



UNIFIED DEVELOPMENT CODE COMMITTEE AGENDA

UNIFIED DEVELOPMENT CODE COMMITTEE
REGULAR MEETING
THURSDAY, FEBRUARY 12, 2009
Immediately following the 9:00 AM
P & Z Commission Meeting

COUNCIL CHAMBERS / CITY HALL
201 S. CORTEZ STREET
PRESCOTT, ARIZONA
(928) 777-1207

The following Agenda will be considered by the **UNIFIED DEVELOPMENT CODE COMMITTEE** at its **REGULAR MEETING** to be held on **THURSDAY, FEBRUARY 12, 2009**, in **COUNCIL CHAMBERS** in **CITY HALL**, located at **201 S. CORTEZ STREET** immediately following the Planning & Zoning Commission meeting. Notice of this meeting is given pursuant to *Arizona Revised Statutes*, Section 38-431.02.

I. CALL TO ORDER

II. ATTENDANCE

MEMBERS

Len Scamardo, Chairman
Tom Kayn
Tom Menser
Richard Rosa

Bob Bell
Lora Lopas
Bob Luzius

III. REGULAR ACTION ITEMS

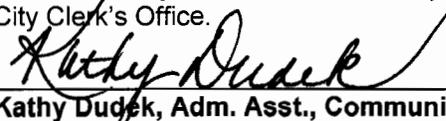
- 1. Mobile Food Vendors.** Wendell Hardin, Community Planner.
- 2. Airport-related amendments to the *Airport Specific Area Plan*.** Ryan Smith, Community Planner.
- 3. Airport-related amendments to the Land Development Code.** Ryan Smith, Community Planner.

IV. ADJOURNMENT

THE CITY OF PRESCOTT ENDEAVORS TO MAKE ALL PUBLIC MEETINGS ACCESSIBLE TO PERSONS WITH DISABILITIES. WITH 48 HOURS ADVANCE NOTICE, SPECIAL ASSISTANCE CAN BE PROVIDED FOR SIGHT AND/OR HEARING IMPAIRED PERSONS AT PUBLIC MEETINGS. PLEASE CALL 777-1272 OR 777-1100 (TDD) TO REQUEST AN ACCOMMODATION TO PARTICIPATE IN THIS MEETING.

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Prescott City Hall and on the City's website on February 9, 2008, at 4:30 PM in accordance with the statement filed with the City Clerk's Office.


Kathy Dudek, Adm. Asst., Community Development

UDC COMMITTEE

MEMORANDUM

Date ____

CITY OF PRESCOTT
COMMUNITY DEVELOPMENT - PLANNING & ZONING DIVISION

TO: Unified Development Code Committee Members

FROM: Tom Guice, Community Development Director
George Worley, Assistant Director
Wendell Hardin, Community Planner

TOPIC: Mobile Food Vendors

INTRODUCTION:

Recently, and in the past few years the City has had numerous requests for Mobile Food Vendors to place their carts throughout the city. The issue has been in finding suitable locations for such businesses. Each request has been handled on a case-by-case basis. While most requests have been for the Downtown Business District and few else where, placement has been difficult. The most successful vendors have been those who register with one of the city's annual festivals and in-turn purchases the right to participate in the festival. However, you will find that these vendors are usually temporary and located around the Courthouse Plaza for only the length of the festival.

When considering full-time mobile food vendors (coffee, pretzel, hot dog carts, etc.) they are typically addressed with the understanding they be tied to a principal structure to which they must be placed under roof. In addition to these requirements, the vendor must not block the public right-of-way or impede vehicular traffic. Beyond these conditions they must also adhere to all health department regulations.

Staff believes that it may be time to address mobile food vendors within Section 2.5 / Accessory Uses and Structures.

SUGGESTED ACTION:

Staff recommends the addition of Mobile Food Vendors to Table 2.3 / Permitted Use Table as a use under the category of 'Retail, Service and Business use Categories', see attached table modification. In addition, staff recommends that a new accessory use category be added to Section 2.5 / Accessory Uses and Structures, under the heading: Section 2.5.52 / Mobile Food Vendors, detail of recommended category attached as well.

Table 2.3

PERMITTED USE TABLE																						
SPECIFIC USE	RESIDENTIAL BASE ZONING DISTRICTS										NONRESIDENTIAL BASE ZONING DISTRICTS					Use Standards						
	RE-2 AC	SF-35	SF-18	SF-12	SF-9	SF-6	RT	MF-M	MF-H	SFC	RS	NOS	MU	RO	NOB		BG	BR	DTB	IT	IL	IG
Retail, Service and Business Use Categories (Sec. Error! Reference source not found.)																						
Mobile Food Vendors														C	C	C	P	P	P	P	P	2.5.52

Sec. 2.5 / Accessory Uses and Structures

Sec. 2.5.52 / Mobile Food Vendors

A two or four wheeled vehicle designed to carry foods and permitted by the County's Health Department. Such vehicles shall not be self-propelled. The dimensions of such vehicles shall not exceed: six feet in length, four feet width, and seven feet in height. Umbrellas shall not be greater than six feet in diameter. All mobile food vendors are subject to the following standards:

- A. Mobile Food Vendors are only allowed to operate on private property of an existing operating business.
- B. Mobile Food Vendors must either be located adjacent to the principal structure or within the confines of the parking lot of the existing business.
- C. Mobile Food Vendors shall require a Conditional Use Permit according to Sec. 9.3. / Conditional Use Permits with the exception of those mobile food vendors operating within those Zoning Districts identified as a permitted use in Table 2.3. / Permitted Use Table.
- D. Mobile Food Vendors shall not operate within the public Right-of-Way.
- E. Mobile Food Vendors shall not encroach into any parking spaces required by the existing business and shall not impede vehicular circulation within the parking area of that business.
- F. Mobile Food Vendors signs shall be an integral part of the vending cart with lettering not exceeding ten inches in height. Only the name of the vendor or the vending

company, the products offered, and the price of the products shall be included on the sign.

- G. Mobile Food Vendors signs shall not be internally illuminated or make use of flashing or intermittent lighting, animation, or noisemaking devices. Graphic illustrations shall display only the products being offered.
- H. Mobile Food Vendors shall keep the area within 15 feet of the location of the vending cart free from all litter and debris resulting from the operation.
- I. Mobile Food Vendors shall maintain a clearly marked trash container near their cart for litter. Use of public trash receptacles for this purpose is prohibited.
- J. Mobile Food Vendors shall not sell to vehicular traffic at any location.
- K. Mobile Food Vendors cart sales shall be permitted only between the hours of 6:00 a.m. and 10:00 p.m. All vending carts must be removed from the site during non-business hours.

UDC COMMITTEE

MEMORANDUM

Date: February 12, 2009

CITY OF PRESCOTT
COMMUNITY DEVELOPMENT - PLANNING & ZONING DIVISION

TO: Unified Development Code Committee Members

FROM: Tom Guice, Community Development Director
George Worley, Assistant Director
Ryan Smith, Community Planner

TOPIC: Airport Specific Area Plan (ASAP)

INTRODUCTION:

The ASAP is anticipated to be amended for consistency with FAA guidelines. Currently, the ASAP limits residential development within a one mile Approach/Departure route from the runway surface and does not accurately reflect current FAA guidelines for determining airport influence areas.

BACKGROUND:

The City is currently developing the 2009 Airport Master Plan to study the long term needs of the airport. Using current FAA guidelines, the Louis Berger Group has determined six airport influence zones and has also determined anticipated DNL (day-night sound level) zones. Using the FAA guidelines, specific uses in each of the influence zones should be limited or prohibited according to noise impacts from airport operations.

In addition to restricting uses near the airport, habitable buildings near the airport within the 6 Airport Impact Zones, shall be constructed using noise attenuation techniques to limit noise within each structure. Further, No new residential uses shall be allowed to be constructed within the 55 DNL.

SUGGESTED ACTION ASAP:

Amend the ASAP Landuse Plan Figure 1, Figure 3, Figure 4, Figure 5, Figure 6, Figure 7 and appendix A to reflect Airport Impact areas and Part 77 (Influence Area) of the FAA regulations as determined by the 2009 Airport Master Plan. Figure 1 must be amended to show Part 77 overflight areas. Figure 6 must be amended to reflect recommended residential densities as determined by the General Plan.

Text sections to be deleted in the ASAP are specified or shown in ~~strikeout~~. Text to be added is in bold type.

ASAP PLAN AREA Page 2 first and second paragraph - Delete in entirety. Add:
The 2009 Airport Master Plan shows areas of airport impact and the anticipated Day-Night Sound Level (DNL) zones resulting from airport activities (Figure 1). Using current FAA guidelines, six separate impact zones have been identified and will be used to restrict land use according to criteria outlined in the 2009 Airport Master Plan and in the Land Development Code.

