



# SCOTTSDALE AIRPORT VICINITY DEVELOPMENT SHORT FORM

For development projects within 20,000 feet of Scottsdale Airport NOT located on an Airpark taxilane or adjacent to airport property

The owner of developments within the Airport Influence Area shall complete forms required by the City and Scottsdale Airport to comply with the Scottsdale Revised Code, Chapter 5 – Aviation and the Airpark Rules and Regulations; and submit the completed forms with final plans to the assigned city project manager.

Project Name: Axon World Headquarters Mixed-Use Campus	Plan#: 716-PA-2020
Site Address: 8300 E. Axon Way	
Contact name: Charles Huellmantel, Huellmantel & Affiliates	Phone: (480) 921-2800

## 1. HEIGHT ANALYSIS, CH. 5, SEC. 5-354. GENERAL REQUIREMENTS

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- Applicants must conduct a height analysis for all projects located within 20,000 feet of Scottsdale Airport.
1. Complete a height analysis for all structures, appurtenances or construction equipment through the FAA at: <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>, click on the Notice Criteria Tool (left side). If you do not exceed criteria, submit this FAA response from the website with your packet or you must complete step 2.
- IF required by FAA, complete Step 2**
2. Submit an FAA form 7460-1 Notice of Proposed Construction or Alteration for review and determination. Please allow about 45 days for this process. A copy of the FAA's response will be required prior to final plan approval.

## 2. AIRCRAFT NOISE AND OVERFLIGHT DISCLOSURE, CH. 5, SEC. 5-356 & SECT. 5-357

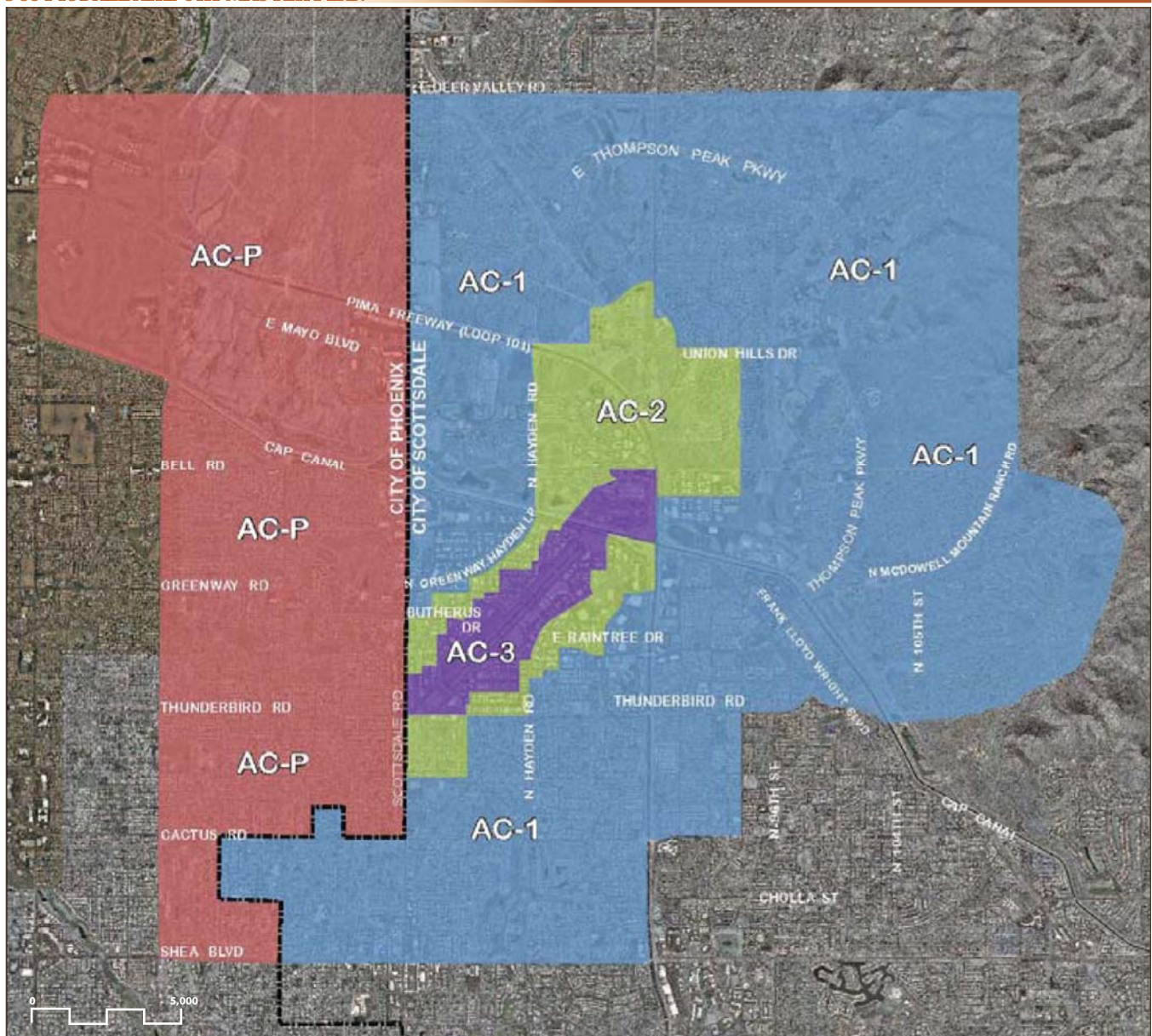
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- Incorporate the Airport Disclosure for Development around Scottsdale Airport language into the CC&Rs or other procedural documents and provide a copy. *Exhibit A*
- An aviation easement will need to be granted to the city. If not already recorded for property, submit a notarized Aviation Easement form with packet to your project manager. *Exhibit B*

For questions regarding this form or aviation-related requirements, contact Scottsdale Airport at 480-312-2321.



# SCOTTSDALE AIRPORT MASTER PLAN



## LEGEND AND TABLE KEY

----- Municipal Boundary

### Airport Influence Areas

AC-1    
  AC-3  
 AC-2    
  AC-P

NP - Not Permitted

P - Permitted with Use Limitations

(1) - Aviation easement required under Sec. 5-357

(2) - Noise attenuation required under Sec. 5-358

Noise Sensitive Uses	AC <sup>1</sup> -3	AC-2	AC-1
Dwelling unit*	NP	P (1) (2)	P (1)
Manufactured home*	NP	P (1) (2)	P (1)
Elementary and secondary school*	NP	P (1) (2)	P (1)
Hospital*	NP	P (1) (2)	P
Travel accommodation*	NP	P (1) (2)	P
Place of worship	NP	P (1) (2)	P (1)
Cultural, civic, and social organization	NP	P (1) (2)	P (1)

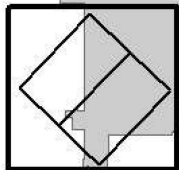
\* The terms dwelling unit, manufactured home, elementary and secondary school, hospital and travel accommodation defined in the Basic Zoning Ordinance.

<sup>1</sup> AC - Airport Compatibility District

# Scottsdale Airport Traffic Pattern Airspace



SCOTTSDALE



Area of Map  
Detail



Map Date: ●ctober 18, 2001

**EXHIBIT A**

**SAMPLE FAIR DISCLOSURE FOR DEVELOPMENT AROUND SCOTTSDALE**

**AIRPORT NOTICE TO PURCHASERS**

**OF PROXIMITY TO THE SCOTTSDALE AIRPORT**

To include in CC&R's or disclosure notice:

**Proximity to Airport.**

Each Owner of a Lot in the Airport Influence Area identified in Chapter 5 of the Scottsdale Revised Code acknowledges that, as of the date of this notice:

(a) The Lot is close to the Scottsdale Airport (the "Airport"), located generally between Frank Lloyd Wright Boulevard on the north, Pima Road on the east, Thunderbird Road on the south and Scottsdale Road on the west.

(b) The Airport is operated as a general aviation reliever/commercial service airport for Scottsdale and North Phoenix, and used generally for airplanes, jets and helicopters.

(c) Aircraft using the Airport may fly over the Lot and adjacent properties at altitudes that vary for several reasons, including weather conditions, aircraft type, aircraft performance and pilot proficiency.

(d) The majority of takeoffs and landings occur between 6:00 a.m. and 11:00 p.m., but the Airport is open 24 hours each day, so takeoffs and landings may occur at any time.

(e) The number of takeoffs and landings at the Airport average approximately 400 each day, but that number varies and may increase.

(f) Aircraft using the Airport will generate noise, the volume, pitch, amount and frequency of which will vary for several reasons, including weather conditions, aircraft type, aircraft altitude and aircraft number.

(g) Airport management attempts to minimize aircraft noise and its influence on Lots in the Airport Influence Zone, but there is no guarantee that such attempts will be effective or remain in place.

The Owner accepts and assumes any and all risks, burdens and inconvenience caused by or associated with the Airport and its operations (including noise), and agrees not to assert or make any claim arising out of the Airport and its operations against the City of Scottsdale, its elected and appointed officials, officers, directors, commissioners, representatives, employees, and agents.

Any questions regarding the operation of the Airport can be directed to the Airport Administration office at 480-312-2321.

**See City staff for official document. Signed documents accepted by City only after approval of legal description.**

**WHEN RECORDED, RETURN TO:**

City of Scottsdale  
One Stop Shop/Records  
7447 E. Indian School Road, Suite 100  
Scottsdale, AZ 85251

Exempt from Affidavit of Value  
under A.R.S. § 11-1134(A)(2, 3)



**CITY OF SCOTTSDALE  
AVIGATION EASEMENT**

Project No. \_\_\_\_\_

APN \_\_\_\_\_

FOR ONE DOLLAR (\$1.00) and other good and valuable consideration received \_\_\_\_\_ (collectively "Grantor") grants to the City of Scottsdale, an Arizona municipal corporation ("Grantee"), a perpetual, non-exclusive easement upon, over and across the parcel of land (the "Property") described on the legal description and the sketch attached hereto as Exhibits "A" and "B". The purpose of the easement is for a right of flight for aircraft in the airspace above the Property.

1. "Aircraft" means any manned or unmanned device that flies.
2. Without limitation, the right of flight includes the right to operate aircraft over and near the Property, and cause any noise, vibration, fumes, light, exhaust, odors, fuel vapor particles, electronic interference, dust, annoyances, nuisances, emissions, and any other effects relating to operating aircraft (collectively "Aircraft Effects").
3. All Aircraft Effects are included within the scope of the easement, including without limitation those that reach or affect the Property or improvements to the Property, interfere with other uses of the Property, annoy users of the Property, and are caused or made worse by any changes in the following:
  - 3.1 The size, number, method of propulsion, weight, noisiness, design, fuel, category, type or other characteristics of aircraft, and in any aircraft practices, laws, rules, policies, circumstances, customs, protocols or procedures.
  - 3.2 The airport size, orientation, configuration, location, runway length, improvements or other characteristics, and in any airport practices, laws, rules, policies, circumstances, customs, protocols or procedures.
  - 3.3 The flight paths, flight frequency, flight timing, airport operations, climbing and descending, altitudes, takeoff and landing, air traffic control, and in any related aircraft and airport practices, laws, rules, policies, circumstances, customs, protocols or procedures.







Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2020-AWP-10486-OE

Issued Date: 01/12/2021

Lauren Proper Potter  
Axon Enterprise  
P.O. Box 1833  
Tempe, AZ 85280

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Axon Campus  
Location: Scottsdale, AZ  
Latitude: 33-39-03.32N NAD 83  
Longitude: 111-54-07.57W  
Heights: 1608 feet site elevation (SE)  
94 feet above ground level (AGL)  
1702 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)  
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 07/12/2022 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.**

This determination is subject to review if an interested party files a petition that is received by the FAA on or before February 11, 2021. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on February 21, 2021 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-10486-OE.

**Signature Control No: 450392336-463733523**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2020-AWP-10486-OE

FAA ASNs 2020-AWP-10486-OE, 2020-AWP-10791-OE, 2020-AWP-10792-OE, 2020-AWP-10793-OE

### Abbreviations

AGL - above ground level  
VFR - visual flight rules  
ASN- Aeronautical Study Number  
MDA - minimum descent altitude  
Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

AMSL - above mean sea level  
IFR - instrument flight rules  
CAT - category aircraft  
DER - departure end of runway

RWY - runway  
NM - nautical mile  
NEH No Effect Height

### 1. PROPOSED CONSTRUCTION DESCRIPTION

A 94 foot AGL (1608 AMSL) building is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. Five corners (5) were submitted to the FAA for study. Four of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 7243 feet (1.19 NM) north of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 4 proposed structures are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2020-AWP-10486-OE	/ Axon Campus	/ 94 / 1702	/ 33-39-03.32N / 111-54-07.57W
2020-AWP-10791-OE	/ Axon Campus Quadrant 1	/ 94 / 1702	/ 33-39-06.23N / 111-54-03.12W
2020-AWP-10792-OE	/ Axon Campus Quadrant 2	/ 94 / 1702	/ 33-39-07.09N / 111-54-03.67W
2020-AWP-10793-OE	/ Axon Campus Quadrant 3	/ 94 / 1702	/ 33-39-03.98N / 111-54-08.45W

### 2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(a): Horizontal Surface-a height exceeding a horizontal plane 150 feet above the established airport elevation. All 4 structure studies penetrate the Scottsdale Airport (SDL) Horizontal Surface by 42 feet.

### 3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: No substantial adverse effect. The proposed structures in this notice would exceed the SDL Part 77 Horizontal surface by a maximum of 42 feet. There were no objections from the public.

There are no effects on the VFR traffic pattern.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 26 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 183,695 operations for the 12 months ending 31 December 2017 (latest information).

#### 4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 12 December 2020 and no comments were received by 7 January 2021.

