members in Attendance: Jim Fordemwalt, Mike Wigfield, Stan Olivier, Les Bartlett, David Church, and Gary DeHoff. This attendance represented a quorum.

In compliance with the Airport Conflicts Evaluation Process, the Commission voted 5-0 to forward a report to the Planning Administrator and City Council indicating the findings noted above.

Attachment: Airport traffic patterns diagram

cc: Kevin Mayo, Sr. City Planner



SANTAN FREEWAY

COOPER RD

MCGUEN RD

GERMANN RD

QUEEN CREEK

MOUNTAIN VIEW BLVD

MOUNTAIN VIEW BLVD

MOUNTAIN VIEW BLVD

PROPOSED  
VINA  
ESCCONDIDA  
SITE

TYPICAL HELICOPTER  
MID-FIELD CROSSING  
PATTERNS

TYPICAL HELICOPTER  
MID-FIELD CROSSING  
PATTERNS