DNL sound level contours shall be used to determine noise attenuation levels in and around the airport. Habitable buildings within the 6 Airport Impact Zones, must be constructed using noise attenuation techniques to limit noise within each structure. Interior noise must be attenuated to level equal or less than 45 Db. It is recommended that habitable buildings outside of the 6 Airport Impact Zones but falling within the Airport Influence Area also be constructed using noise attenuation techniques to limit noise within each structure.

Building height for all structures shall coincide with and be constrained by Part 77 of the FAA regulations.

LAND USE Page 5 Section B.4.1:
Assess sites that may appropriate for heavy industrial uses ~~(such as asphalt batch plant)~~ that support the tri-city region.....

OPEN SPACE AND WILDLIFE HABITAT Page 5 Section C.2.4:
~~Assess impacts and contributions from Sand and Gravel extraction operations, now occurring in Granite creek, to determine level of continued support if the operator may be willing to mitigate impacts (mining is Federally controlled therefore not within City jurisdiction).~~

ASAP ZONING AND LAND USE Page 8 second paragraph:
Noise contours have been mapped, reflecting the anticipated noise levels and frequencies based on the ~~20-year~~ **2009 Airport Master Plan**.....

IMMEDIATE AIRPORT PROTECTION Page 18 first paragraph:

..... Based on **Part 77 and other FAA regulations** professional experience and research, the **2009 Airport Master Plan study manager** recommends an airport influence area **as depicted in Figure 1** ~~3-5 miles from the runways' intersection~~ based on the length and activity level of each of the 4 runways.

IMMEDIATE AIRPORT PROTECTION Page 18 last paragraph:

..... Concentrations of residential development near the airport are not desirable, although **multi-family** ~~low-density~~ residential may be reasonable outside the approach and departure corridors where air traffic patterns are lighter. **Multi-family residential uses are generally more accepting of airport operations than are single family residential uses.**

LAND USE Page 19 Section B.1 third paragraph:

..... moderately intensive businesses **and multi-family residential** should be used to transition single-family neighborhoods into more intensive commercial districts ~~where multi-family residential is discouraged due to air traffic patterns.~~

LAND USE Page 20 Section B.5:

Lands ~~well~~ outside the ~~60~~ **55** DNL noise contour are subject to ~~nuisance~~ noise and overflights. For this reason, medium-to-high residential densities are a concern within the ~~inner~~ influence area because of the strong likelihood of noise complaints that can be detrimental to operations and expansions of the airport. Any residences within the ~~mapped 1-mile radius wide~~ approach and departure corridors are a concern for the same reason.

Page 21 first paragraph:

A more rational approach is to transfer the allowed densities from the approach/departure corridors, the Granite Creek wash, and from areas targeted for commercial or employment users to create residential clusters located in **areas least influenced by airport operations** ~~or near the outer influence area.~~

Page 21 second paragraph:

..... Low-density residential development ~~is~~ ~~might be~~ more appropriate for the ~~outer edges of the inner influence area or~~ where routine air traffic patterns are **have minimal impact.**

MIXED COMMERCIAL/EMPLOYMENT Page 28:

..... ~~No new residential uses are permitted within the 1-mile wide swaths; however, outside of the swaths residential development may be permitted at a maximum density of 1 dwelling unit per 5 acres.~~

COMMERCIAL Page 28:

..... ~~No new residential uses are permitted within the 1-mile wide swaths; however, outside of the swaths residential development may be permitted at a maximum density of 1 dwelling unit per 5 acres.~~

MIXED COMMERCIAL/RECREATION Page 28:

~~..... No new residential uses are permitted within the 1-mile wide swaths; however, outside of the swaths residential development may be permitted at a maximum density of 1 dwelling unit per 5 acres.~~

MIXED COMMERCIAL/STUDENT HOUSING Page 28:

University campus-related uses and activities, offices, and enclosed/screened storage are permitted, as are college dormitories inside and outside of the **airport influence areas** ~~1-mile swaths~~.

LOW DENSITY RESIDENTIAL Page 28:

~~..... No new residential development is permitted within the 1-mile wide swaths.~~

MEDIUM DENSITY RESIDENTIAL Page 28:

..... Build out of Golf Links, Pinion Oaks, and Antelope Hills-area subdivisions is permitted inside and outside of the **airport influence areas** ~~1-mile swaths~~.

MIXED USE VILLAGES Page 28:

~~..... No new residential development is permitted within the 1-mile wide swaths.~~

LAND USE POLICIES Page 29 Section B.12: Delete in entirety.

~~B.12 Asphalt batch plants are not supported within ASAP.~~

LAND USE POLICIES Page 29 Section B.13:

Mixed use "villages" that integrate high density residential with shopping, services and recreation are supported within the outer influence area as mapped in Figure 6.

LAND USE POLICIES Page 29 Section B.14:

No new residential development is permitted within the ~~1-mile wide approach/departure paths~~ **Airport Impact Zones 1, 2 and 3** except for buildout of existing approved plats and parcels, and for student housing at Embry-Riddle Aeronautical University. ~~Densities are also limited within the inner influence area to spaces of moderate air traffic air traffic activity.~~ ASAP supports no increase in residential densities via rezonings for these areas except as indicated on the Land Use Map (Figure 6).

APPENDIX B Section 6 bottom paragraph:

~~..... This is the reason for the extension in the runway21 approach and departure route to five miles and the additional area into the airport influence area.~~

APPENDIX B Section 7:

The runway approach and departure routes, ~~each one mile wide~~, are designed to protect the runway approaches and departures from incompatible development.

.....

Add APPENDIX H:

The following uses are prohibited in any Airport Impact Zone:

- 1) Transformer stations
- 2) Above ground high power transmission lines
- 3) Manufacturing establishments or other uses which produce smoke, steam, or other gaseous releases interfering with the safe use of the airport.
- 4) All plants and businesses of every kind which emit or discharge gases and odors that would interfere with the health or safety of the public in the use of the airport.
- 5) Businesses or structures of any kind that may be detrimental or injurious to the health, safety, and general welfare of the public in the use of the airport.
- 6) Any other use which would create electrical interference with radio communication between the airport and aircraft, make it difficult for fliers to distinguish between airport lights and others, result in glare in the eyes of flyers using the airport, impair visibility in the vicinity of the airport or otherwise endanger the landing, taking-off or maneuvering of aircraft.

See the Prescott Municipal Airport Impact Zones Land Use Compatibility Matrix.

Add APPENDIX I:

Adoption of Part 77 Airport Overflight Area is defined as follows:

1. Primary surface - an imaginary surface longitudinally centered on a runway which extends 200 feet beyond each end of the runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of the primary surface shall be as defined in Part 77.25(c).
2. Inner approach surface - a surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface extends for a horizontal distance of 10,000 feet at a slope of 50 to 1. The inner edge of the inner approach surface shall be the same as the primary surface and shall expand uniformly to a width of 4,000 feet.
3. Transition surface - a surface extending outward at right angles to the runway centerline and the runway centerline extended and upward at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces for a horizontal distance of 1050 feet or until a height of 150 feet above the established airport elevation. Transitional surfaces for those portions of the precision approach surface

which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

4. Outer approach surface - a surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the Inner Approach Zone for a horizontal distance of 40,000 feet at a slope of 40 to 1. The inner edge of the outer approach surface shall be 3,000 feet wide and shall expand uniformly to a width of 16,000 feet.
5. Horizontal surface - A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs with a radii of 10,000 horizontal feet from the center of each end of the primary surface of each runway and connecting the adjacent arcs by lines tangent to those arcs. The inner edge shall be established at the point at which the Transitional surface achieves a height of 150 feet above the established airport elevation
6. Conical surface - A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

Add APPENDIX J:

Spacing and classification of additional airports: Within a radius of eight (8) miles from the center of the Prescott Municipal Airport any airport of Class 1 or greater shall be denied if within the Prescott City boundary or discouraged if within another jurisdiction. Except as otherwise provided, the minimum distance between the Prescott Municipal Airport and any other airport hereafter established, measured from center to center, shall be not less than:

<u>Class of Other Airport</u>	<u>Distance from Prescott Municipal Airport</u>
I	7 miles
II	8 miles
III	9 miles
IV or larger	10 miles

Airport classification shall be in accord with the following schedule:

<u>Length of Longest Landing Strip</u>	<u>Class</u>
Under 2700 feet plus 1/4 elev. above sea level	I
2700 to 3700 feet plus 1/4 elev. above sea level	II
3700 to 4700 feet plus 1/4 elev. above sea level	III
Over 4700 feet plus 1/4 elev. above sea level	IV or larger



Legend

- Airport Boundary
- Parcels
- Noise Contours**
- 55 DNL
- 65 DNL
- Airport Impact Zones**
- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5
- Zone 6



THE Louis Berger Group, INC.