#### 5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

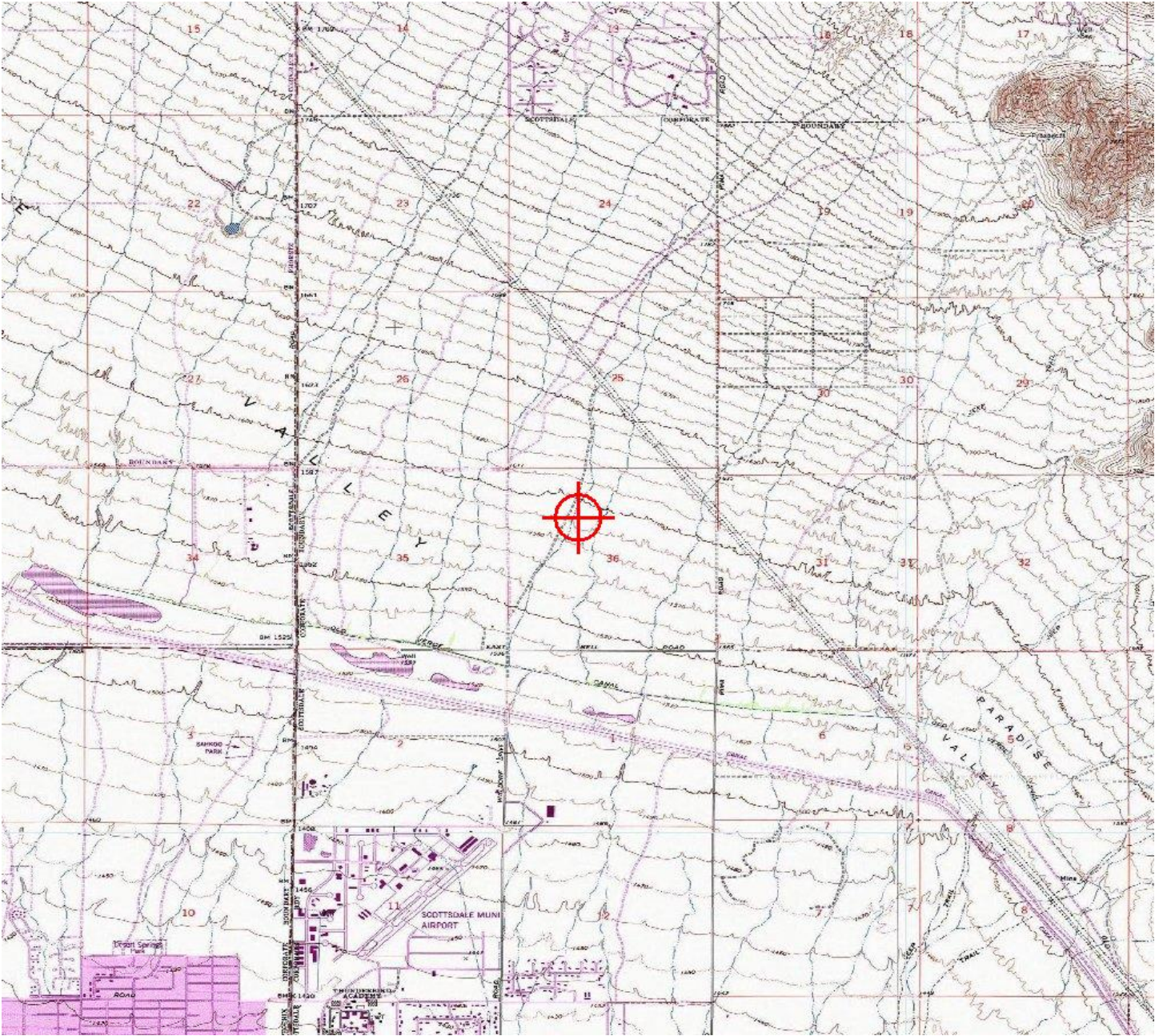
#### 6. BASIS FOR DECISION

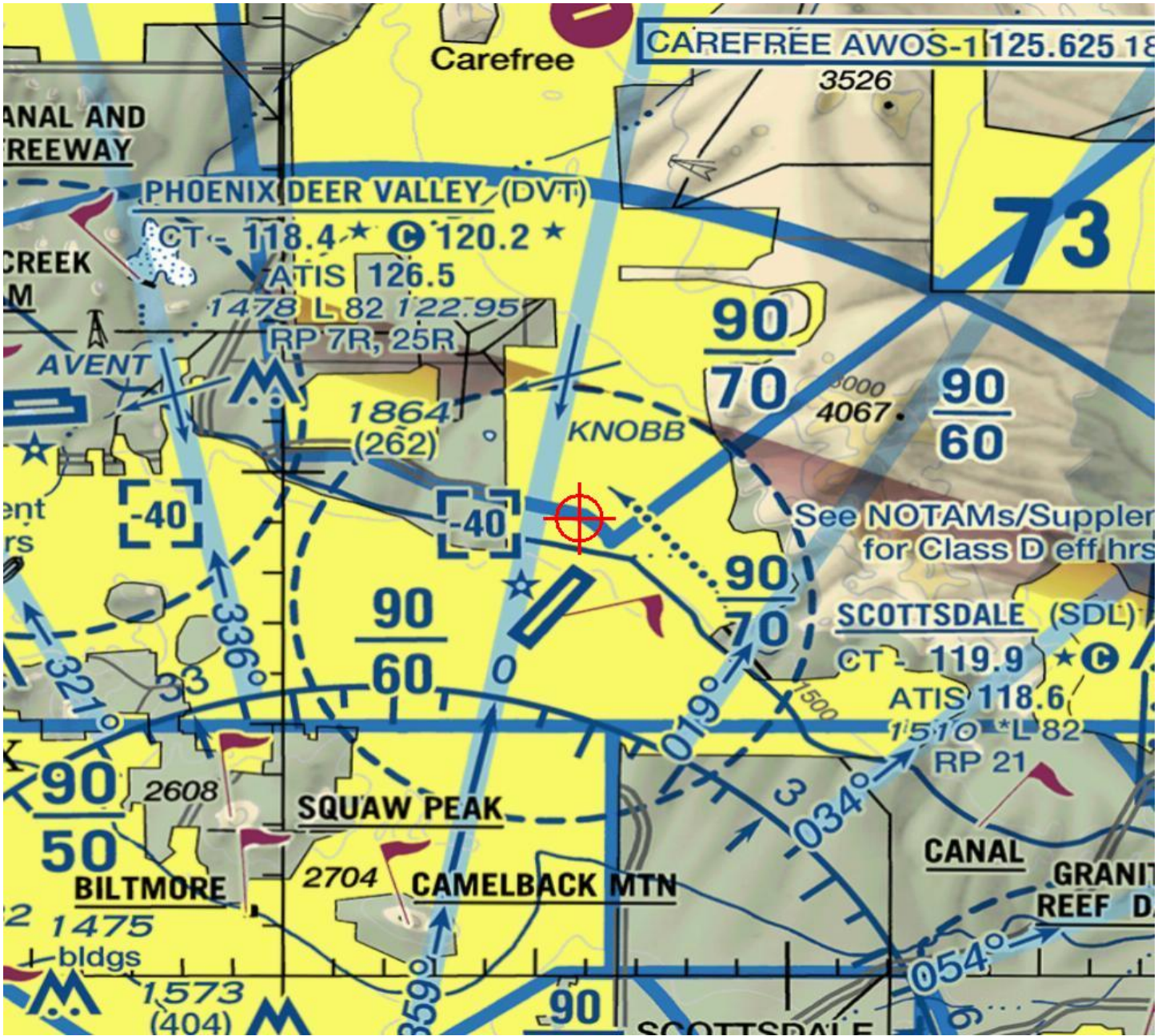
Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed structure would exceed the SDL Part 77 Horizontal Surface by a maximum of 42 feet, however, no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

#### 7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file a FAA form 7460-2, Actual Construction notification, at the OE/AAA website (<http://oeaaa.faa.gov>). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

TOPO Map for ASN 2020-AWP-10486-OE







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**Signature Control No: 451219286-463733525**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2020-AWP-10791-OE

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There are no effects on the VFR traffic pattern.

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c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

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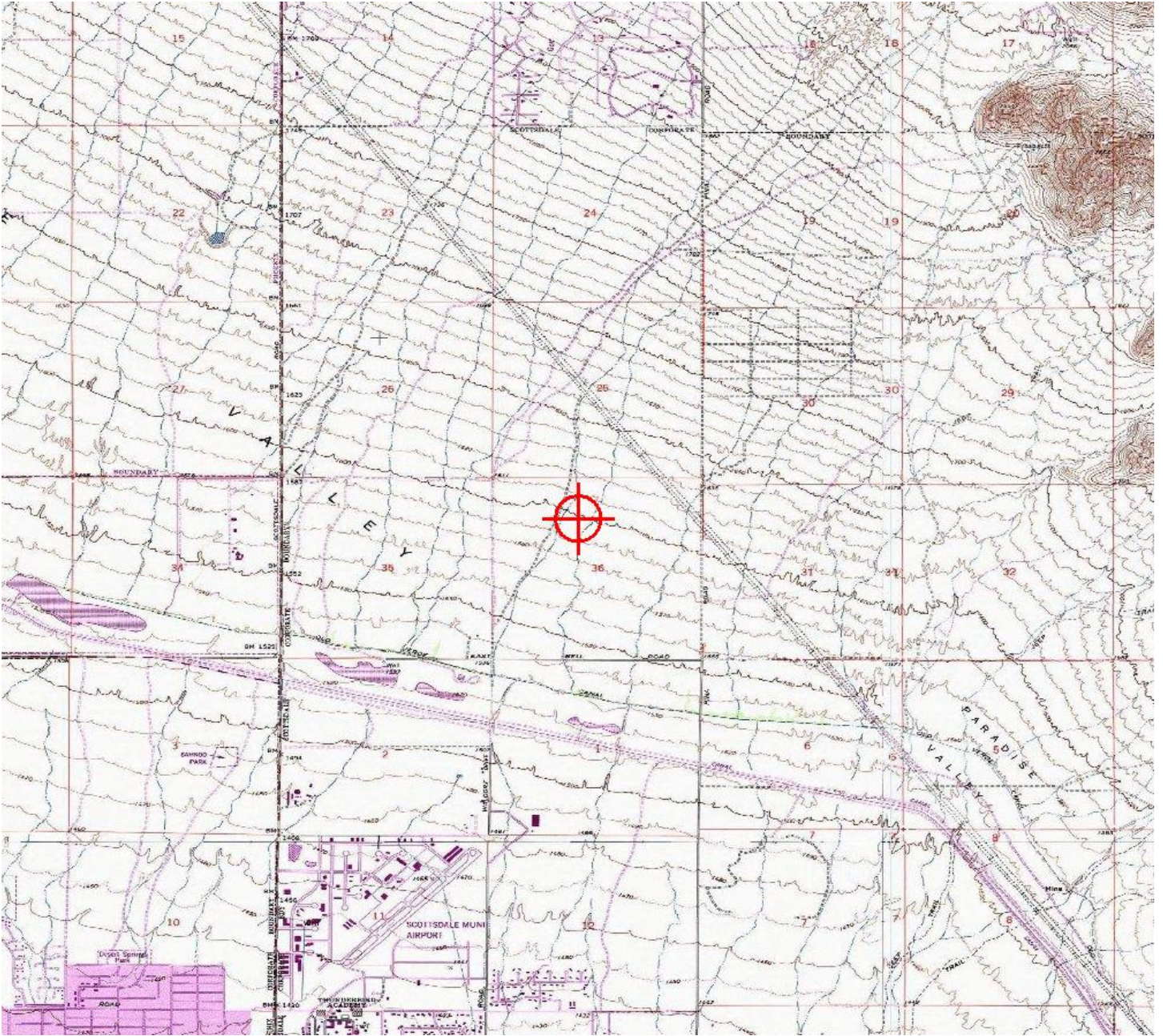
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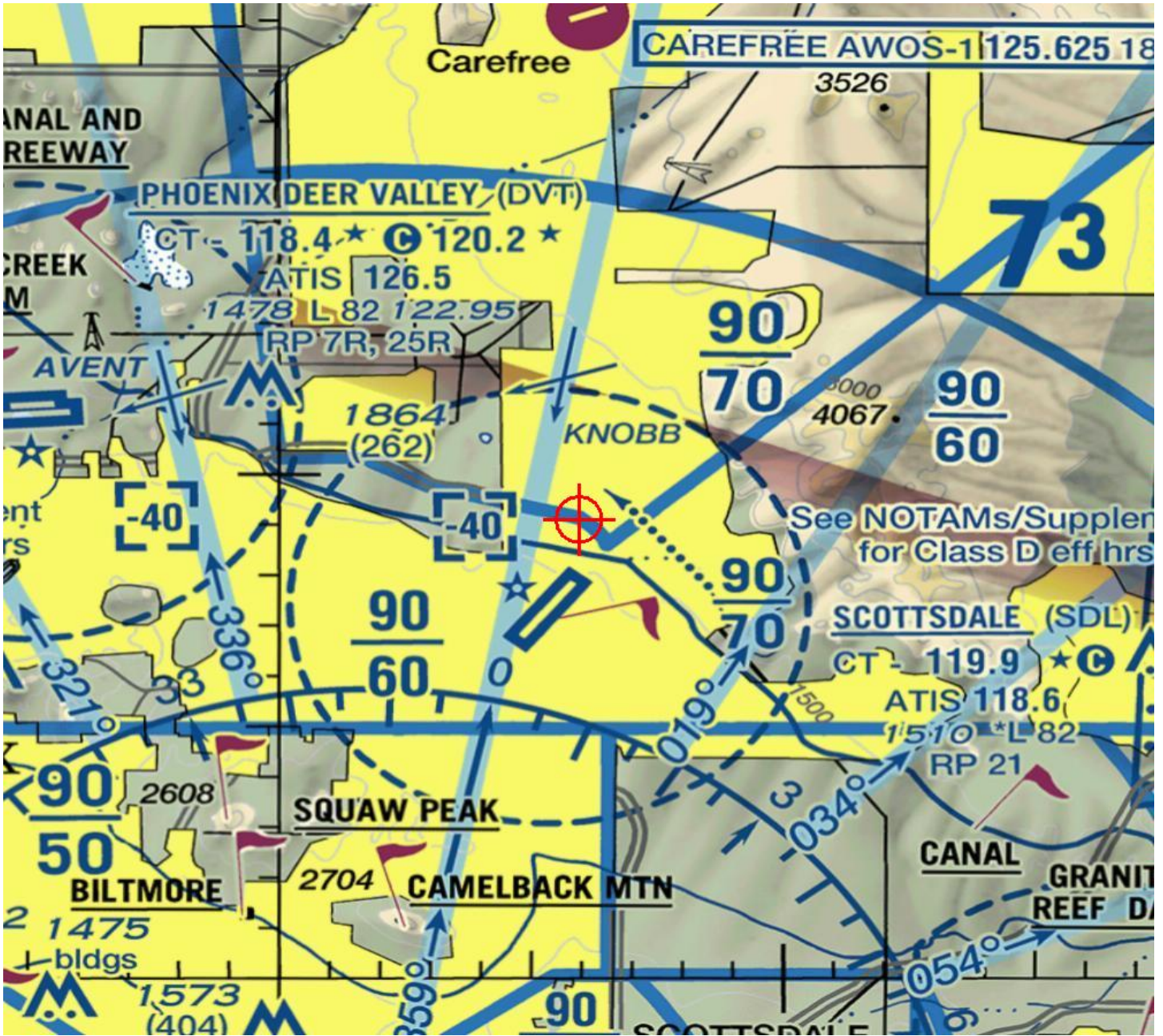
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 Fort Worth, TX 76177

Aeronautical Study No.  
 2020-AWP-10792-OE

Issued Date: 01/12/2021

Lauren Proper Potter  
 Axon Enterprise  
 P.O. Box 1833  
 Tempe, AZ 85280

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Axon Campus Quadrant 2  
 Location: Scottsdale, AZ  
 Latitude: 33-39-07.09N NAD 83  
 Longitude: 111-54-03.67W  
 Heights: 1608 feet site elevation (SE)  
 94 feet above ground level (AGL)  
 1702 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 07/12/2022 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.**

This determination is subject to review if an interested party files a petition that is received by the FAA on or before February 11, 2021. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at [OEPetitions@faa.gov](mailto:OEPetitions@faa.gov), or via facsimile (202) 267-9328.

This determination becomes final on February 21, 2021 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-10792-OE.

**Signature Control No: 451219649-463733524**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2020-AWP-10792-OE

FAA ASNs 2020-AWP-10486-OE, 2020-AWP-10791-OE, 2020-AWP-10792-OE, 2020-AWP-10793-OE

### Abbreviations

AGL - above ground level  
VFR - visual flight rules  
ASN- Aeronautical Study Number  
MDA - minimum descent altitude  
Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

AMSL - above mean sea level  
IFR - instrument flight rules  
CAT - category aircraft  
DER - departure end of runway

RWY - runway  
NM - nautical mile  
NEH No Effect Height

### 1. PROPOSED CONSTRUCTION DESCRIPTION

A 94 foot AGL (1608 AMSL) building is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. Five corners (5) were submitted to the FAA for study. Four of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 7243 feet (1.19 NM) north of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 4 proposed structures are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2020-AWP-10486-OE	/ Axon Campus	/ 94 / 1702	/ 33-39-03.32N / 111-54-07.57W
2020-AWP-10791-OE	/ Axon Campus Quadrant 1	/ 94 / 1702	/ 33-39-06.23N / 111-54-03.12W
2020-AWP-10792-OE	/ Axon Campus Quadrant 2	/ 94 / 1702	/ 33-39-07.09N / 111-54-03.67W
2020-AWP-10793-OE	/ Axon Campus Quadrant 3	/ 94 / 1702	/ 33-39-03.98N / 111-54-08.45W

### 2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(a): Horizontal Surface-a height exceeding a horizontal plane 150 feet above the established airport elevation. All 4 structure studies penetrate the Scottsdale Airport (SDL) Horizontal Surface by 42 feet.

### 3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: No substantial adverse effect. The proposed structures in this notice would exceed the SDL Part 77 Horizontal surface by a maximum of 42 feet. There were no objections from the public.

There are no effects on the VFR traffic pattern.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 26 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 183,695 operations for the 12 months ending 31 December 2017 (latest information).

#### 4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 12 December 2020 and no comments were received by 7 January 2021.

#### 5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

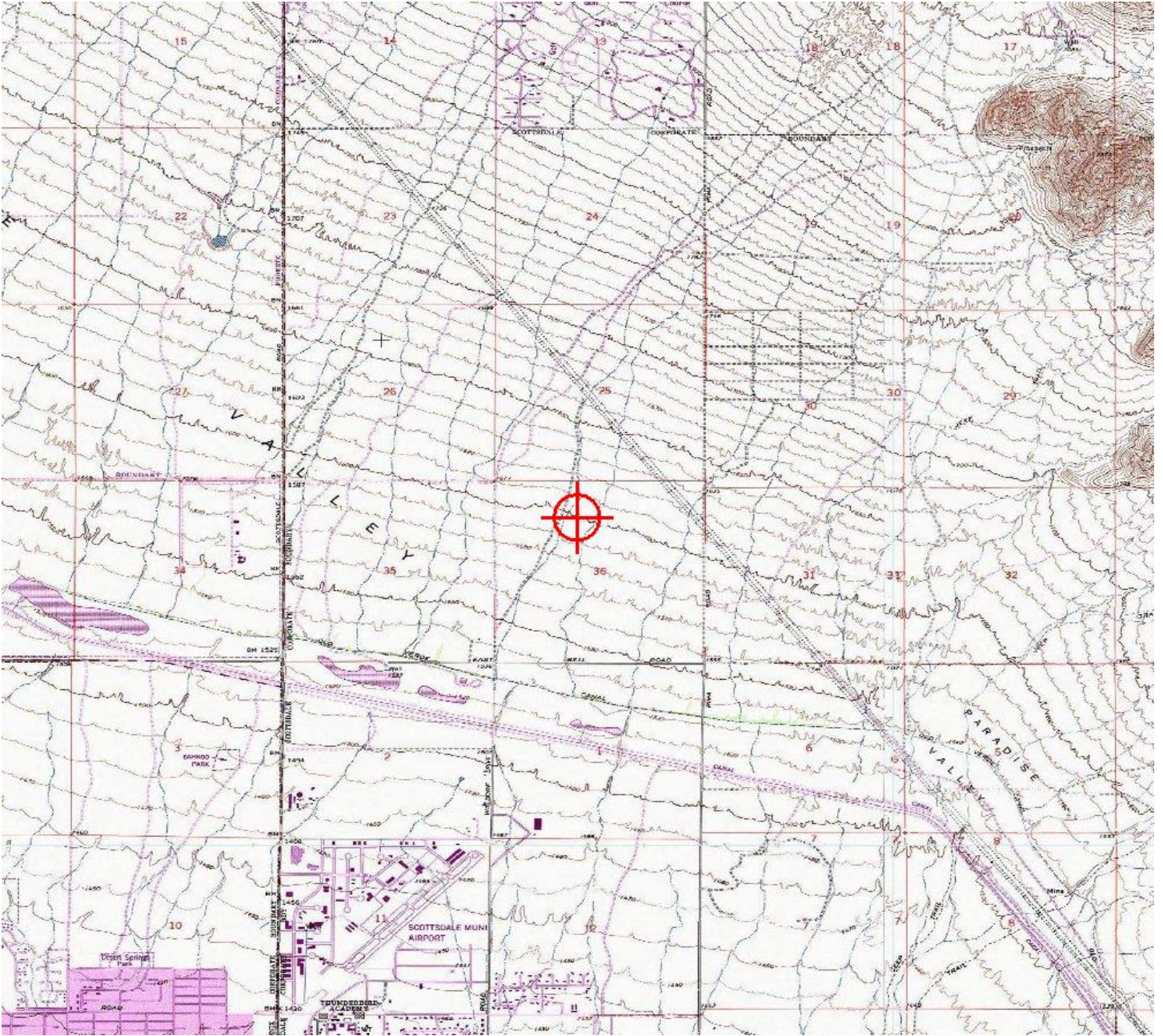
#### 6. BASIS FOR DECISION

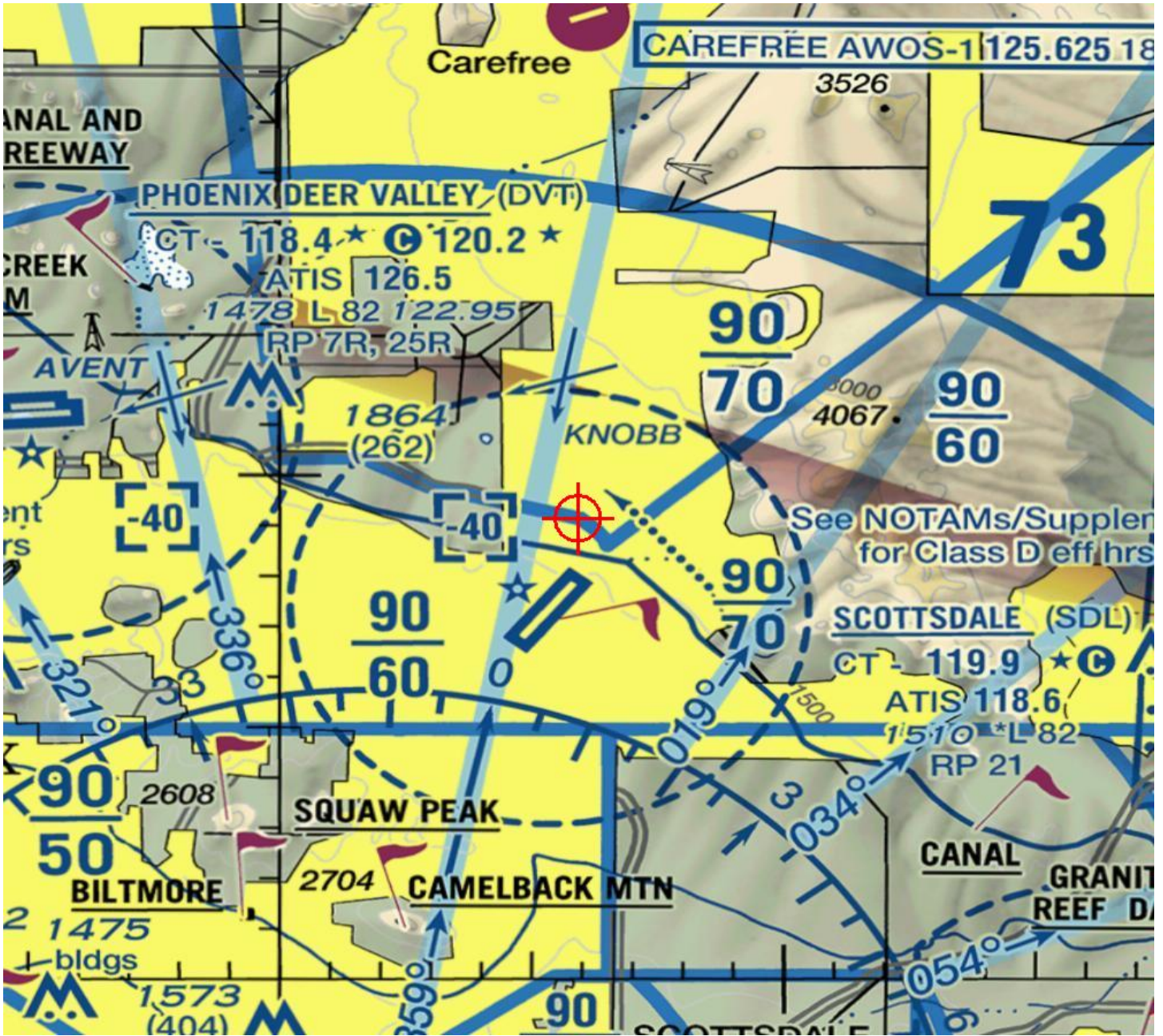
Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed structure would exceed the SDL Part 77 Horizontal Surface by a maximum of 42 feet, however, no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

#### 7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file a FAA form 7460-2, Actual Construction notification, at the OE/AAA website (<http://oeaaa.faa.gov>). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

TOPO Map for ASN 2020-AWP-10792-OE







Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
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**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Axon Campus Quadrant 3  
 Location: Scottsdale, AZ  
 Latitude: 33-39-03.98N NAD 83  
 Longitude: 111-54-08.45W  
 Heights: 1608 feet site elevation (SE)  
 94 feet above ground level (AGL)  
 1702 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

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See attachment for additional condition(s) or information.

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This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

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An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

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**Signature Control No: 451220599-463733522**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2020-AWP-10793-OE

FAA ASNs 2020-AWP-10486-OE, 2020-AWP-10791-OE, 2020-AWP-10792-OE, 2020-AWP-10793-OE

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### 2. OBSTRUCTION STANDARDS EXCEEDED

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### 3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: No substantial adverse effect. The proposed structures in this notice would exceed the SDL Part 77 Horizontal surface by a maximum of 42 feet. There were no objections from the public.

There are no effects on the VFR traffic pattern.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 26 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 183,695 operations for the 12 months ending 31 December 2017 (latest information).

#### 4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 12 December 2020 and no comments were received by 7 January 2021.