Prescott Municipal Airport
 Airport Impact Zones and 55 & 65 DNL Contours

JUNE 2008

Figure 0.0

City of Prescott
Airport Specific Area Plan
Figure 1
Airport Impact Zones & Noise Overlay

Airport Impact Zones

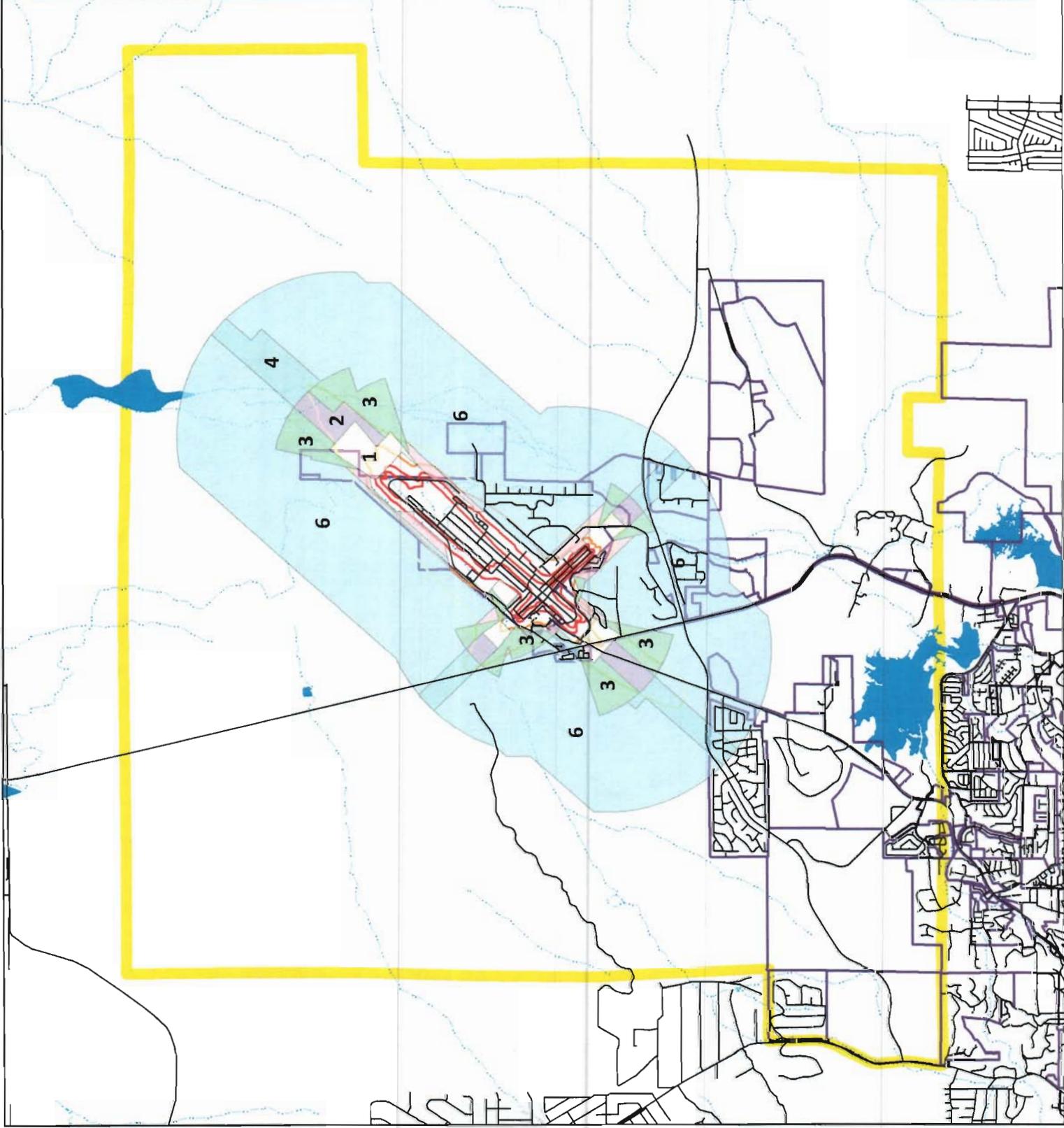
- 1
- 2
- 3
- 4
- 5
- 6

Airport Noise Overlay

- 60 - 64 LDN
- 65 - 69 LDN
- 70 - 74 LDN
- GT 75 LDN

- Zoning Line
- Streams
- Lakes
- ASAP Boundary

CAUTION
 MAP IS BASED ON IMPRECISE SOURCE DATA. SUBJECT TO CHANGE AND FOR GENERAL REFERENCE ONLY.



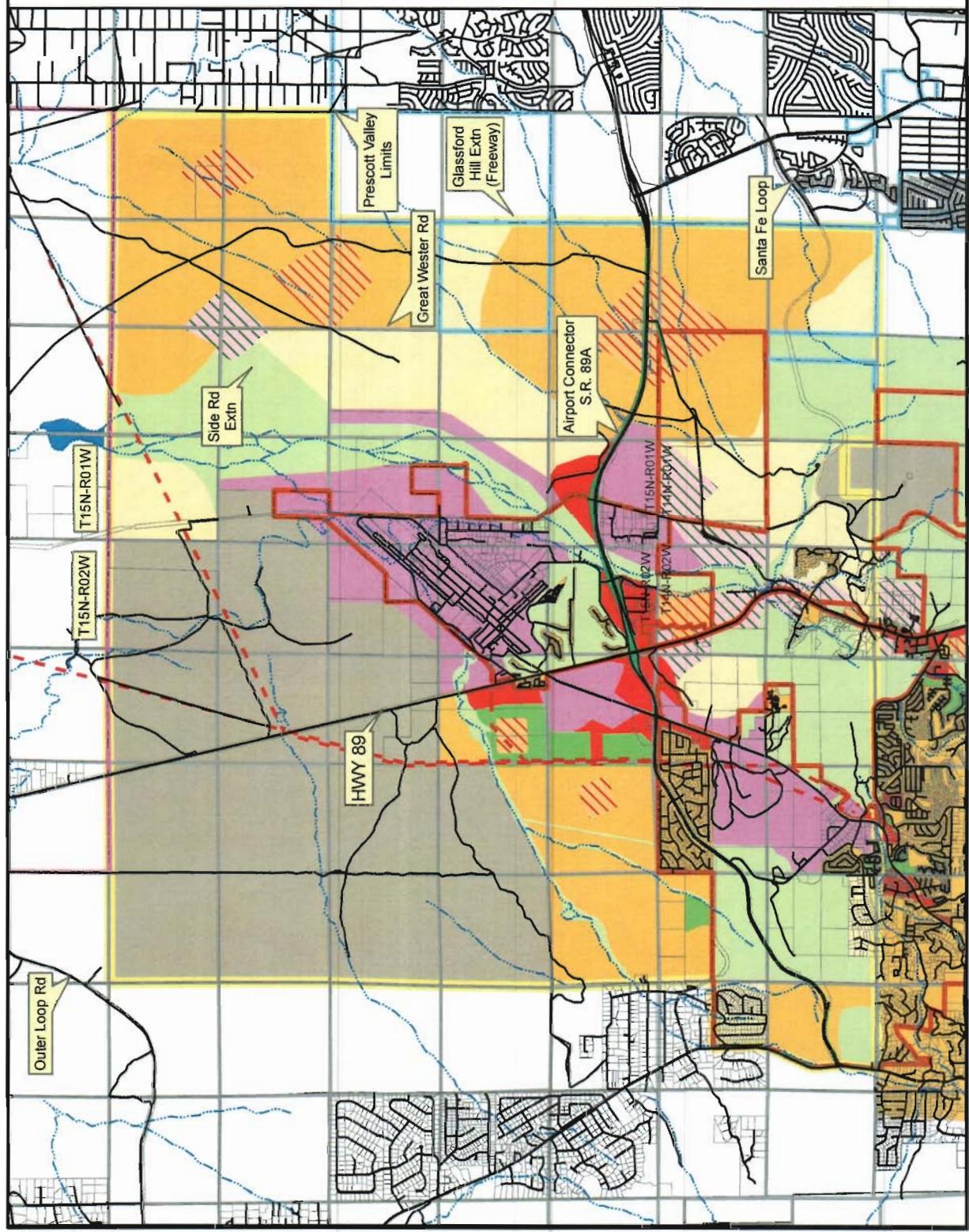
**City of Prescott
Airport Specific
Area Plan
Figure 6
Landuse Plan
Amended
1/29/2009**

LEGEND

- County Roads
- AFS Power Corridor
- 69 KV
- 230 KV
- Streams
- ASAP Boundary
- COP Parcels
- Prescott City Limits
- Prescott Valley Limits
- Chino Valley Limits
- Township, Range, Section
- Lakes

LAND USE (Current)

- AGRICULTURAL/RANCHING
- COMMERCIAL
- COMMERCIAL/EMPLOYMENT
- COMMERCIAL/RECREATION
- INDUSTRIAL
- LOW-MED DENSITY RES
- MED-HIGH DENSITY RES
- MIXED USE
- RECREATION/ OPEN SPACE
- VERY LOW DENSITY RES



UDC COMMITTEE

MEMORANDUM

Date: February 12, 2009

CITY OF PRESCOTT
COMMUNITY DEVELOPMENT - PLANNING & ZONING DIVISION

TO: Unified Development Code Committee Members

FROM: Tom Guice, Community Development Director
George Worley, Assistant Director
Ryan Smith, Community Planner 

TOPIC: Land Development Code (LDC) Update section 2.3, create a new Airport Business (AB) zoning district and update section 5.2 Airport Noise Overlay.