#### 5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

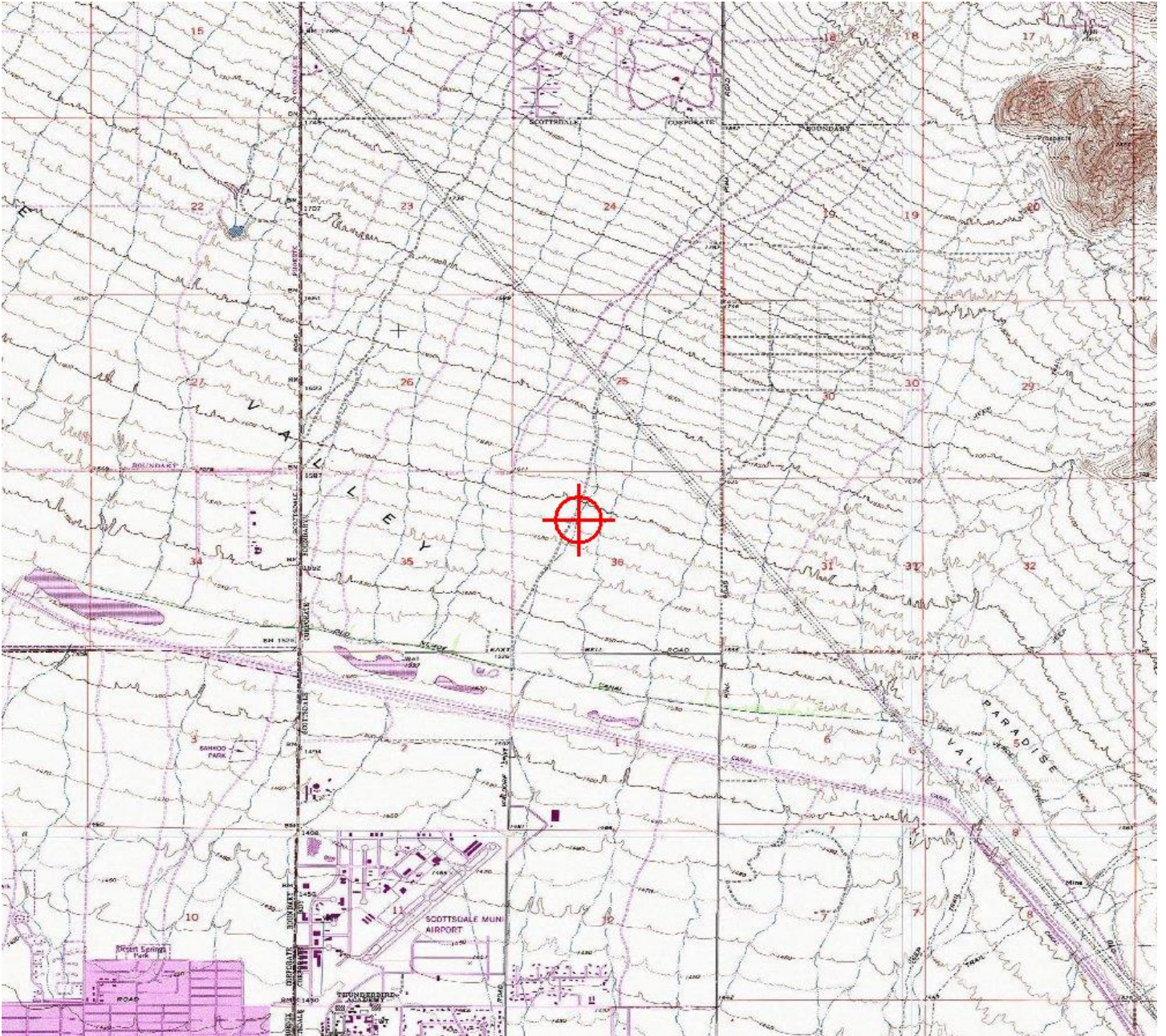
#### 6. BASIS FOR DECISION

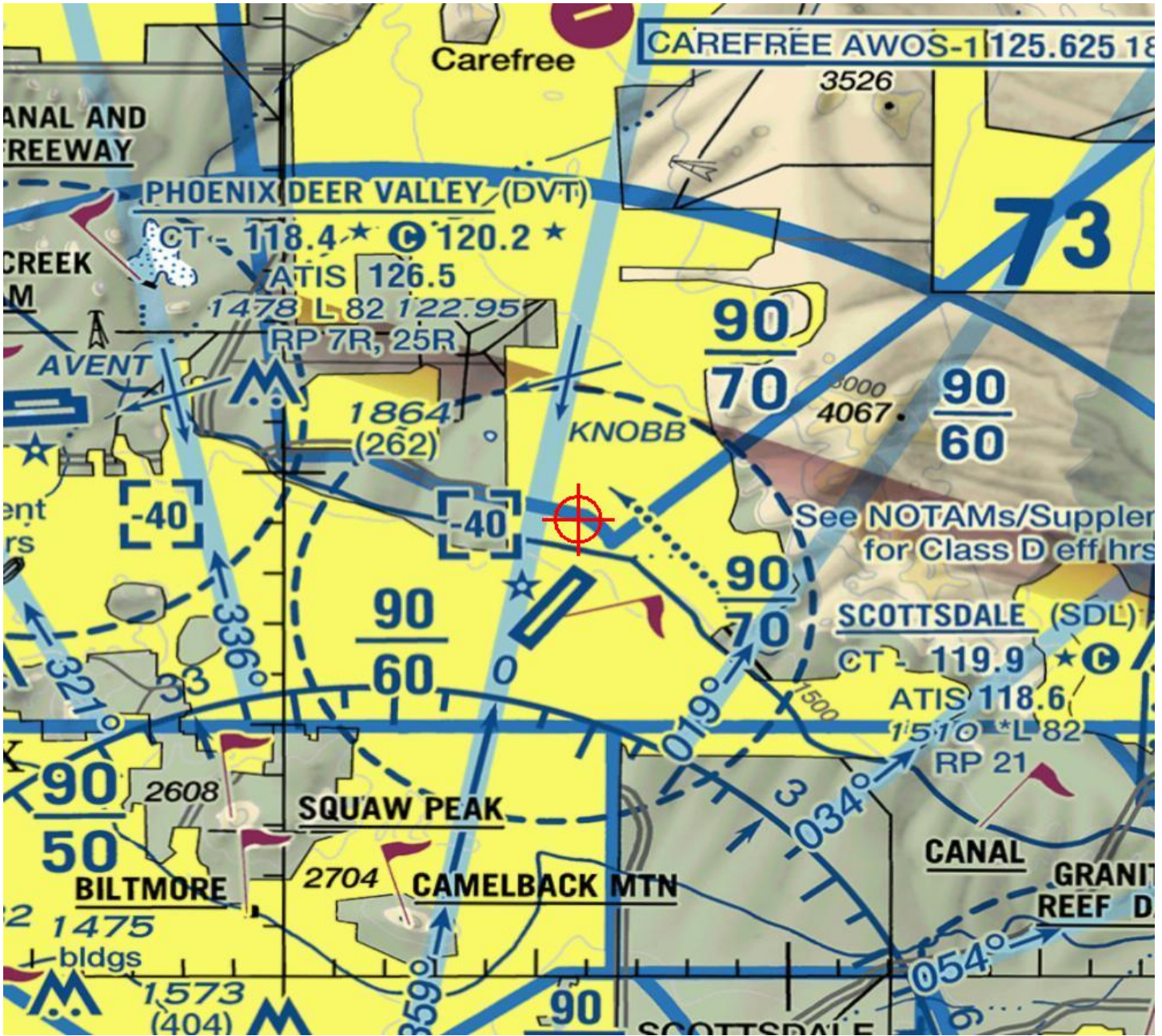
Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed structure would exceed the SDL Part 77 Horizontal Surface by a maximum of 42 feet, however, no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

#### 7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file a FAA form 7460-2, Actual Construction notification, at the OE/AAA website (<http://oeaaa.faa.gov>). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

TOPO Map for ASN 2020-AWP-10793-OE







Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2020-AWP-10797-OE

Issued Date: 01/12/2021

Lauren Proper Potter  
 Axon Enterprise  
 P.O. Box 1833  
 Tempe, AZ 85280

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Axon Campus Quadrant 4  
 Location: Scottsdale, AZ  
 Latitude: 33-39-09.52N NAD 83  
 Longitude: 111-54-09.78W  
 Heights: 1608 feet site elevation (SE)  
 40 feet above ground level (AGL)  
 1648 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 07/12/2022 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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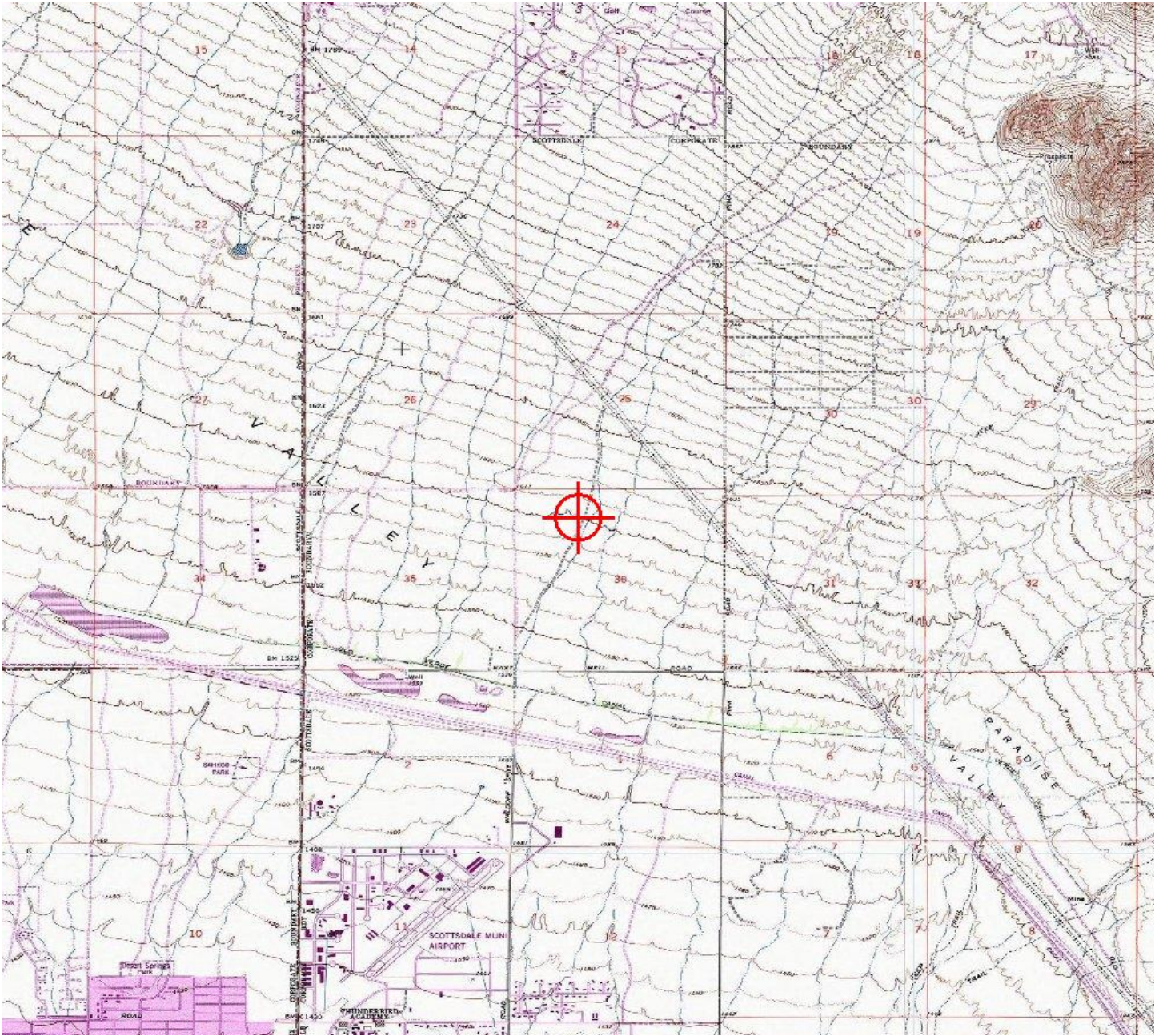
**Signature Control No: 451222179-463733866**

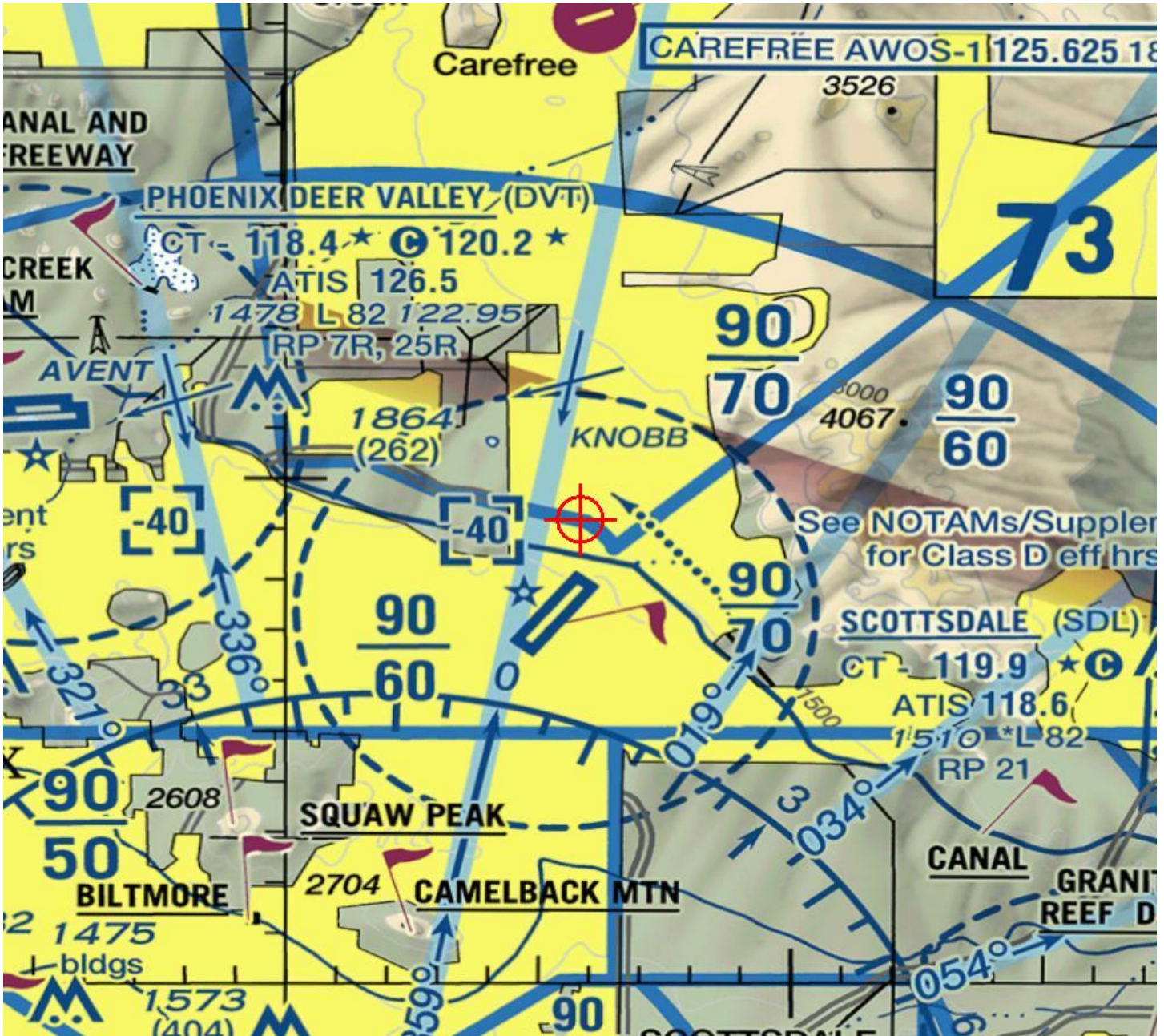
( DNE )

Paul Holmquist  
Specialist

Attachment(s)  
Map(s)

TOPO Map for ASN 2020-AWP-10797-OE





DEDICATION

STATE OF ARIZONA )
) ss.
COUNTY OF MARICOPA )

KNOW ALL MEN BY THESE PRESENTS THAT AXON ENTERPRISES, INC., AN ARIZONA CORPORATION, OWNER, HEREBY SUBDIVIDES A PORTION OF TRACT 14A OF STATE PLAT NO. 16B CORE SOUTH, RECORDED IN BOOK 394, PAGE 42, IN THE COUNTY RECORDER'S OFFICE, COUNTY OF MARICOPA, STATE OF ARIZONA, UNDER THE NAME "AXON CAMPUS" AS SHOWN ON THIS FINAL PLAT. THIS PLAT SETS FORTH THE LOCATION AND GIVES THE DIMENSIONS OF THE LOTS CONSTITUTING THE SUBDIVISION. EACH LOT SHALL BE KNOWN BY THE NUMBER, LETTER, NAME OR DESCRIPTION GIVEN ON THIS PLAT. THE EASEMENTS ARE DEDICATED FOR THE PURPOSES, AND SUBJECT TO THE CONDITIONS, STATED.

AXON ENTERPRISES, INC., AN ARIZONA CORPORATION, OWNER, GRANTOR, DEDICATES, IN FEE, TO THE CITY OF SCOTTSDALE, AN ARIZONA MUNICIPAL CORPORATION, GRANTEE, THE PUBLIC STREETS AS SHOWN HEREON. SEE SRC, CHAPTER 47, AS AMENDED, FOR GRANTOR'S MAINTENANCE OBLIGATIONS. WITHOUT LIMITATION, GRANTEE MAY (1) GRADE, FILL, DRAIN, PAVE, CONSTRUCT, OPERATE, MAINTAIN, REPAIR, AND REBUILD ROADS, HIGHWAYS, UTILITY LINES, PIPES AND RELATED FACILITIES, WITH BRIDGES, CULVERTS, DRAINAGE WAYS, RAMPS, SIDEWALKS, CURBS, GUTTERS, CUTS AND OTHER RELATED IMPROVEMENTS, AND (2) CUT AND TRIM BRANCHES, TREES AND GROWTH THAT EXTEND INTO THE IMPROVEMENTS, TO PREVENT INTERFERENCE WITH THE EFFICIENT MAINTENANCE AND OPERATION OF THE IMPROVEMENTS.

AXON ENTERPRISES, INC., AN ARIZONA CORPORATION, OWNER AND GRANTOR, DEDICATES LOT 3 IN FEE SIMPLE TO THE CITY OF SCOTTSDALE, AN ARIZONA MUNICIPAL CORPORATION, GRANTEE, FOR USE AS A CIVIC SITE IN ACCORDANCE WITH PUBLIC INFRASTRUCTURE REIMBURSEMENT DEVELOPMENT AGREEMENT RECORDED SEPTEMBER 28, 2020 IN DOCUMENT NO. 2020-0918117, RECORDS OF MARICOPA COUNTY.