INTRODUCTION:

The LDC is expected to be amended to reflect FAA noise and height guidelines. Currently, the LDC only provides for a Noise Overlay District which requires noise abatement within areas above a 65 Day-Night Sound Level (DNL - a measure of noise disturbance adjusted over a 24 hour period). FAA noise attenuation and height requirements have been reviewed. Changes are proposed in the LDC to protect the airport from encroachment in the future by incompatible development.

BACKGROUND:

The City is currently developing the 2009 Airport Master Plan to study the long term needs of the airport. Using current FAA guidelines, the Louis Berger Group has determined six airport impact zones and has also determined anticipated DNL zones. Using this information, staff recommends that specific land uses in each of the impact zones be limited or prohibited according to potential noise and height impacts from airport operations.

In addition to restricting uses near the airport, habitable buildings near the airport within the 6 Airport Impact Zones, shall be constructed using existing noise attenuation techniques (LDC Article 5) to limit noise within each structure. By updating the ASAP and LDC along with the adoption of the Airport Master Plan, future development near the airport will be clarified and benefit by a more streamlined process where the ground work for allowed uses and mitigation requirements in the vicinity of the airport has already been performed.

SUGGESTED ACTION LDC:

Amend Section 2.3 Use Table and Section 5.2 Airport Noise Overlay (ANO) to regulate land uses to 55 DNL and include FAA requirements and restrictions regarding height and noise. Currently, the LDC regulates land use to 65 DNL only. Mitigate interior noise levels to 45 DNL or less. Incorporate the Prescott Municipal Airport Impact Zones land use compatibility studies into the Use Table and Overlay District.

Sec. 2.1 / Districts Established

2.1.1 / Establishment of Base Zoning Districts

The following base zoning districts are hereby established:

Symbol	District Name	Former Name
NOS	Natural Open Space	Natural Open Space & Floodplain Conservation
RS	Recreational Space	Same
RE-2	Rural Estate 2 (2 ac)	Residential A-2 Acre & Agricultural A
SF-35	Single-family 35	Residential A-35
SF-18	Single-family 18	Residential A-18
SF-12	Single-family 12	Residential A-12
SF-9	Single-family 9	Residential A-9
SF-6	Single-family 6	Residential A-6
RT	Residential Transition	New District
MF-M	Multi-family Medium Density	Residence B, BM, & RBMH
MF-H	Multi-family High Density	Residence C
SPC	Specially Planned Community	Recreation Community Overlay
MU	Mixed Use	Neighborhood Service
RO	Residential Office	Same
NOB	Neighborhood Oriented Business	Same
BG	Business General	Business A
BR	Business Regional	Business B
DTB	Downtown Business	New District
IT	Industrial Transition	Commercial A and Industrial Buffer
IL	Industrial Light	Industrial A
IG	Industrial General	Industrial B

Add: Zone AB Airport Business

Sec. 2.3 / Use Table

All allowable uses, as specified in the table below, shall be established in permanent structures or permanent locations except as may be otherwise expressly permitted or inherent to the character of such allowed uses. All of the use categories used in the table are explained in Sec. 11.1, Use Categories. The first column contains a list of specific uses which provide an abbreviated explanation of the respective use category. If there is a conflict between the abbreviated specific use and the full explanation in Sec. 11.1, the provisions of Sec. 11.1 shall control. The final column in the table contains references to "Use Standards" that apply to the listed use type in all zoning districts and circumstances. The Use Standards applicable to the respective specific uses are presented in alphabetical order in Sec. 2.4, Use Standards, following the Use Table.

A. P Permitted Uses

A "P" indicates that a use is allowed by right in the respective zoning district. Permitted uses are subject to all other applicable regulations of this Code.

B. C Conditional Uses

A "C" indicates that a use is allowed only if reviewed and approved as a Conditional Use in accordance with the Conditional Use review procedures of Sec. 9.3. Conditional Uses are subject to all other applicable regulations of this Code.

C. S Special Uses

An "S" indicates that a use is allowed only if reviewed and approved as a Special Use in accordance with the Special Use review procedures of Sec. 9.9. Special Uses are subject to all other applicable regulations of this Code.

D. Uses Not Allowed

A blank cell (one without a "P", "C", or "S") indicates that a use type is not allowed in the respective zoning district. Uses not listed may be allowed in accordance with the Similar Use Interpretation provisions of Sec. 11.1.2.

E. Accessory Uses

The regulations that apply to Accessory Uses are contained in Sec. 2.5.

F. Temporary Uses

Temporary Uses may be allowed only if reviewed and approved in accordance with the Temporary Use review procedures of Sec. 9.11. The regulations that apply to Temporary Uses are contained in Sec. 2.6. Temporary Uses are subject to all other applicable provisions of this Code.

Commentary:

The Use Table is organized into seven (7) major use groups:

- ◆ Residential Use Categories
- ◆ Public, Civic and Institutional Use Categories
- ◆ Retail, Service and Business Use Categories
- ◆ Industrial Use Categories
- ◆ Agricultural Use Categories
- ◆ Accessory Uses
- ◆ Temporary Uses

Each major use group is further divided into specific uses. The Use Category system is based on common functional product or compatibility characteristics, thereby regulating uses in accordance with criteria directly

Table 2.3 (Continued)

PERMITTED USE TABLE																						
SPECIFIC USE	RESIDENTIAL BASE ZONING DISTRICTS									NONRESIDENTIAL BASE ZONING DISTRICTS							Use Standards					
	RE-2 AC	SF-35	SF-18	SF-12	SF-9	SF-6	RT	MF-M	MF-H	SPC ¹	NOS	R5	MU	RO	NOB	BG		BR	DTB	IT	IL	IG
Public, Civic and Institutional Use Categories (Sec. 11.1.4)																						
Cemeteries, Mausoleums	C	C	C	C	C	C	C	C	C							P	P		P	P	P	2.4.15
Colleges or Universities							C	C	C			C	C	P	P	P	P	P	P	P		--
Convents, Monasteries	C						C	C	C			P	P	P	P	P	P	P	P	P		2.4.17
Crematoriums																C			P	P		--
Day Care, Center (>8 persons)							C	C	C			P	P	P	P	P	P	P	P	P		2.4.18
Day Care, Home-based (5-8 persons)	C						C	C	C			P	P	P	P	P	P	P	P	P		2.4.19
Electrical Generation Plants																			S	S		2.4.21
Emergency Medical Clinics									C					C	P	P	P	P	P			--
Golf Courses	S	S	S	S	S	S	S	S	S		S											2.4.22
Golf Driving Ranges	C															P		P	P	P		2.4.23
Hospitals & Trauma Centers																P	P		P			--
Libraries							S	S	S			S	S	P	P	P	P	P	S			--
Medical Clinics & Offices									C			P	P	P	P	P	P	P				--
Museums	S	S	S	S	S	S	C	C	C			C	P	P	P	P	P	P				--
Park or Nature Preserves	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	--
Places of Worship, Churches	C	C	C	C	C	C	C	C	P			P	P	P	P	P	P	P	P			--
Playgrounds	P	P	P	P	P	P	P	P	P		P	P	P	P	P	P		P	P	P		--
Private Clubs or Lodges	C						C	C	C			C	P	P	P	P	P	P	P	P		2.4.38
Schools, public or private, 9-12							C	C	C			C	C	C	P	P	P	P				--
Schools, public or private, K-8	C	C	C	C	C	C	C	C	C			C	C	C	P	P	P	P				--
Tele-communication Facilities	S	S	S	S	S	S	S	S	S		S	S	S	S	S	S	S	S	S	S	S	2.4.51
Utilities, Major	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	P	P	2.4.53
Utilities, Minor	P	P	P	P	P	P	P	P	P	P	S	P	P	P	P	P	P	P	P	P	P	2.4.53
Utility Installation & Services	P	P	P	P	P	P	P	P	P	P	S	P	P	P	P	P	P	P	P	P	P	2.4.53

¹ See Section 3.11.5 / Allowed Uses.