AXON ENTERPRISES, INC., AN ARIZONA CORPORATION, OWNER, GRANTOR, DEDICATES TO THE CITY OF SCOTTSDALE, AN ARIZONA MUNICIPAL CORPORATION, GRANTEE:

A. DRAINAGE AND FLOOD CONTROL

A PERPETUAL, NON-EXCLUSIVE EASEMENT SHOWN HEREON UPON, OVER, UNDER AND ACROSS THE PROPERTY ON THIS PLAT, FOR DRAINAGE AND FLOOD CONTROL AND ALL RELATED PURPOSES, INCLUDING WITHOUT LIMITATION, CONSTRUCTION, MAINTENANCE, OPERATION, REPLACEMENT, AND REPAIR OF LEVEES, DIKES, DAMS, STORMWATER STORAGE BASINS, STORM DRAINS (SD), CHANNELS, IMPROVEMENTS, WASHES, WATERCOURSES AND OTHER DRAINAGE OR FLOOD CONTROL FACILITIES (COLLECTIVELY, "DRAINAGE FACILITIES"), SUBJECT TO THE FOLLOWING:

- 1. GRANTEE IS RESPONSIBLE FOR ALL DRAINAGE FACILITIES ON THE PROPERTY. DRAINAGE FACILITIES ON THE PROPERTY MIGHT NOT BE OBVIOUS. LACK OF AWARENESS OF DRAINAGE FACILITIES DOES NOT EXCUSE FAILURE TO PERFORM THE REQUIREMENTS OF THIS DOCUMENT.
2. GRANTEE SHALL NOT CONSTRUCT, OBSTRUCT OR ALTER ANY DRAINAGE FACILITIES ON THE PROPERTY WITHOUT GRANTEE'S PRIOR WRITTEN CONSENT.
3. AT GRANTEE'S EXPENSE, GRANTEE SHALL MAINTAIN DRAINAGE FACILITIES IN GOOD CONDITION; REPLACE AND REPAIR DRAINAGE FACILITIES AS NECESSARY TO MAINTAIN THEIR FLOOD CARRYING OR STORAGE CAPACITY; PREVENT EROSION; AND PREVENT ANY REFUSE, DEBRIS, SEDIMENT, VEGETATION, OR OTHER OBSTRUCTION FROM ACCUMULATING IN DRAINAGE FACILITIES. GRANTEE IS NOT OBLIGATED TO PERFORM ANY SUCH WORK.
4. IF, IN GRANTEE'S OPINION, GRANTEE FAILS TO DO SUCH WORK, THEN GRANTEE MAY DO THE WORK AT GRANTEE'S EXPENSE. IN ADDITION TO GRANTEE'S OTHER REMEDIES, THE COST OF THE WORK SHALL BE SECURED BY A LIEN THAT GRANTEE HEREBY GRANTS AGAINST THE PROPERTY, WITH INTEREST AT THE ANNUAL RATE OF EIGHT PERCENT (8%).
5. GRANTEE SHALL INDEMNIFY, DEFEND AND HOLD GRANTEE HARMLESS AGAINST GRANTEE'S FAILURE TO PERFORM UNDER THIS DOCUMENT.

B. WATER AND SEWER FACILITIES

A PERPETUAL, NON-EXCLUSIVE EASEMENT SHOWN HEREON UPON, OVER, UNDER AND ACROSS THE PROPERTY ON THIS PLAT FOR WATER AND SEWER PIPES AND OTHER RELATED FACILITIES, AND FOR CONSTRUCTION, OPERATION, USE, MAINTENANCE, REPAIR, MODIFICATION AND REPLACEMENT OF PIPES AND OTHER RELATED FACILITIES.

C. EMERGENCY AND SERVICE ACCESS

A PERPETUAL, NON-EXCLUSIVE EASEMENT SHOWN HEREON UPON, OVER, UNDER AND ACROSS THE PROPERTY ON THIS PLAT, FOR ACCESS FOR EMERGENCY, PUBLIC SAFETY, REFUSE COLLECTION, UTILITY, AND OTHER SERVICE PERSONNEL AND VEHICLES AND FOR THE RIGHT TO CONSTRUCT, OPERATE, USE, MAINTAIN, REPAIR AND REPLACE IMPROVEMENTS RELATED TO ACCESS AS CITY DEEMS NECESSARY FOR ACCESS PURPOSES.

D. VEHICULAR NON-ACCESS

A PERPETUAL, NON-EXCLUSIVE EASEMENT SHOWN HEREON UPON, OVER, UNDER AND ACROSS THE PROPERTY ON THIS PLAT, TO PROHIBIT ALL USE OF MOTOR VEHICLES UPON THE EASEMENT. GRANTEE SHALL NOT INSTALL DRIVEWAYS OR OTHER MEANS OF VEHICULAR ACCESS UPON THE EASEMENT. GRANTEE SHALL MAINTAIN THE EASEMENT, INCLUDING ANY IMPROVEMENTS, IN A NEAT, SAFE AND CLEAN CONDITION.

GRANTEE MAY ENJOY ANY VIOLATION OF THIS EASEMENT. GRANTEE MAY ENTER THE PROPERTY TO ENFORCE THIS EASEMENT. HOWEVER, THIS EASEMENT DOES NOT CREATE PUBLIC ACCESS TO THE PROPERTY. MENTIONING REMEDIES IN THIS EASEMENT DOES NOT LIMIT GRANTEE'S RIGHT TO OTHER REMEDIES

E. AVIGATION

A PERPETUAL, NON-EXCLUSIVE EASEMENT SHOWN HEREON, UPON, OVER AND ACROSS THE PROPERTY ON THIS PLAT, FOR THE RIGHT OF FLIGHT FOR AIRCRAFT IN THE AIRSPACE ABOVE THE PROPERTY.

- 1. "AIRCRAFT" MEANS ANY MANNED OR UNMANNED DEVICE THAT FLIES.
2. WITHOUT LIMITATION, THE RIGHT OF FLIGHT INCLUDES THE RIGHT TO OPERATE AIRCRAFT OVER AND NEAR THE PROPERTY, AND CAUSE ANY NOISE, VIBRATION, FUMES, LIGHT, EXHAUST, ODORS, FUEL VAPOR PARTICLES, ELECTRONIC INTERFERENCE, DUST, ANNOYANCES, NUISANCES, EMISSIONS, AND ANY OTHER EFFECTS RELATING TO OPERATING AIRCRAFT (COLLECTIVELY "AIRCRAFT EFFECTS").
3. ALL AIRCRAFT EFFECTS ARE INCLUDED WITHIN THE SCOPE OF THE EASEMENT, INCLUDING WITHOUT LIMITATION THOSE THAT REACH OR AFFECT THE PROPERTY OR IMPROVEMENTS TO THE PROPERTY, INTERFERE WITH OTHER USES OF THE PROPERTY, ANNOY USERS OF THE PROPERTY, AND ARE CAUSED OR MADE WORSE BY ANY CHANGES IN THE FOLLOWING:
a. THE SIZE, NUMBER, METHOD OF PROPULSION, WEIGHT, NOISINESS, DESIGN, FUEL, CATEGORY, TYPE OR OTHER CHARACTERISTICS OF AIRCRAFT, AND IN ANY AIRCRAFT PRACTICES, LAWS, RULES, POLICIES, CIRCUMSTANCES, CUSTOMS, PROTOCOLS OR PROCEDURES.
b. THE AIRPORT SIZE, ORIENTATION, CONFIGURATION, LOCATION, RUNWAY LENGTH, IMPROVEMENTS OR OTHER CHARACTERISTICS, AND IN ANY AIRPORT PRACTICES, LAWS, RULES, POLICIES, CIRCUMSTANCES, CUSTOMS, PROTOCOLS OR PROCEDURES.
c. THE FLIGHT PATHS, FLIGHT FREQUENCY, FLIGHT TIMING, AIRPORT OPERATIONS, CLIMBING AND DESCENDING, ALTITUDES, TAKEOFF AND LANDING, AIR TRAFFIC CONTROL, AND IN ANY RELATED AIRCRAFT AND AIRPORT PRACTICES, LAWS, RULES, POLICIES, CIRCUMSTANCES, CUSTOMS, PROTOCOLS OR PROCEDURES.
d. GRANTEE'S OR OTHERS' PERSONAL PERCEPTIONS OF AIRCRAFT EFFECTS OR SENSITIVITY TO AIRCRAFT EFFECTS.
4. GRANTEE SHALL NOT CAUSE OR ALLOW THE PROPERTY TO BE USED TO DISCHARGE FUMES; SMOKE; DUST; OR ELECTRONIC, LIGHT, LASER OR OTHER EMISSIONS, WHICH MAY OBSTRUCT VISIBILITY OR ADVERSELY AFFECT OR INTERFERE WITH THE OPERATION OF AIRCRAFT OR ANY NAVIGATIONAL FACILITIES. NO BUILDING, MAST, TREE, VEGETATION, OR OTHER THING UPON THE PROPERTY SHALL EXCEED FEDERAL AVIATION ADMINISTRATION APPROVED HEIGHT RESTRICTIONS.
5. GRANTEE HAS BEEN ADVISED AND UNDERSTANDS THAT:
a. ALL OR A PORTION OF THE PROPERTY IS LOCATED IN A NOISE-INFLUENCE AREA.
b. AIRCRAFT EFFECTS MIGHT BE ANNOYING TO USERS OF THE PROPERTY AND MIGHT INTERFERE WITH THE UNRESTRICTED USE AND ENJOYMENT OF THE PROPERTY.
c. AIRCRAFT EFFECTS WILL LIKELY INCREASE OVER TIME.
6. GRANTEE WAIVES ALL RIGHTS AND CLAIMS THAT GRANTEE MAY EVER HAVE AGAINST, AND AGREES NOT TO SUE, GRANTEE REGARDING AIRCRAFT EFFECTS. GRANTEE MAKES ITS WAIVERS AND AGREEMENTS FOR ITSELF, ITS SUCCESSORS AND ASSIGNS, IN FAVOR OF GRANTEE, AND ALL GRANTEE'S OFFICERS, OFFICIALS, EMPLOYEES, AGENTS, LESSEES

GRANTOR WARRANTS AND COVENANTS TO GRANTEE AND ITS SUCCESSORS AND ASSIGNS THAT GRANTEE IS LAWFULLY SEIZED AND POSSESSED OF THE PROPERTY; THAT GRANTEE HAS A GOOD AND LAWFUL RIGHT TO MAKE THE CONVEYANCE DESCRIBED HEREIN; AND THAT GRANTEE SHALL HAVE TITLE AND QUIET POSSESSION AGAINST THE CLAIMS OF ALL PERSONS. THE PERSON EXECUTING THIS DOCUMENT ON BEHALF OF A CORPORATION, TRUST OR OTHER ORGANIZATION WARRANTS HIS OR HER AUTHORITY TO DO SO AND THAT ALL PERSONS NECESSARY TO BIND GRANTEE HAVE JOINED IN THIS DOCUMENT. THIS DOCUMENT RUNS WITH THE LAND IN FAVOR OF GRANTEE'S SUCCESSORS AND ASSIGNS.

IN WITNESS WHEREOF, OWNER HAS HEREUNTO CAUSED ITS NAME TO BE AFFIXED AND THE SAME TO BE ATTESTED BY ITS DULY AUTHORIZED SIGNATORY.

DATED THIS 04 DAY OF August, 2022

GRANTOR: AXON ENTERPRISE

BY: [Signature]

NAME: Isqiah Fields

ITS: Chief Legal Officer

OFFICIAL RECORDS OF MARICOPA COUNTY RECORDER STEPHEN RICHER 20220630808,08/09/2022 12:19 BOOK 1688 PAGE 30 ELECTRONIC RECORDING 36172-7-1-1-M

MINOR LAND DIVISION PLAT AXON CAMPUS

BEING A REPLAT OF TRACT 14A OF STATE PLAT NO. 16B CORE SOUTH, RECORDED IN BOOK 394, PAGE 42, IN THE COUNTY RECORDER'S OFFICE, COUNTY OF MARICOPA, STATE OF ARIZONA, SECTION 36, TOWNSHIP 4 NORTH, RANGE 4 EAST, OF THE GILA AND SALT RIVER MERIDIAN

OWNER

AXON ENTERPRISE, INC., AN ARIZONA CORPORATION 17800 N. 85TH STREET SCOTTSDALE, AZ 85255 CONTACT: JAMES HAYES PHONE: (602) 350-6988

SURVEYOR

WOOD, PATEL & ASSOCIATES, INC. 1630 SOUTH STAPLEY DRIVE - SUITE 219 MESA, ARIZONA 85204 (480) 834-3300 SURVEYOR@WOODPATEL.COM

LEGEND

Table with 2 columns: Symbol and Description. Includes symbols for corner monuments, lot corner monuments, survey monuments, and various easements and lines.

BASIS OF BEARING

THE HORIZONTAL DATUM FOR THIS SURVEY IS BASED ON INFORMATION OBTAINED FROM THE MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION (MCDOT) GEODETIC DENSIFICATION AND CADASTRAL SURVEY (GDACS) WEBSITE WWW.MCDOT.MARICOPA.GOV, UNDER THE SURVEY INFORMATION LINK ON FEBRUARY 18, 2020.

PROJECTION ARIZONA CENTRAL ZONE, NAD 83, (EPOCH 2010) DATUM GRS-80 UNITS INTERNATIONAL FEET GEOID MODEL GEOID 2018

CONTROL POINT 1HH2 PID AJ 3694 LATITUDE 33°41'03.59098" N LONGITUDE 111°56'34.12968" W ELLIPSOID HEIGHT 489.708 (METERS) DESCRIPTION ALUMINUM CAP ON STAINLESS STEEL ROD IN CONCRETE SLEEVE

MODIFIED TO GROUND AT N: 963266.200 E: 702643.084, USING A SCALE FACTOR OF 1.0001706727.