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Table 2.3 (Continued)

PERMITTED USE TABLE																								
SPECIFIC USE	RESIDENTIAL BASE ZONING DISTRICTS								NONRESIDENTIAL BASE ZONING DISTRICTS						Use Standards									
	RE-2 AC	SF-35	SF-18	SF-12	SF-9	SF-6	RT	MF-M	MF-H	SPC ¹	NOS	RS	MU	RO		NOB	BG	BR	DTB	IT	IL	IG		
Retail, Service and Business Use Categories (See Sec. 11.1.5)																								
Adult Bookstores and Entertainment																					P	P	2.4.1	-
Amphitheaters and Arenas											C							C		P	P		2.4.5	p9
Amusement Parks																		C			C	C	2.4.6	p9
Antique Shops															P	P	P	P	P	P			--	p9
Appliance Sales and Service																	P	P	P	P			--	p9
Art Gallery														P	P	P	P	P	P	P			--	p9
Artisan or Photographic Studio														P	P	P	P	P	P	P	P		--	p9
Auctions, Indoor																		P	S	P	P		--	p9
Auditoriums								C	C									P	S	P	P		--	p9
Auto or Vehicle Body Shops and Repair																		P	S	P	P	P	2.4.9	p8
Auto or Vehicle Sales and Leasing																S	P	S	P	P			2.4.10	p8
Bakeries															P	P	P	P	P	P	P		--	p9
Banks															P	P	P	P	P	P	P		--	p9
Barber and Beauty Shops, Tanning, Masseuse								C						P	P	P	P	P	P	P	P		--	p9
Book Stores													C	C	P	P	P	P	P	P			--	p9
Campgrounds (more limited than RV Parks)	C									C							C	C		P	P		--	p12
Candy and Ice Cream Stores															P	P	P	P	P	P			--	p9
Car Detailing															C	P	P	S	P	P	P		--	p8
Car Washes																C	C		P	P	P		--	p8
Carpet, Flooring Sales															P	P	P	P	P	P			--	p9
Catering Associated w/Restaurant															P	P	P	P	P	P			--	p9
Catering, Mobile																	P		P	P	P		--	p8
Cigar and Tobacco Shops															P	P	P	P	P	P			--	p9
Convenience Stores													C	C	P	P	P	P	P	P	P		2.4.47	p8
Craft, Fabric Stores															P	P	P	P	P	P			--	p9
Delicatessens															P	P	P	P	P	P			--	p9
Department Stores															P	P	P	P	P	P			--	p11
Dressmaker or Tailor															P	P	P	P	P	P			--	p4
Drug Stores															P	P	P	P	P	P			--	p9
Electronic Equipment Sales															P	P	P	P	P	P			--	p9
Entertainment, Indoors															C	P	P	P	P	P			--	p9
Entertainment, Outdoors																			C	C	C		--	p9
Fairgrounds																				P	P		--	p9
Family Game Centers															C	C	C	P	P	P			--	p9
Feed Stores																P	P	P	P	P			--	p9

Table 2.3 (Continued)

PERMITTED USE TABLE																								
SPECIFIC USE	RESIDENTIAL BASE ZONING DISTRICTS								NONRESIDENTIAL BASE ZONING DISTRICTS						Use Standards									
	RE-2 AC	SF-35	SF-18	SF-12	SF-9	SF-6	RT	MF-M	MF-H	SPC ¹	NOS	RS	MU	RO		NOB	BG	BR	DTB	IT	IL	IG		
Retail, Service and Business Use Categories (Continued) (Sec. 11.1.5)																								
Resale/Consignment Shops												C			P	P	P	P	P	P				--
Restaurants, Fast-Food w/Drive-thru																P	P	P	P	P	P			--
Restaurants, Outdoor Dining															P	P	P	P	P	P				--
Restaurants, Standard															P	P	P	P	P	P				--
Service Stations (Gas)																C	C		P	P	P			2.4.47
Shooting/Archery Ranges, Outdoor												C							C	C	C			2.4.48
Skating Rinks, Swimming Pools												P				P	P	S	P	P	P			--
Studios, Dance or Music													P	P	P	P	P	P	P	P				--
Tarot/Palm Reader/Psychics																	P	P	P	P				--
Tattoo Parlor																C	C		P	P				--
Theaters																P	P	P	P	P				--
Tire Sales and Mounting																	P		P	P	P			--
Trade Schools																	C		P	P	P			--
Veterinary Clinic															C	C	P		P	P				2.4.28
Video Rentals and Sales												C			P	P	P	P	P	P				--

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Table 2.3 (Continued)

PERMITTED USE TABLE																								
SPECIFIC USE	RESIDENTIAL BASE ZONING DISTRICTS									NONRESIDENTIAL BASE ZONING DISTRICTS					Use Standards									
	RE-2 AC	SF-35	SF-18	SF-12	SF-9	SF-6	RT	MF-M	MF-H	SPC ¹	NOS	RS	MU	RO		NOB	BG	BR	DTB	IT	IL	IG		
Industrial Use Categories (Sec. 11.1.6)																								
Aeronautical Activities within Airport Boundaries																			P	P	P		2.4.4	
Airports, Heliports, Landing of Aircraft																			S	S	S		2.4.4	
Ambulance Services																C	C	S	P	P	P		--	
Auctions, Indoor (other than Livestock)																	P		P	P			--	
Auctions, Livestock																				C	P		2.4.8	
Boat Building, Repair																				P	P		--	
Batch Plants, Asphalt and Concrete																				S	S		2.4.11	
Bus Terminals																	C	S	P	P	P		--	
Cabinet Making																	C		P	P	P		--	
Chemical-based Manufacturing																			C	P	P		--	
Clothing Manufacturing																	P		P	P	P		--	
Contractor Storage Yard																				P	P		2.4.35	
Dry Cleaning Plants																				P	P	P	--	
Fabrication of Materials																			C	P	P		--	
Film Production Studios																	P	S	P	P	P		--	
Hazardous Waste Facilities																				S	S		2.4.26	
Heavy Equipment Sales/Service																				P	P	P	--	
Ice Manufacture																				P	P	P	--	
Incinerators																				S	S		--	
Junkyards																				S	S		2.4.27	
Landfills																				S	S		--	
Landscape Contactor Yards																				P	P	P	2.4.29	
Light Assembly, Indoor																	P	P	S	P	P	P	--	
Light Machine Shops, Spot Welding, Indoors																	C	S	P	P	P		--	
Lumber Mills																					P	P	--	
Machine Shops, Heavy Equipment, Mass Production																				C	P	P	--	
Meat Packing																				C	P	P	--	
Metal Casting/Fabrication/Foundries																				C	P	P	--	
Mining and Extractive Uses																				S	S		2.4.32	
Outdoor Display/Sale of Bulk Containers (large sheds, hot tubs, cargo cars, etc.)																				P	P	P	--	
Outdoor Production or Storage																				P	P		2.4.35	
Petroleum/Chemical Production																				P	P		2.4.37	
Publishing and Printing																			P	P	P	P	--	
Recycling Collection Facilities																				P	P		2.4.43	
Research/Development/Testing																			S	P	P		--	
Self-Storage or Mini-Storage																	C	C	C	P	P	P	2.4.46	
Storage, Commercial																				P	P	P	2.4.16	
Taxidermy Facilities																			C	C	P	P	--	
Warehousing and Distribution																				C	C	P	P	--
Wholesale Facilities																				C	P	P	P	--

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Table 2.3 (Continued)

PERMITTED USE TABLE																						
SPECIFIC USE	RESIDENTIAL BASE ZONING DISTRICTS								NONRESIDENTIAL BASE ZONING DISTRICTS								Use Standards					
	RE-2 AC	SF-35	SF-18	SF-12	SF-9	SF-6	RT	MF-M	MF-H	SPC ¹	NOS	RS	MU	RO	NOB	BG		BR	DTB	IT	IL	IG
Agricultural Use Category (Sec. 11.1.7)																						
Agricultural Production	C																		C	P	P	2.4.2
Agricultural Service																			P	P	P	2.4.3
Auctions, Livestock																			C	P		2.4.8
Commercial Stables	C										C									P	P	--
Farmers Market																	P	P	P	P	P	--
Nurseries, wholesale	C	C																	P	P	P	2.4.34

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Table 2.3 (Continued)

PERMITTED USE TABLE																							
SPECIFIC USE	RESIDENTIAL BASE ZONING DISTRICTS								NONRESIDENTIAL BASE ZONING DISTRICTS								Use Standards						
	RE-2 AC	SF-35	SF-18	SF-12	SF-9	SF-6	RT	MF-M	MF-H	SPC ¹	NOS	RS	MU	RO	NOB	BG		BR	DTB	IT	IL	IG	
Accessory Uses (See Sec. 2.5)																							
Babysitting or (up to 4 persons)	P	P	P	P	P	P	P	P	P				P	P	P	P	P	P	P	P	P	P	2.5.3
Caretaker Quarters												P							P	P	P		--
Employer Day Care Centers/Playgrounds													P	P	P	P	P	P	P	P	P		--
Flagpoles	P	P	P	P	P	P	P	P	P		P	P	P	P	P	P	P	P	P	P	P	P	2.5.4
Garages	P	P	P	P	P	P	P	P	P				P	P	P	P	P						--
Garage/Yard Sales	P	P	P	P	P	P	P	P	P				P	P	P	P	P	P	P	P	P	P	2.5.5
Gazebos	P	P	P	P	P	P	P	P	P		P	P	P	P	P	P	P	P	P	P	P	P	--
Greenhouses	P	P	P	P	P	P	P	P	P				P	P	P	P							--
Guest Quarters, Attached	P	P	P	P	P	P	P	P	P				P	P	P	P	P						2.5.6
Guest Quarters, Detached	C	C	C	C	C	C	P	P	P				P	P	P	P	P						2.5.6
Home Occupations	P	P	P	P	P	P	P	P	P				P	P	P	P	P						2.5.7
Professional Practice	P	P	P	P	P	P	P	P ⁶	P ⁶				P	P	P	P	P						2.5.8
Recreational Vehicle (RV), Motorhomes and Similar Storage	P	P	P	P	P	P	P	P	P				P	P	P	P	P	P					2.5.9
Satellite Receivers, Ham Radio Towers, Antennas	P	P	P	P	P	P	P	P	P				P	P	P	P	P	P	P	P	P	P	2.5.10
Solar Collectors, Roof-Mounted	P	P	P	P	P	P	P	P	P				P	P	P	P	P	P	P	P	P	P	2.5.11
Stables, Barns & Corrals, Private	P	P	P	P	P	P													C	P	P	2.5.12	
Swimming Pools	P	P	P	P	P	P	P	P	P			P	P	P	P	P	P	P	P	P	P	P	2.4.50