HORIZONTAL ADJUSTMENT NONE HORIZONTAL ROTATION NONE

ACKNOWLEDGMENT

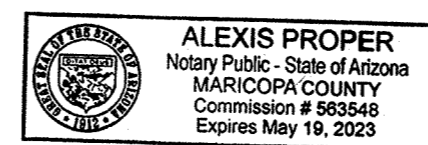
STATE OF ARIZONA ) ) ss. COUNTY OF MARICOPA )

THIS DOCUMENT WAS ACKNOWLEDGED BEFORE ME THIS 04 DAY OF August, 2022

BY Isqiah Fields THE Chief Legal Officer of Axon Enterprise, Inc

NOTARY PUBLIC: Alexis Propper

MY COMMISSION EXPIRES: May 19, 2023



APPROVALS

APPROVED BY THE COUNCIL OF THE CITY OF SCOTTSDALE, ARIZONA THIS 21st DAY OF June, 2022

BY: [Signature] DATE 8/9/2022

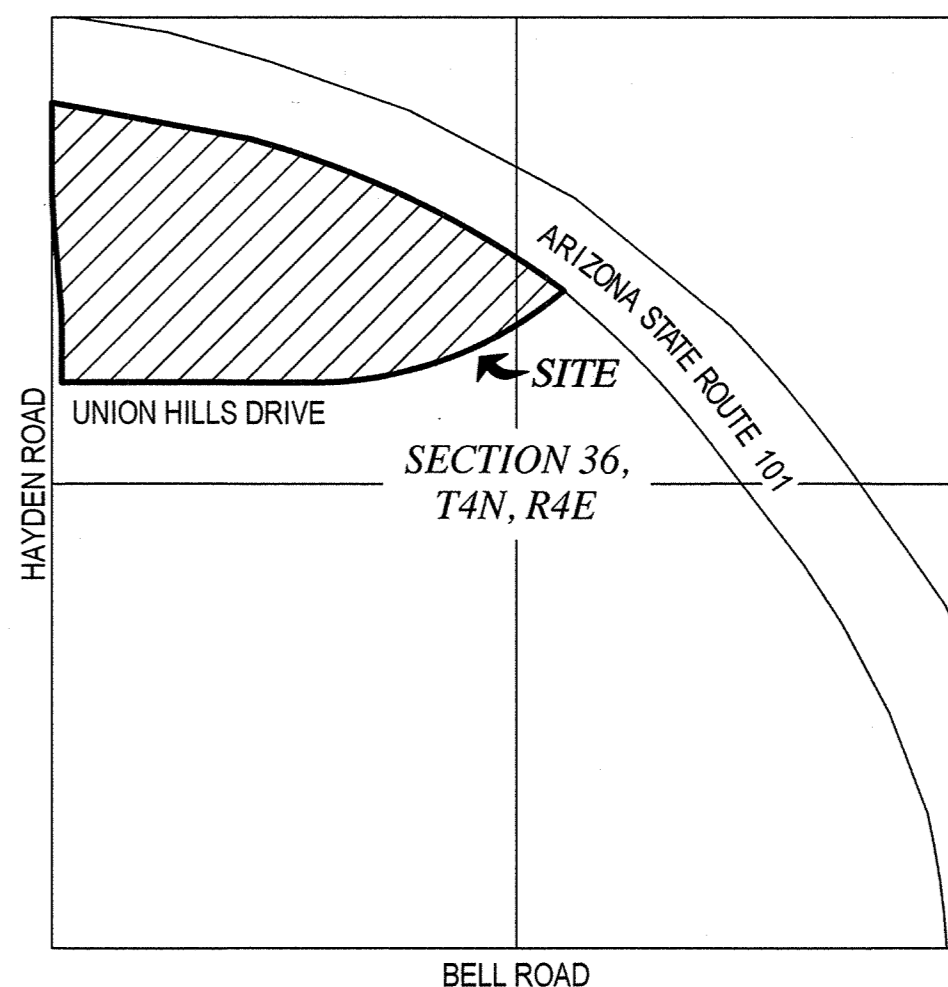
ATTEST BY: [Signature] CITY CLERK

THIS PLAT HAS BEEN REVIEWED FOR COMPLIANCE WITH THE CITY OF SCOTTSDALE'S DESIGN STANDARDS AND POLICY MANUAL SPECIFICATIONS, ENGINEERING PLANS FOR PUBLIC IMPROVEMENTS (AS REQUIRED IN DS&PM § 3-1.202) ASSOCIATED WITH THIS PLAT HAVE NOT YET BEEN APPROVED BY THE CITY.

BY: [Signature] DATE 8/8/2022

THIS SUBDIVISION HAS BEEN REVIEWED FOR COMPLIANCE WITH THE DEVELOPMENT STANDARDS OF THE CITY OF SCOTTSDALE'S DEVELOPMENT REVIEW BOARD (DRB) CASE NO. 6-PP-2022 AND ZONING CASE NO. 13-2N-2020 AND ALL CASE RELATED STIPULATIONS. THIS FINAL PLAT IS BEING RECORDED PRIOR TO RECEIPT OF FINANCIAL ASSURANCES OR A COVENANT TO CONSTRUCT PUBLIC IMPROVEMENTS FROM AXON ENTERPRISES, INC. AS AUTHORIZED PURSUANT TO CITY OF SCOTTSDALE ORDINANCE NO. 4556.

BY: [Signature] DATE 08/08/2022 DEVELOPMENT ENGINEERING MANAGER



VICINITY MAP

NTS

SHEET INDEX

- 1 COVER SHEET
2 PARENT PARCEL LEGAL DESCRIPTION AND INDEX MAP
3-7 BOUNDARY RETRACEMENT, ANALYSIS, LINE AND CURVE TABLES

TOTAL SHEETS - 7

NOTES

- 1. THIS PLAT IS LOCATED WITHIN THE CITY OF SCOTTSDALE WATER SERVICE AREA AND HAS BEEN DESIGNATED AS HAVING AN ASSURED WATER SUPPLY.
2. ELECTRIC LINES TO BE CONSTRUCTED UNDERGROUND AS REQUIRED BY THE ARIZONA CORPORATION COMMISSION GENERAL ORDER U-28.
3. ALL LOTS SHALL CONFORM TO THE FIRE DEPARTMENT GUIDELINES FOR EMERGENCY VEHICLE ACCESS.
4. ALL ANNOTATED VALUES ARE THE RESULTS OF ACTUAL FIELD MEASUREMENTS, UNLESS OTHERWISE NOTED.
5. THIS PROPERTY LIES WITHIN CLOSE PROXIMITY TO THE SCOTTSDALE AIRPORT ("THE AIRPORT"), WHICH IS LOCATED BETWEEN FRANK LLOYD WRIGHT BOULEVARD ON THE NORTH, PIMA ROAD ON THE EAST, THUNDERBIRD ROAD ON THE SOUTH AND SCOTTSDALE ROAD ON THE WEST. THE AIRPORT IS A GENERAL AVIATION RELIEVER/COMMERCIAL SERVICE AIRPORT FOR SCOTTSDALE/PHOENIX AREA.
6. THIS PLAT IS BASED ON THE PERTINENT DOCUMENTS LISTED ON SHEET 2 HEREON.
7. AFFIDAVITS OF CORRECTION OR AMENDMENT TYPE LETTERS CONCERNING THIS PLAT ARE NOT VALID. THERE WILL BE NO REVISIONS TO THIS PLAT WITHOUT THE DEVELOPMENT ENGINEERING MANAGER'S APPROVAL.
8. ALL TITLE INFORMATION IS BASED ON A THIRD AMENDED COMMITMENT FOR TITLE INSURANCE PREPARED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, ORDER NO. 22136984-001-MJB-MB2, DATED APRIL 7, 2022, RECEIVED ON APRIL 13, 2022.

ZONING

EXISTING ZONING: I-1 PCD

LOT AREA TABLE with columns: LOT NO., SQUARE FEET, ACRES. Rows for Lot 1, Lot 2, Lot 3, and TOTAL.

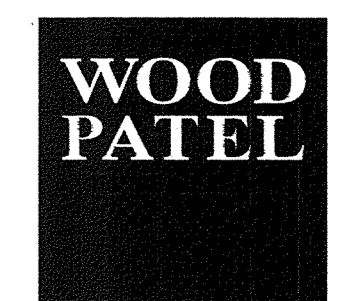
LAND SURVEYORS CERTIFICATION

THIS IS TO CERTIFY THAT

- 1. I AM A LAND SURVEYOR REGISTERED TO PRACTICE IN ARIZONA.
2. THIS PLAT WAS MADE UNDER MY DIRECTION.
3. THIS PLAT MEETS THE "MINIMUM STANDARDS FOR ARIZONA LAND BOUNDARY SURVEYS".
4. THE SURVEY AND DIVISION OF THE SUBJECT PROPERTY DESCRIBED AND PLATTED HEREON WERE MADE DURING THE MONTH OF AUGUST 2021.
5. THE SURVEY IS TRUE AND COMPLETE AS SHOWN.
6. ALL MONUMENTS AS SHOWN EXIST AND THEIR POSITIONS ARE CORRECTLY SHOWN. SAID MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

[Signature]

GABRIEL S. RIOS REGISTERED LAND SURVEYOR #48932 WOOD, PATEL & ASSOCIATES, INC. 1630 SOUTH STAPLEY DRIVE-SUITE 219 MESA, ARIZONA 85204 (480) 834-3300 SURVEYOR@WOODPATEL.COM



Wood, Patel & Associates, Inc. Civil Engineering Water Resources Land Survey Construction Management 602.335.8500 www.woodpatel.com

MINOR LAND DIVISION PLAT AXON CAMPUS

COVER SHEET



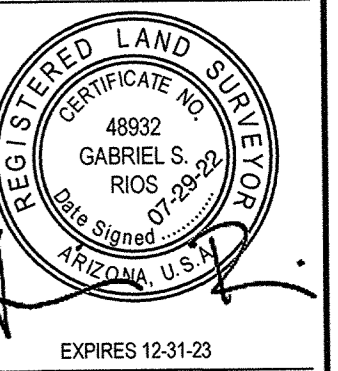
CHECKED BY GSR CAD TECHNICIAN MJS SCALE NTS DATE 07/29/2022 JOB NUMBER 205133.01 SHEET 1 OF 7

PC# 4474-21-2, 6-PP-2022

4474-21-2



**MINOR LAND DIVISION PLAT  
AXON CAMPUS**  
BOUNDARY RETRACEMENT & ANALYSIS



CHECKED BY: GSR  
CAD TECHNICIAN: MJS  
SCALE: 1" = 50'  
DATE: 07/29/2022  
JOB NUMBER: 205133.01  
SHEET: 3 OF 7

PC# 4474-21-2, 6-PP-2022  
2:00/2020/03/30/Survey/Plat/133-F01.dwg

NORTHWEST CORNER  
SECTION 36, T4N, R4E  
FD 3" MC BCF STAMPED  
T4N R4E S26 S25 S35 S36 LS 33307  
2003

FD 3.5" ADOT ACF HWY DIV  
RBM 600 1703 347 LS 31591 2007

EX 20' WSE  
DOC 2002-527811, MCR

EX 20' PUE  
DOC 2000-589276, MCR  
DOC 2004-932570, MCR

EX 10' PUE  
DOC 2000-589276, MCR  
DOC 2004-932570, MCR

EX 110' PR & UU  
DOC 2000-589276, MCR  
DOC 2004-932570, MCR  
DOC 2005-441597, MCR

EX 110' PR & UU  
DOC 2000-589276, MCR  
DOC 2004-932570, MCR

EX 110' PR & UU  
DOC 2000-589276, MCR  
DOC 2004-932570, MCR

WEST 1/4 CORNER  
SECTION 36, T4N, R4E  
FD PKN WITAG RLS 28236

ARIZONA STATE ROUTE 101

HAYDEN ROAD

LOT 1

SHEET 6

SHEET 6

SHEET 4

SHEET 4

OFFICIAL RECORDS OF  
MARICOPA COUNTY RECORDER  
STEPHEN RICHER  
20220630808,08/09/2022 12:19  
BOOK 1688 PAGE 30  
ELECTRONIC RECORDING  
36172-7-1-1-M

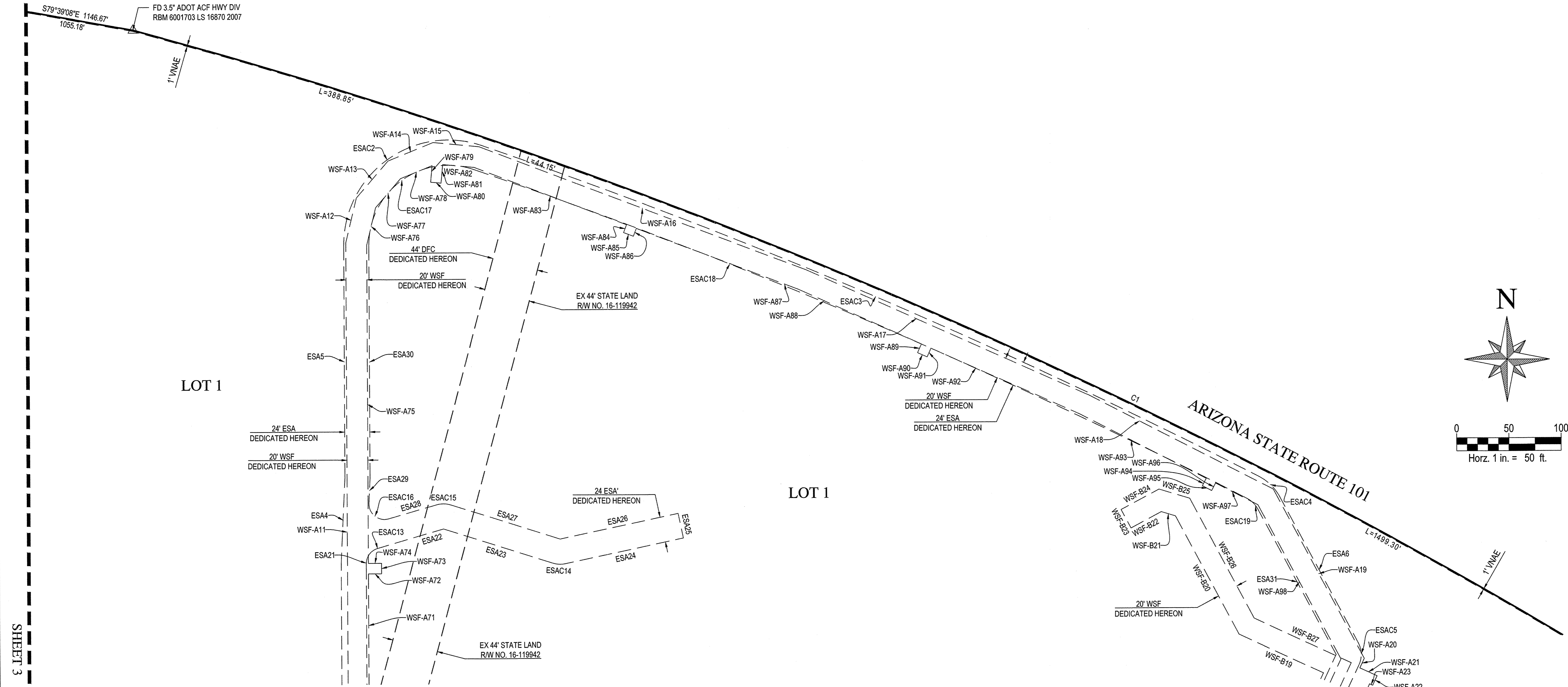


0 50 100  
Horz. 1 in. = 50 ft.

PARCEL LINE TABLE		
LINE	BEARING	DISTANCE
L1	S00°00'13"W	97.06'
L2	N05°05'22"W	13.06'
L3	S47°18'53"E	31.08'
L4	S89°32'25"E	50.40'
L5	S00°27'35"W	4.00'
L6	N45°30'29"E	50.00'
L7	N03°50'32"W	19.10'
L8	S67°07'39"E	50.00'
L9	S76°14'18"W	35.35'
L10	N41°41'45"E	50.00'
L11	S43°08'28"W	33.90'
L12	S83°44'43"E	50.00'
L13	S88°12'06"E	64.59'
L14	S59°38'17"E	50.00'
L15	S00°00'00"E	37.16'

PARCEL CURVE TABLE					
CURVE	DELTA	RADIUS	ARC	CHORD BEARING	CHORD
C1	19°59'09"	5539.58'	1,932.30'	N64°32'44"W	1922.52'
C2	40°08'46"	2200.00'	1,541.50'	N69°57'29"E	1510.16'
C3	5°02'30"	1800.00'	158.39'	N02°31'02"W	158.34'
C4	5°02'30"	1800.00'	158.39'	S02°31'02"E	158.34'
C5	5°05'35"	5425.00'	482.23'	S02°32'35"E	482.07'
C6	92°46'46"	290.00'	469.60'	S46°23'23"E	419.95'
C7	19°30'43"	247.00'	84.12'	S78°23'47"E	83.71'
C8	8°29'10"	2145.00'	317.70'	N76°45'48"E	317.41'
C9	14°17'37"	2145.00'	535.12'	N57°24'08"E	533.73'
C10	4°03'10"	5575.00'	394.33'	N02°01'22"W	394.25'
C11	61°00'50"	400.00'	425.96'	S30°30'25"E	406.11'

SHEET 3



**MINOR LAND DIVISION PLAT  
 AXON CAMPUS**  
 BOUNDARY RETRACEMENT & ANALYSIS



CHECKED BY: GSR  
 CAD TECHNICIAN: MJS  
 SCALE: 1" = 50'  
 DATE: 07/29/2022  
 JOB NUMBER: 205133.01

PC# 4474-21-2, 6-PP-2022  
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SHEET 5

SHEET 5

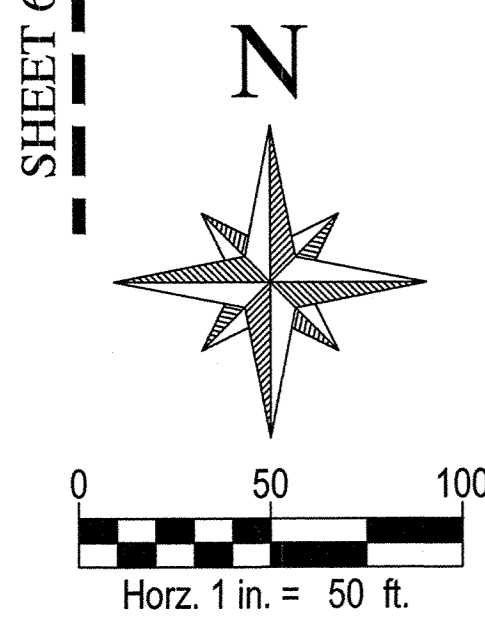
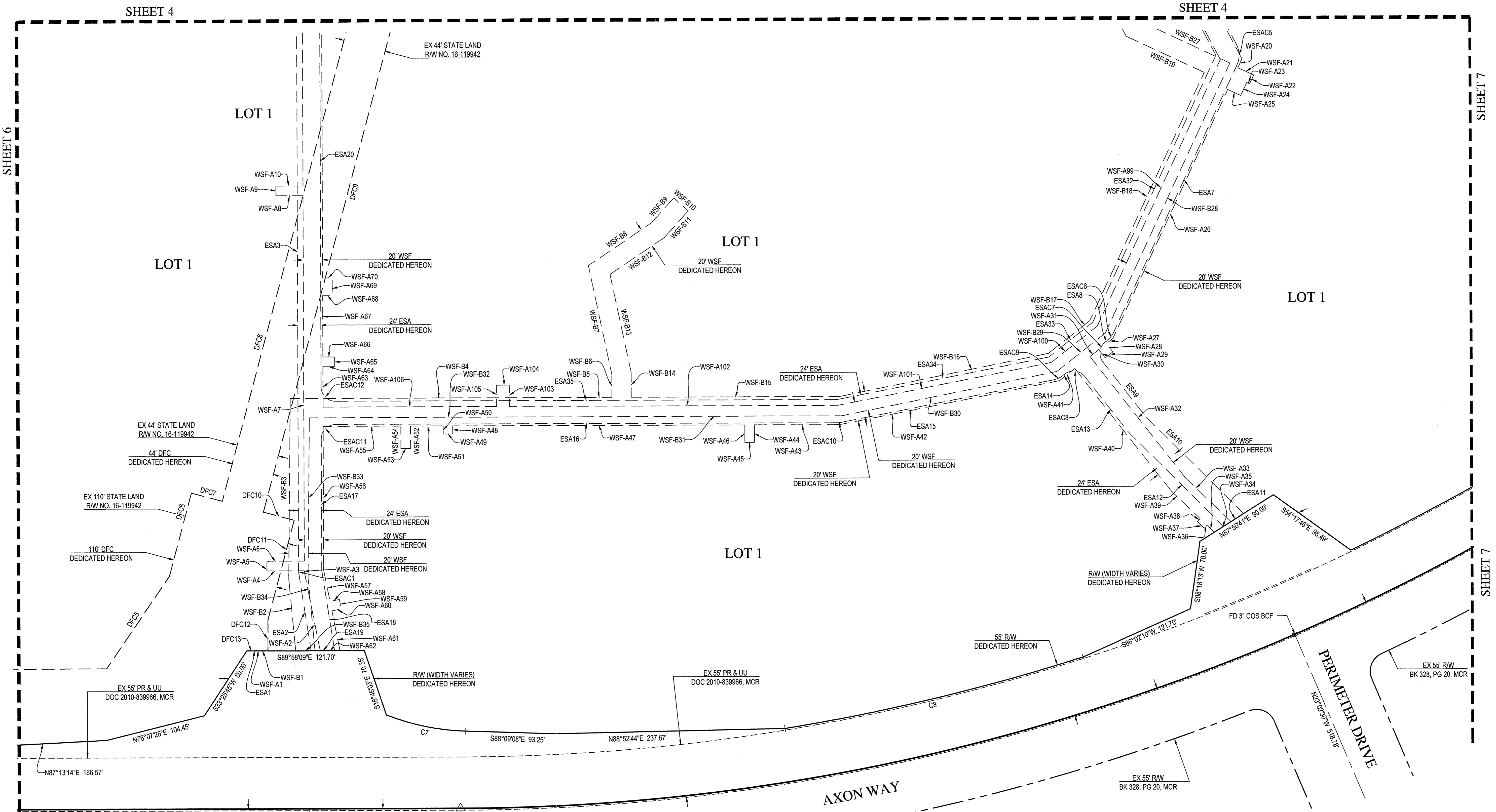
MINOR LAND DIVISION PLAT  
AXON CAMPUS  
BOUNDARY RETRACEMENT & ANALYSIS



CHECKED BY	GSR
CAD TECHNICIAN	MJS
SCALE	1" = 50'
DATE	07/29/2022
JOB NUMBER	205133.01
SHEET	5 OF 7

PC# 4474-21-2, 6-PP-2022  
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OFFICIAL RECORDS OF  
MARICOPA COUNTY RECORDER  
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BOOK 1688 PAGE 30  
ELECTRONIC RECORDING  
36172-7-1-1-M-



SHEET 4

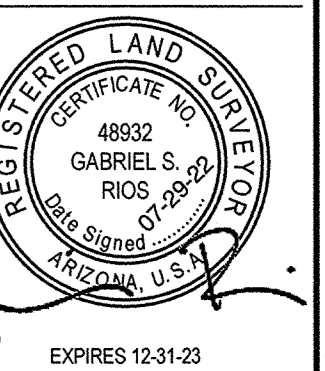
SHEET 6

SHEET 7

SHEET 6

SHEET 7

MINOR LAND DIVISION PLAT  
AXON CAMPUS  
BOUNDARY RETRACEMENT & ANALYSIS



CHECKED BY GSR  
CAD TECHNICIAN MJS  
SCALE 1" = 50'  
DATE 07/29/2022  
JOB NUMBER 205133.01  
SHEET 6 OF 7

OFFICIAL RECORDS OF  
MARICOPA COUNTY RECORDER  
STEPHEN RICHER  
20220630808,08/09/2022 12:19  
BOOK 1688 PAGE 30  
ELECTRONIC RECORDING  
36172-7-1-1-M-

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SHEET 3 SHEET 3 SHEET 5 SHEET 5

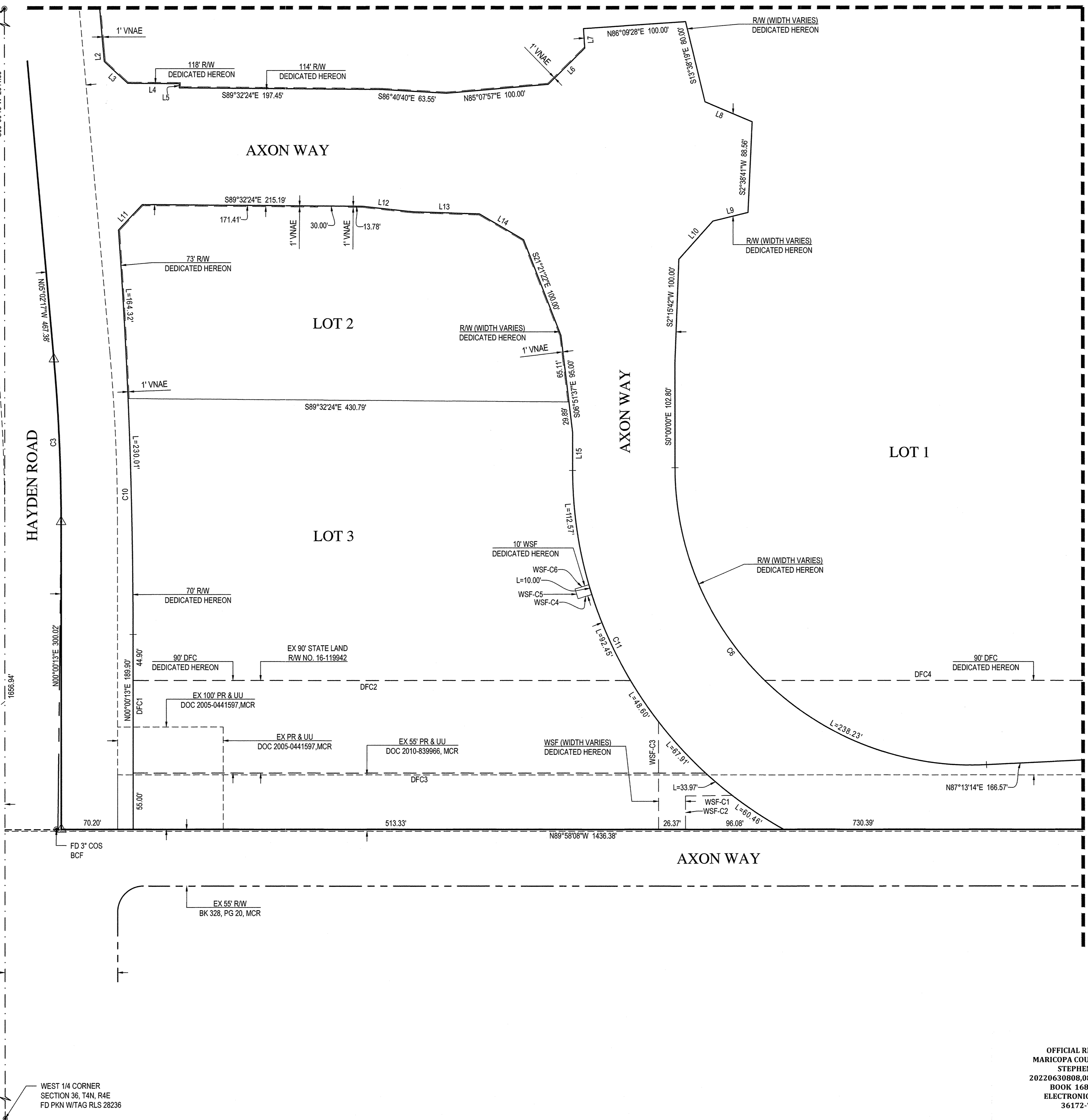
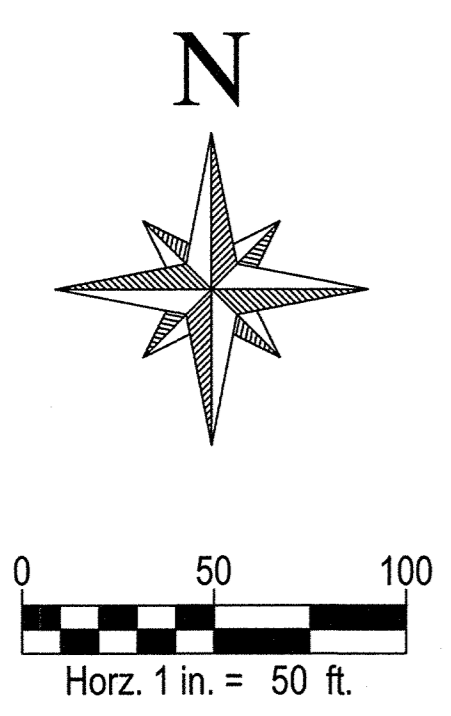
NORTHWEST CORNER  
SECTION 36, T4N, R4E  
FD 3" MC BCF STAMPED  
T4N R4E S26 S35 S36 LS 33307

EX 110' PR & UU  
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DOC 2004-932570, MCR

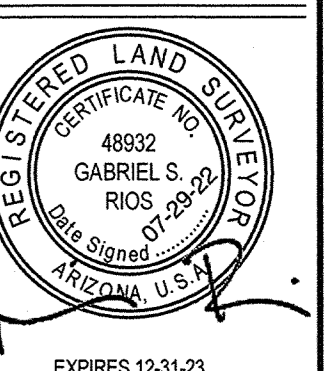
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DOC 2005-0441597, MCR

EX 110' RW  
BK 328, PG 20, MCR

WEST 1/4 CORNER  
SECTION 36, T4N, R4E  
FD PKN W/TAG RLS 28236



**MINOR LAND DIVISION PLAT  
 AXON CAMPUS  
 BOUNDARY RETRACEMENT & ANALYSIS**



CHECKED BY: GSR  
 CAD TECHNICIAN: MJS  
 SCALE: 1" = 50'  
 DATE: 07/29/2022  
 JOB NUMBER: 205133.01  
 SHEET: 7 OF 7

EASEMENT LINE TABLE		
LINE	BEARING	DISTANCE
DFC1	N00°00'13"E	90.00'
DFC2	N89°58'09"W	486.03'
DFC3	N89°58'08"W	559.32'
DFC4	S89°58'09"E	383.32'
DFC5	N34°25'20"E	115.73'
DFC6	N15°01'36"E	88.65'
DFC7	S74°58'24"E	33.00'
DFC8	N15°01'36"E	975.92'
DFC9	S15°01'36"W	972.31'
DFC10	S74°58'24"E	33.00'
DFC11	S15°01'36"W	106.29'
DFC12	S00°01'51"W	31.88'
DFC13	S89°58'09"E	21.99'