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Table 2.3 (Continued)

PERMITTED USE TABLE																							
SPECIFIC USE	RESIDENTIAL BASE ZONING DISTRICTS									NONRESIDENTIAL BASE ZONING DISTRICTS						Use Standards							
	RE-2 AC	SF-35	SF-18	SF-12	SF-9	SF-6	RT	MF-M	MF-H	SPC ¹	NOS	RS	MU	RO	NOB		B6	BR	DTB	IT	IL	IG	
Temporary Uses (See Sec. 2.6)																							
Bulk Containers, Storage or Sales From, temporary																P	P		P	P	P	2.6.4, 2.4.13	<i>p9</i>
Carnivals, Circuses or Special Events, temporary	P	P	P	P	P	P	P	P	P			P	P	P	P	P	P	P	P	P	P	2.6.5	<i>p9</i>
Construction/Storage Offices, temporary	P	P	P	P	P	P	P	P	P			P	P	P	P	P	P	P	P	P	P	2.6.6	<i>p8</i>
Land (Real Estate) Sales and/or Leasing Offices, temporary	P	P	P	P	P	P	P	P	P			P	P	P	P	P	P	P	P	P	P	2.6.8	<i>p9</i>
Open Air Sales, temporary												P	P	P	P	P	P	P	P	P	P	2.6.7	<i>p9</i>
Shelters, temporary	C	C	C	C	C	C	C	C	C			C	C	C	C	C	C	C	C	C	C	2.6.9	<i>C10</i>

Sec. 4.13 / Airport Business (AB)

4.13.1 / Purpose

The Airport Business District is a high-intensity business district that also considers the Airport Noise Influence/Impact areas in the criteria for allowed uses. The AB district provides specific standards for the development of a wide variety of large business, office, or service uses. AB district uses attract customers from the regional area and have a strong aeronautical/automobile/mass transit orientation. Typical AB district uses include office buildings, retail stores selling durable goods and specialty items, restaurants, entertainment and commercial recreation uses, automobile service facilities, and business, personal, financial services, residential development outside the 55 DNL and residential development outside Airport Impact Zones 1, 2 & 3.

4.13.2 / Allowed Uses

Uses are allowed in the AB district in accordance with the Use Table of Sec. 2.3. Such uses shall be housed in permanent buildings in permanent locations unless otherwise noted. Within the AB zoning district, all residential uses other than hotels and motels are prohibited within the 55 DNL and subject to the conditions as specified in Section 5 of this code.

4.13.3 / District Density and Dimensional Standards

District standards applicable in the AB district include the following: All development in the AB district is subject to the standards of this section, the Measurements, Computations and Exceptions specified in Sec. 2.7.3, and other applicable provisions of this Code.

- A. **Maximum Densities via PAD:** 32.0 dwelling units/acre
- B. **Minimum Lot Areas:**
 - 1. **Single-Family Dwellings:** 6,000 square feet/unit
 - 2. **Duplex Dwellings:** 3,000 square feet/unit
 - 3. **Patio Home Dwellings:** via PAD
 - 4. **Townhouse Dwellings:** via PAD
 - 5. **Multi-Family Dwellings:**
 - a. 3 Dwelling Units: 6,000 square feet/ lot
 - b. 4th Dwelling Unit: 1,500 square feet/ unit
 - c. Each Additional Unit: 1,400 square feet/ unit
 - 6. **Nonresidential Uses:** None
- C. **Minimum Lot Width:**
 - 1. **Residential Uses:** 50 feet/ lot
 - 2. **Nonresidential Uses:** None
- D. **Maximum Lot Coverage:**
 - 1. **Residential Uses:** 60%
 - 2. **Nonresidential Uses:** None
- E. **Maximum Building/Structure Height:** 50 feet, up to 100' by SUP pursuant to Section 9.9 of this code. Height restrictions may exist as specified in Section 5 of this code.
- F. **Minimum Setbacks:**
 - 1. **Front:**
 - a. Residential Uses: 15 feet
 - b. Nonresidential Uses: 10 feet

Commentary:

See Sec. 9.5, Planned Area Development, for applicable PAD

Commentary:

For a lot to be eligible for any multi-family dwellings, the lot must have at least 6,000 square

2. **Side:**
 - a. Residential Uses: 10% of lot width, not less than 5 or more than 12 feet
 - 1) Interior Attached Uses and Structures such as townhouse projects: 0 feet
 - 2) Detached Uses and Structures: 7 feet
 - b. Multi-use Projects
 - 1) Interior Attached Uses and Structures such as townhouse projects: 0 feet
 - 2) Perimeter of Multi-use Projects: 7 feet
3. **Rear: 10 feet**
4. **Corner: 8 feet**

Article 5/ Overlay Districts

Section 5.1 / General Purposes

The overlay zoning districts of this article are intended to apply in combination with the underlying base zoning district to impose regulations and standards in addition to those required by the base district. The requirements of an overlay district shall apply whenever they are in conflict with or are more stringent than those in the base district.

Section 5.2 / Airport Noise **and Height** Overlay (ANHO)

5.2.1 / Purpose

The Airport Noise **and Height** Overlay (ANHO) District provides standards for the mitigation of impacts created by aviation related activity at Ernest A. Love Field.

5.2.2 / District Applicability

ANHO District standards apply to properties located within the boundaries of the Noise ~~Compatibility~~ **Airport Impact (influence) Zones and Part 77 overflight areas** near, or adjacent to Ernest A. Love Field as shown in the **2009 Airport Master Plan on the Official Zoning Map**.

5.2.3 / District Standards

A. Noise ~~Contours~~ **Compatibility Zones**

Noise ~~contours~~ **compatibility zones** established for areas around Ernest A. Love Field are based on the **DNL Ldn** contours for aircraft noise, as identified in the **2009 Airport Master Plan September 1990 Environmental Impact Assessment**. Due to the averaging inherent in making **DNL Ldn** calculations and the necessary assumptions relating to the forecasting procedure, the **DNL Ldn** contour lines cannot be precisely defined in the field. Therefore, the boundaries between the Noise **contours and impact zones** ~~compatibility zones, while bearing a very close relationship to the Ldn contour lines,~~ have been adjusted to facilitate understanding and agreements as to the location of the boundaries.

1. ~~N-1 Zone~~

~~The N-1 zone generally corresponds to the area with an Ldn of 65 and below.~~

2. ~~N-2 Zone~~

~~The N-2 zone generally corresponds to the area between the Ldn 65 and 70 contours.~~

3. ~~N-3 Zone~~

~~The N-3 zone generally corresponds to the area between the Ldn 70 and 75 contours.~~

4. ~~N-4 Zone~~

~~The N-4 zone generally corresponds to the area with Ldn contours above 75.~~

B. Adoption of airport impact zones as shown in the 2009 Airport Master Plan. Land within the impact area of the airport is divided into the following 6 zones and are defined as follows (figure 5.2.3):

- ***Airport Impact Zone 1 – Runway Protection Zone.*** The Runway Protection Zones (RPZ) is trapezoidal in shape and centered about the extended runway centerline. It extends from 200ft beyond the end of the area usable for takeoff and landing. The narrower end of each RPZ is the closest to the runway end.
- ***Airport Impact Zone 2 – Inner Safety Zone.*** The Inner Safety Zone is rectangular in shape and centered about the extended runway centerline extending from the wider edge of the RPZ.
- ***Airport Impact Zone 3 – Inner Turning Zone.*** The Inner Turning is conical in shape which is encompassed by a 30 degree angle to either side of the extended runway centerline, and a radius of 5,000ft. Its vertex is situated on the runway centerline 200ft off the runway end.
- ***Airport Impact Zone 4 – Outer Safety Zone.*** The Safety Zone is rectangular in shape and centered about the extended runway centerline. It extends from the outer edge of the Inner Safety Zone.
- ***Airport Impact Zone 5 – Sideline Safety Zone.*** The Sideline Safety Zone is rectangular in shape and centered on the runway centerline. It is defined by a one thousand foot centerline offset on each side of the runway that connects the Inner Turning Zone on each end of the runway.
- ***Airport Impact Zone 6 – Traffic Pattern Zone.*** The Traffic Patter Zone is defined by an area five thousand feet wide, centered on the runway centerline, extending from the Sideline Safety Zone to the edges of the Outer Safety Zone.

C. Airport Impact Zones 1, 2 and 3 are relatively high noise areas best suited for agricultural use or industrial use where a high noise level can be tolerated.

5.2.4 / Allowed Uses

~~Uses are allowed in the ANO district in accordance with the following Land Use Compatibility Table.~~

Uses are allowed in accordance with the footnotes as specified in Table 2.3 and the 2009 Airport Master Plan.

~~Table 5.2.4 (Remove Table in its entirety)~~

LAND USE COMPATIBILITY STANDARDS FOR THE ANO DISTRICT						
	Yearly Day & Night Average Sound Level Ldn (Decibels)					
	Below 65	65-70	70-75	75-80	80-85	OVER 85
Residential						
Residential, Other Than Mobile Homes, Manufactured Homes and Transient Lodgings	Y	N(1)	N(1)	N	N	N
Mobile homes and manufacture home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N	N(1)	NN	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and Nursing Homes	Y	25	30	N	N	N
Churches, Auditoriums, and Concert Halls	Y	25	30	N	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, Business and Professional	Y	Y	25	30	N	N
Wholesale & Retail-Building Materials, Hardware & Farm Equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail Trade, General	Y	Y	25	30	N	N
Utilities	Y	Y	25	30	N	N
Communication	Y	Y	25	30	N	N
Manufacturing, General	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and Optical	Y	Y	25	30	N	N
Agriculture (Except Livestock) and Forestry	Y	Y(6)	Y(7)	Y(8)	Y(6)	Y(8)
Livestock Farming and Breeding						

Notes:

- [1] Where residential or school uses are allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB shall be required. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10, or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
- [2] Measures to achieve NLR 25 dB must be incorporated into the design and noise sensitive areas or where the normal noise level is low.
- [3] Measures to achieve NLR 30dB must be incorporated into the design and buildings where the public is received, office areas, noise sensitive areas or where normal noise level is low.
- [4] Measures to achieve NLR 35dB must be incorporated into the design and construction of portions of buildings where these buildings where the public is received, office areas, noise sensitive areas or where normal noise level is low.
- [5] Land use compatibility provided special sound reinforcement systems are installed.
- [6] Residential buildings require an NLR of 25.
- [7] Residential buildings require an NLR of 30.
- [8] Residential buildings not permitted.

KEY TO TABLE 5.2.4, ABOVE

SLUCM = Standard Land Use Coding Manual

Y (Yes) = Land Use and related structures compatible without restrictions

N (No) = Land Use and related structures are not compatible and should be prohibited.

NLR = Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into

the design and construction of the structure.

25, 30, or 35 dB must be incorporated into design and construction of structures.

5.2.5 / District Standards

In addition to base district standards, all uses in the ANHO district shall be subject to standards provided in the following sections.

5.2.6 / Soundproofing

Within the Airport Impact Zones, measures to achieve an inside level of 45 Db must be incorporated into the design and construction of portions of buildings where the public is received, office areas, noise sensitive areas or where normal noise level is low.

This applies to applicable habitable buildings near the airport within the 6 Airport Impact Zones, which must be constructed using noise attenuation techniques to limit noise within each structure. Interior noise must be attenuated to level equal or less than 45 Db using the soundproofing design standards described in Section 5.2.7.

The standards also shall apply to reconstruction, remodeling or additions to existing buildings of the types referenced in Table 5.2.4 when the value of the improvement exceeds 50 percent of the value of the existing structures. Where noise sensitive activities are carried on in only a portion of a new or reconstructed commercial building, only those areas that are noise-sensitive need be protected, as identified by ~~and~~ **the DNL contours, Airport Impact Zones** and land use compatibility guidelines. Where soundproofing is required, no building permits shall be issued until the builder has demonstrated that the building design is capable of achieving the Noise Level Reduction required in the Table 5.2.4, Land Use Compatibility Standards. ~~This requirement can be met by meeting the standards described in the following subsections:~~

A. Soundproofing Design Standards

If the building design incorporates the requirements of Sec. 5.2.7, Soundproofing Design Standards, the design shall be considered to have met the required soundproofing standards.

B. Performance Standards

The builder may choose to use design features other than those described in Sec. 5.2.7, Soundproofing Design Standards, provided that the final design is capable of achieving the Noise Level Reduction required in the Table 5.2.4, Land Use Compatibility Standards. Noise attenuation capability shall be certified on the building plans by a registered architect, structural engineer, or acoustician and shall be approved by City Staff prior to building permit issuance.

5.2.7 / Soundproofing Design Standards

The construction methods and materials described in this Section shall be considered to satisfy the Noise Level Reductions standards **providing a noise reduction to 45 dB within habitable dwellings** ~~set forth in Table 5.2.4, Land Use Compatibility Standards:~~

A. Noise Level Reduction of 25 Decibels (dB)

To achieve Noise Level Reduction of 25 dB, the following methods shall be utilized:

1. If wood frame construction is used, all exterior stud walls shall have interior and exterior surfaces of material at least as massive as half-inch thick gypsum wallboard, and the intervening space shall contain fibrous thermal insulation at least 3 inches thick.
2. The design for a habitable room shall be such that any exterior door or window can be kept closed when the room is in use.
3. Means of ventilation shall be available to afford a minimum of 2 complete air changes per hour.
4. Any air duct or connection to out-of-doors shall contain an interior sound absorbing lining acoustically equivalent at least to a 1-inch fiberglass duct liner with length greater than 5 times the diameter of the duct.
5. The ceiling below an attic space shall include gypsum board or plaster at least 1/2 inch thick; fibrous thermal insulation at least 3 inches thick shall be laid between the ceiling joists.
6. A forced air circulation system shall be provided that will give a minimum of 2 complete air changes per hour, of which at least 1/5 is fresh air.
7. A ceiling or exhaust duct shall be provided with a bend in the duct such that there is no direct sunlight through the duct from outside to inside. The bend shall be lined with the equivalent of a 1-inch fiberglass duct liner.
8. There shall be no direct openings, such as mail slots, from the interior to the exterior of the building. All chimneys shall be provided with well-fitting dampers with gaps no greater than 1/16 of an inch.
9. Exterior hinged doors shall be solid-core construction. Jalousie windows shall not be permitted. The total area of glass windows and of any exterior door to a sleeping space shall not exceed 20 percent of the gross floor area of a room.
10. Workmanship on doors and operable windows shall be such that the doors and windows are as close fitting as possible. Weather stripping seals shall be incorporated on all edges to eliminate gaps. Air gaps and rattling shall be prevented.
11. Masonry walls, if used, shall be at least equivalent in weight to 6-inch lightweight concrete blocks, at least one surface of which is painted or plastered.
12. The roof deck (sheathing and shingles) shall weigh at least 7 pounds per square foot, containing a solid core at least 1 1/2 inches thick.

B. Noise Level Reduction of 30 Decibels (db)

To achieve Noise Level Reduction 30 dB the following construction methods shall also be utilized in addition to those listed in Sec. 5.2.7A, above.

1. Window glass shall be set in an elastomer gasket. Double-glazing shall be installed, with airspace of at least 3/4 of an inch between the 2 panes of glass.
2. Windows of dome skylights shall not be permitted, unless they have a sound transmission class (STC) of at least 30.
3. The top-floor ceiling construction shall consist of plaster or gypsum board at least 5/8-inch thick supported on resilient clips or channels. A non-hardening caulking

compound shall be provided around the entire perimeter of the suspended ceiling.

4. The floor of the lowest room or area containing the uses to which those insulation requirements apply shall be a concrete slab, or otherwise designed to reduce exterior noise.
5. Masonry walls, if used, shall be at least equivalent in weight to 8-inch lightweight concrete blocks, at least one surface of which shall be painted or plastered.
6. The roof deck shall weigh at least 12 pounds per square foot. Wood roof sheathing shall be continuous and at least 3/4-inch thick.

C. Noise and Avigation Easement Required

Prior to issuance of any building or development permit for property within the noise compatibility zones, the owner of said property shall provide the City of Prescott with an avigation easement over the subject property and release the City of Prescott from all liability for any and all claims for damages including, but not limited to, dust, noise, vibration, fumes, fuel and lubricant particles. The avigation easement and release form shall be available from the City of Prescott. The same avigation easement shall be required within the Airport Influence Area, as authorized by the City. (See legal description in Appendix A).

D. Noise Pressure Measures

Whenever any reference is made to noise pressure measures in this Section, any values expressed therein reference the dBa scale, notwithstanding any reference to the contrary, the dBa scale being that which most closely takes into consideration human hearing.