EASEMENT CURVE TABLE						
CURVE	DELTA	RADIUS	ARC	CHORD BEARING	CHORD	
ESAC1	8°54'57"	24.00'	3.73'	S04°27'20"E	3.73'	
ESAC2	109°06'50"	99.99'	190.42'	S54°33'25"W	162.93'	
ESAC3	8°20'30"	5544.70'	807.24'	N66°42'55"W	806.52'	
ESAC4	35°28'37"	48.95'	30.31'	N45°46'16"W	29.83'	
ESAC5	53°04'27"	24.00'	22.23'	N01°29'44"W	21.45'	
ESAC6	26°57'31"	24.00'	11.29'	N38°31'15"E	11.19'	
ESAC7	90°00'00"	15.00'	23.56'	S07°00'00"W	21.21'	
ESAC8	90°00'00"	15.00'	23.56'	N83°00'00"W	21.21'	
ESAC9	26°55'32"	24.00'	11.28'	N65°27'46"E	11.18'	
ESAC10	11°04'28"	24.00'	4.64'	N84°27'46"E	4.63'	
ESAC11	89°59'51"	15.00'	23.56'	S45°00'04"W	21.21'	
ESAC12	90°00'09"	15.00'	23.56'	S44°59'56"E	21.21'	
ESAC13	71°04'14"	15.00'	18.61'	S38°20'49"W	17.44'	
ESAC14	29°33'38"	24.00'	12.38'	S87°11'30"E	12.25'	
ESAC15	33°42'22"	24.00'	14.12'	N89°15'53"W	13.92'	
ESAC16	108°55'46"	15.00'	28.52'	S51°39'11"E	24.41'	
ESAC17	109°06'50"	75.99'	144.72'	S54°33'25"W	123.82'	
ESAC18	8°20'38"	5520.70'	803.98'	N66°42'51"W	803.27'	
ESAC19	35°51'50"	24.95'	15.62'	N45°57'53"W	15.36'	

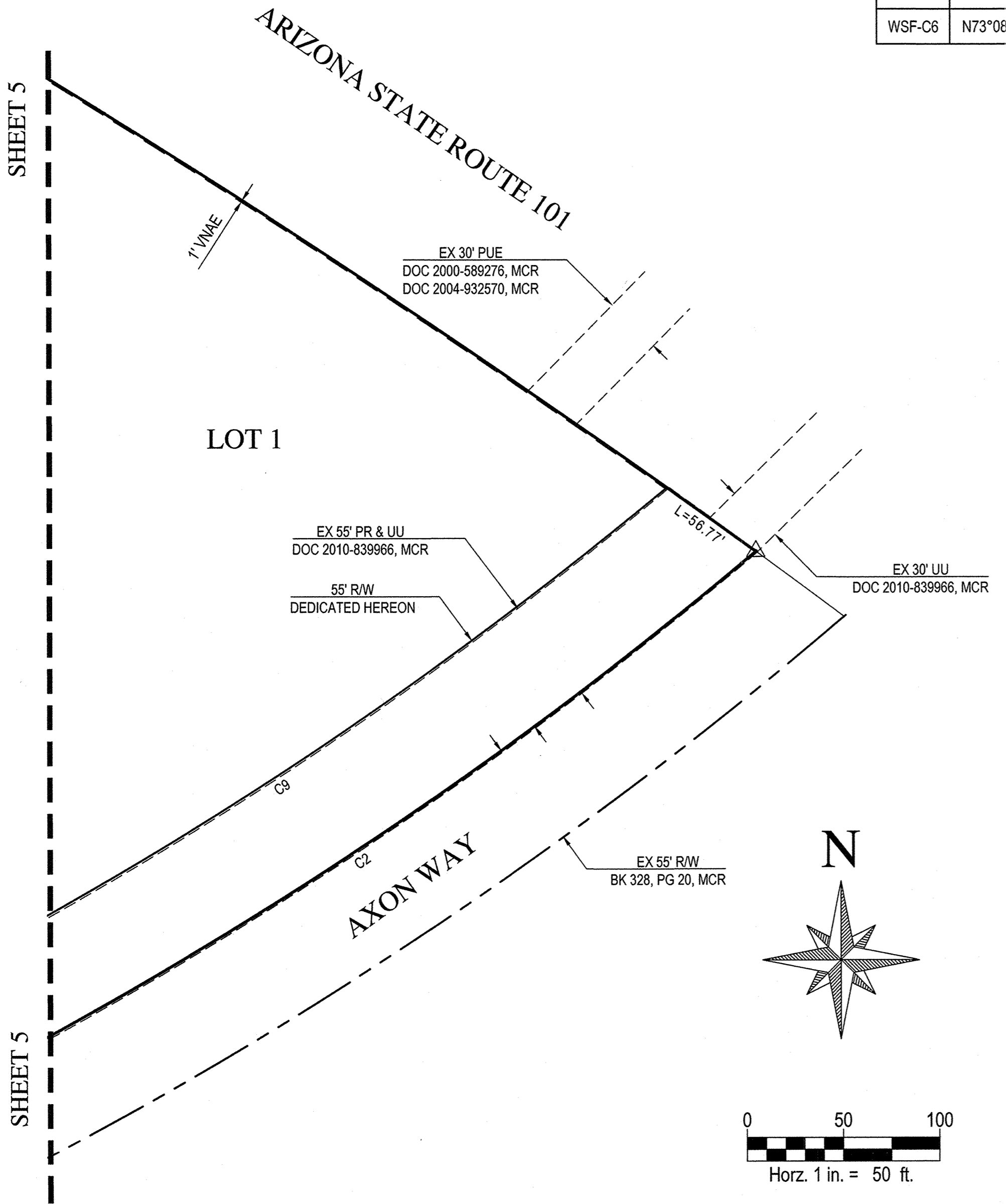
EASEMENT LINE TABLE		
LINE	BEARING	DISTANCE
WSF-C1	N89°29'54"E	45.59'
WSF-C2	S00°01'52"W	32.73'
WSF-C3	S00°01'52"W	104.89'
WSF-C4	N73°08'29"E	14.05'
WSF-C5	N16°51'31"W	10.00'
WSF-C6	N73°08'29"E	14.05'

EASEMENT LINE TABLE		
LINE	BEARING	DISTANCE
WSF-A1	N89°58'09"W	76.07'
WSF-A2	S11°14'51"E	83.01'
WSF-A3	N00°00'09"E	1.06'
WSF-A4	N89°58'07"E	38.75'
WSF-A5	S00°00'09"W	10.00'
WSF-A6	N89°58'07"E	38.75'
WSF-A7	S00°00'09"W	377.69'
WSF-A8	S89°58'46"W	28.02'
WSF-A9	S00°00'14"E	10.00'
WSF-A10	S89°58'46"W	28.02'
WSF-A11	N00°00'09"E	529.75'
WSF-A12	N13°38'29"E	43.77'
WSF-A13	N40°55'17"E	46.51'
WSF-A14	N68°11'46"E	46.51'
WSF-A15	S84°31'57"E	44.09'
WSF-A16	S69°10'41"E	334.13'
WSF-A17	S65°55'34"E	295.90'
WSF-A18	S62°36'51"E	198.39'
WSF-A19	S28°02'00"E	183.53'
WSF-A20	S25°02'29"W	10.16'
WSF-A21	S65°00'00"E	18.10'
WSF-A22	S25°00'00"W	10.01'
WSF-A23	S65°00'00"E	3.28'
WSF-A24	N24°58'05"E	14.78'
WSF-A25	N64°59'00"W	14.84'
WSF-A26	S25°02'29"W	283.01'
WSF-A27	N52°00'00"E	8.62'
WSF-A28	S38°00'00"E	10.90'
WSF-A29	S52°00'00"W	10.00'
WSF-A30	N38°00'00"W	10.90'
WSF-A31	S52°00'00"W	11.52'
WSF-A32	S38°00'00"E	160.31'
WSF-A33	S45°55'48"E	64.95'
WSF-A34	S57°50'41"W	20.59'
WSF-A35	N45°55'48"W	10.34'
WSF-A36	S43°45'33"W	4.13'
WSF-A37	N46°14'27"W	10.00'
WSF-A38	N43°45'33"E	4.18'
WSF-A39	N45°55'48"W	41.10'
WSF-A40	N38°00'00"W	161.69'
WSF-A41	S52°00'00"W	20.14'
WSF-A42	S78°55'32"W	232.29'
WSF-A43	N90°00'00"W	88.18'
WSF-A44	S00°00'13"W	18.10'
WSF-A45	N89°58'53"W	10.00'
WSF-A46	N00°00'13"E	18.10'
WSF-A47	N90°00'00"W	302.49'
WSF-A48	S00°00'00"E	8.38'
WSF-A49	N90°00'00"W	10.00'
WSF-A50	N00°00'00"E	8.38'
WSF-A51	N90°00'00"E	33.77'
WSF-A52	S00°08'37"E	23.25'
WSF-A53	N89°51'23"E	10.00'
WSF-A54	S00°08'37"E	23.27'
WSF-A55	N90°00'00"W	80.41'

EASEMENT LINE TABLE		
LINE	BEARING	DISTANCE
WSF-A56	S00°00'09"W	148.60'
WSF-A57	N11°14'51"W	33.12'
WSF-A58	S78°56'45"W	9.92'
WSF-A59	N11°03'15"W	10.00'
WSF-A60	N78°56'45"E	9.89'
WSF-A61	S11°14'51"E	41.91'
WSF-A62	N89°58'09"W	20.39'
WSF-A63	S00°00'09"W	41.56'
WSF-A64	N89°58'43"W	12.17'
WSF-A65	S00°00'17"W	10.00'
WSF-A66	S89°58'43"E	12.17'
WSF-A67	S00°00'09"W	63.34'
WSF-A68	N89°58'51"W	9.89'
WSF-A69	S00°06'19"W	18.28'
WSF-A70	S89°58'58"E	9.92'
WSF-A71	S00°00'09"W	308.24'
WSF-A72	N90°00'00"W	12.60'
WSF-A73	S00°00'00"E	10.00'
WSF-A74	N90°00'00"E	12.60'
WSF-A75	S00°00'09"W	304.12'
WSF-A76	S13°38'29"W	36.52'
WSF-A77	S40°55'17"W	36.81'
WSF-A78	S68°11'46"W	32.52'
WSF-A79	S05°17'17"W	15.80'
WSF-A80	S84°42'43"E	10.00'
WSF-A81	S05°17'17"W	17.73'
WSF-A82	N84°31'57"W	30.35'
WSF-A83	N69°10'41"W	155.62'
WSF-A84	N20°49'19"E	8.00'
WSF-A85	N69°10'41"W	10.00'
WSF-A86	S20°49'19"W	8.00'
WSF-A87	N69°10'41"W	165.25'
WSF-A88	N65°55'34"W	129.17'
WSF-A89	N24°04'26"E	9.07'
WSF-A90	N65°55'34"W	10.00'
WSF-A91	S24°04'26"W	9.07'
WSF-A92	N65°55'34"W	155.58'
WSF-A93	N62°36'51"W	136.06'
WSF-A94	N27°23'09"E	8.13'
WSF-A95	N62°36'51"W	10.00'
WSF-A96	S27°23'09"W	8.13'
WSF-A97	N62°36'51"W	45.53'
WSF-A98	N28°02'00"W	167.32'
WSF-A99	N25°02'29"E	303.17'
WSF-A100	N52°00'00"E	60.70'
WSF-A101	N78°55'32"E	225.56'
WSF-A102	N90°00'00"E	339.99'
WSF-A103	S00°00'00"E	22.01'
WSF-A104	N89°44'22"E	13.32'
WSF-A105	S00°00'00"E	21.95'
WSF-A106	N90°00'00"E	179.60'

EASEMENT LINE TABLE		
LINE	BEARING	DISTANCE
WSF-B1	S89°58'09"E	50.62'
WSF-B2	N05°17'36"W	74.70'
WSF-B3	N00°39'39"E	186.51'
WSF-B4	N89°58'13"E	306.92'
WSF-B5	N89°58'13"E	26.22'
WSF-B6	S00°01'47"E	23.51'
WSF-B7	S11°59'59"E	115.02'
WSF-B8	S56°16'09"W	78.95'
WSF-B9	S42°00'00"W	34.65'
WSF-B10	N48°00'00"W	20.00'
WSF-B11	N42°00'00"E	37.16'
WSF-B12	N56°16'09"E	67.89'
WSF-B13	N11°59'59"W	103.56'
WSF-B14	N00°01'47"W	25.61'
WSF-B15	N89°58'13"E	216.03'
WSF-B16	N78°37'12"E	220.56'
WSF-B17	N52°00'00"E	54.43'
WSF-B18	N25°01'00"E	282.33'
WSF-B19	N65°00'02"W	88.92'
WSF-B20	N28°02'08"W	128.25'
WSF-B21	N73°02'09"W	14.14'
WSF-B22	S61°57'51"W	32.94'
WSF-B23	N28°02'09"W	20.00'
WSF-B24	N61°57'51"E	41.23'
WSF-B25	S73°02'09"E	30.71'
WSF-B26	S28°02'08"E	129.85'
WSF-B27	S65°00'02"E	102.24'
WSF-B28	S25°01'00"W	307.13'
WSF-B29	S52°00'00"W	63.96'
WSF-B30	S78°37'12"W	227.28'
WSF-B31	S89°58'13"W	264.24'
WSF-B32	S89°58'15"W	287.16'
WSF-B33	S00°39'39"W	165.71'
WSF-B34	S05°17'36"E	75.52'
WSF-B35	S89°58'09"E	20.09'

EASEMENT LINE TABLE		
LINE	BEARING	DISTANCE
ESA1	S89°58'09"E	66.64'
ESA2	S08°54'48"E	80.48'
ESA3	S00°00'09"W	620.73'
ESA4	S02°48'42"W	81.62'
ESA5	S00°00'00"E	221.77'
ESA6	N28°01'57"W	157.60'
ESA7	N25°02'29"E	303.74'
ESA8	N52°00'00"E	1.93'
ESA9	N38°00'00"W	71.12'
ESA10	N44°56'51"W	143.13'
ESA11	S57°50'41"W	24.61'
ESA12	S44°56'51"E	139.14'
ESA13	S38°00'00"E	72.58'
ESA14	N52°00'00"E	1.89'
ESA15	N78°55'32"E	223.54'
ESA16	N90°00'00"E	519.34'
ESA17	N00°00'09"E	135.76'
ESA18	N08°54'48"W	84.26'
ESA19	S89°58'09"E	24.30'
ESA20	N00°00'09"E	430.38'
ESA21	N02°48'42"E	0.55'
ESA22	N73°52'56"E	65.79'
ESA23	S72°24'42"E	109.47'
ESA24	N78°01'41"E	115.48'
ESA25	N11°55'42"W	24.00'
ESA26	S78°01'41"W	115.50'
ESA27	N72°24'42"W	109.47'
ESA28	S73°52'56"W	47.27'
ESA29	N02°48'42"E	23.98'
ESA30	N00°00'00"E	222.36'
ESA31	S28°01'57"E	157.60'
ESA32	S25°02'29"W	303.74'
ESA33	S52°00'00"W	57.83'
ESA34	S78°55'32"W	223.54'
ESA35	N90°00'00"W	519.33'



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