5.2.8 / Building height:

Building height for all structures and vegetation shall coincide with and be constrained by Part 77 of the FAA regulations using instrument landing approach protocols. If for any reason, a variance is sought where structure height is greater than that allowed by Part 77, then notification shall follow all requirements of Part 77. Any existing tree or existing building shall not be expanded or allowed to exceed Part 77 height regulations. Any and all corrective measures shall be made at the expense of the property owner. If a property owner fails to take corrective measures within 30 days of written notification or a good faith attempt of written notification by certified mail, then the City may take corrective measures and charge the property owner accordingly.

5.2.9 / Permit required:

No material change shall be made in the use of land and no structure shall be erected, altered or otherwise established, in any zone hereby created, without an approved permit. Such requests must conform to all regulations existing at the time of application and be in conformance with the LDC and ASAP.

5.2.10 / Permit required to alter, change, repair or replace any existing use, structure:

No existing use or structure may be replaced, substantially altered or repaired, rebuilt, allowed to grow higher or moved within any zone that would allow the establishment or creation of an airport hazard. No non-conforming use or structure may become a greater hazard to air navigation.

5.2.11 / Existing non-conforming uses excepted from application of article - requirement for marking and lighting airport hazards:

The regulations prescribed by this article shall not be construed to require the removal, lowering or other change or alteration of any structure not conforming to this regulation, or otherwise interfere with the continuance of any non-conforming use. Nothing herein contained shall require any change in the construction, alteration, or intended use of any structure, the construction or alteration of which has begun prior to the effective date of this article and completed within two years thereof. Notwithstanding the preceding provisions of this section, the owner of any non-conforming structure or tree is hereby required to install, operate, and maintain such markers and lights as shall be deemed necessary by the airport manager to indicate to the operators of aircraft in the vicinity of the airport the presence of such airport hazards. Such markers and lights shall be installed, operated, and maintained at the expense of the owner of any non-conforming structure.

5.2.12 / Requirement for conforming to certain height limitations:

Except as otherwise provided in this article, no structure or tree shall be erected, altered, allowed to grow or be maintained in any part of the Airport Approach Zones created by this article to a height in excess of the height limits established for such zones. The height limits for each of the Airport Approach Zones and areas are established in Part 77 of the FAA guidelines.

5.2.13 / Accessory uses:

Any accessory use normally appurtenant to a permitted use shall be allowed provided such a use shall conform to all performance standards set forth under the LDC.

5.2.14 / Airport Overlay Related Definitions:

All definitions contained in City Code 2-12 are incorporated as a reference except as used in other context:

1. "Airport" means the Prescott Municipal Airport.
2. "Airport hazard" means any structure or tree or use of land which obstructs the airspace required for the flight of aircraft in landing or taking-off at the airport or maybe hazardous to such landing or taking-off of aircraft.
3. "DNL" is the "day-night sound level" which is a weighted equivalent sound level for a 24 hour period with an additional 10 Db weighting imposed on the equivalent sound levels occurring at night during the hours of 10 pm to 7 am. (For example; an environment that has a measured daytime equivalent sound level of 60 Db and a measured nighttime equivalent sound level of 50 Db can be said to have a weighted nighttime sound level of 60 Db (50+10) and an DNL of 60 Db.)

4. **"Nonconforming use"** means any structure or tree or use of land which does not conform to a regulation prescribed in this article or an amendment thereto as of the effective date of such regulations.
5. **"Person"** means any individual, firm, co-partnership, corporation, company, association, joint stock association or body politic, and includes any trustee, receiver, assignee or other similar representative thereof.
6. **"Structure"** means any object constructed or installed by man, including, but not limited to, buildings, towers, smokestacks, and overhead transmission lines.
7. **"Tree" and/or "vegetation"** means any object of natural growth.
8. **"Part 77"** means Title 14 of the Codified Federal Regulations Part 77 in it's entirety as presently exist or as may be amended.

Prescott Municipal Airport Airport Impact Zones Land Use Compatibility Matrix

Land use	Zone 1[#]	Zone 2[#]	Zone 3[#]	Zone 4[#]	Zone 5[#]	Zone 6[#]
Agriculture/Ranching						
Crop production including dry and irrigated farming	Y	Y	Y	Y	Y	Y
Truck Farming, Specialty Crops, Orchards, Vineyards, Landscape Nurseries, Greenhouses	N	Y	Y	Y	Y	Y
Crop Processing & Packaging, Wineries	N	Y	Y	Y	Y	Y
Pasture and Rangeland Grazing	Y	Y	Y	Y	Y	Y
Hogs, Dairies, Bee Keeping	N	Y	Y	Y	Y	Y
Commercial Poultry	N	N	Y	Y	Y	Y
Fish Farms, Game Preserves	N	Y	Y	Y	Y	Y
Feed Lots, Stockyards, Sales Yards	N	Y	Y	Y	Y	Y
Animal Hospital, Veterinary Clinic, Kennels, Pet Boarding, Equestrian Facilities, Exotic Animals	N	Y	Y	Y	Y	Y
Roadside Stands, Farmers Markets	N	Y	Y	Y	Y	Y
Commercial						
Aircraft Fuel, Aircraft Sales and Aircraft Repairs, Flying Schools	N	N	Y	Y	Y	Y
Vehicles and Parts Sales, Building Materials, Food and Beverage Sales	N	Y	Y	Y	Y	Y
Shopping Centers	N	N	N	N	Y	Y
Banks	N	N	Y	Y	Y	Y
Gasoline Service Stations	N	Y	Y	Y	Y	Y
Restaurant and Food Take-Out, General Retail Stores, Tasting Rooms	N	N	Y	Y	Y	Y
Convention Centers	N	N	Y	Y	Y	Y
Fuel Dealers, Fuel Storage	N	Y	Y	Y	Y	Y
Mini-Storage	N	Y	Y	Y	Y	Y
Warehouse, Wholesale and Distributing	N	Y	Y	Y	Y	Y
Petroleum and Chemical Products – Bulk Storage	N	Y	Y	Y	Y	Y
Commercial/Employment						
Office Buildings, Public Buildings, Research Laboratories	N	N	Y	Y	Y	Y
Appliance and Equipment Repair, Car Wash	N	Y	Y	Y	Y	Y
Personal Services, Health Clinics	N	N	Y	Y	Y	Y
Recycling	N	Y	Y	Y	Y	Y
Vehicle Storage and Parking	N	Y	Y	Y	Y	Y
Taxi Stands, Bus Stations/Terminals	N	Y	Y	Y	Y	Y
Truck Terminals	N	Y	Y	Y	Y	Y
Commercial/Recreational						
Arcades, Bowling Alleys, Skating Rinks, Dance and Pool Halls, Card Rooms, Gyms, Health Spas, Indoor Theaters and Auditoriums	N	N	Y	Y	Y	Y
Outdoor Theaters, Amusement Parks, Carnivals, Fairs	N	N	Y	Y	Y	Y
Golf Courses, Tennis Courts	N	Y	Y	Y	Y	Y
Swimming Pools, Water Slides	N	N	Y	Y	Y	Y
Hotels and Motels,	N	N	Y	Y	Y	Y
RV Parks	N	N	N	N	N	Y
governmental/Institutional (Public & Quasi-Public)						
All Schools, Hospitals, Correctional Facilities	N	N	N	N	N	Y
Libraries, Day Care Centers, Social Clubs/Lodges, Churches	N	N	N	N	N	Y
Athletic Fields	N	Y	Y	Y	Y	Y
Cemeteries – People or Pets	N	Y	Y	Y	Y	Y
Public Utility Facilities (except Electric Plants)	N	Y	Y	Y	Y	Y
Electric Power Plants and overhead transmission lines	N	N	N	N	N	N
industrial						
Indoor Processes	N	N	Y	Y	Y	Y
Outdoor Fabrication Yards	N	N	Y	Y	Y	Y
Recreational open space						
Parks, Playgrounds, Picnic Areas	N	Y	Y	Y	Y	Y

Zone 1 2 3 4 5 6

Residential ^{†#}						
Single Family Residential	N	N	N	Y*	Y*	Y*
Multi-Family Residential, Mobile Home Parks	N	N	N	Y*	Y*	Y*
Group Homes, Convalescent Facilities, Nursing Homes	N	N	N	Y*	Y*	Y*
Secondary Residence (1,200 square feet or less)	N	N	N	Y*	Y*	Y*
Caretaker Unit (1,200 square feet or less)	N	Y	Y	Y*	Y*	Y*
Resource Extraction						
Mining – Sand, Gravel, Fill Dirt	N	N	N	N	Y	Y

[†] All residential development occurring within the Airport Impact Zones shall be clustered as far away from the airport as possible.

*Residential development within the Airport Impact Zones 4, 5 and 6 outside of the 55 DNL line is permissible

[#]Avigation easements ensuring the right of flight and noise generation over every parcel and property within the Airport Impact Zone will be granted at no cost to the City by the property owners. All development in the Airport Impact Zone is to be sound insulated to a 45dnl rating or lower. All development must comply with 14 CFR Part77 reporting requirements and no development will penetrate an established 14 CFR Part 77 surface of the Prescott Municipal Airport as exists or may exist in the future.