

RZ13-001 / MP13-001 / GP13-001 / LUP13-001

**Rezoning / Master Plan Amendment / General Plan Minor Amendment
/ Airport Specific Area Plan Amendment**

Granite Dells Estates

COMMUNITY DEVELOPMENT – PLANNING AND ZONING DIVISION
PLANNING AND ZONING COMMISSION for May 30, 2013

STAFF REPORT

TO: City of Prescott Planning and Zoning Commission

FROM: Tom Guice, Community Development Director *TG*
George Worley, Planning Manager *GW*
Ruth Hennings, Community Planner *RH*

DATE: May 30, 2013

SUBJECT: Study Session for the Granite Dells Estates Rezoning / Master Plan Amendment
/ General Plan Minor Amendment / Airport Specific Area Plan Amendment

ZONING: Industrial General (IG), Industrial Light (IL), Business General (BG), Multi-Family
Medium (MF-M), Single-Family 9 (SF-9), Single-Family 35 (SF-35), and Rural
Estate 2 Acre (RE-2)

APNs: 103-04-001L / -002A / -003N / -003L / -003M / -003K / -001Q / -001S / -004B / -
009B / -001K / -001E

OWNER: Granite Dells Estates Properties / Michael Fann
1403 Industrial Way
Prescott, AZ 86301

PROJECT SUMMARY: The Granite Dells Estates is a 1,142 acre master planned development located south of the Granite Dells Parkway and State Route 89 interchange, in the vicinity of the airport. The owner is requesting a rezoning of 72 acres zoned Industrial General, Industrial Light, and Business General to a Single-Family 6 zoning district (Attachment 1). The requested rezoning requires amendments to the associated Master Plan, General Plan Land Use Map, and the Airport Specific Area Plan (Attachments 2, 3, and 4).

The annexation of the Granite Dells Estates property into the City of Prescott was initiated and approved in 2007. A development agreement was signed in conjunction with the annexation,

which specified water allocations for the residential units and terms for infrastructure development. In the following years, a rezoning and several preliminary plats were approved. To date, there has been no development on the property with the exception of five acres purchased and developed by the Yavapai Accommodation School District.

There are four components to the current proposal, as described below.

Rezoning. Approximately 72 acres of the northwestern portion of the Granite Dells Estates development are proposed to be rezoned to Single-Family 6. The intent is to rezone the area to allow single-family uses, where industrial and commercial uses were originally proposed (Attachment 1).

Master Plan Amendment. The rezoning described above requires an amendment to the original Granite Dells Estates Master Plan, which was approved in conjunction with the original annexation. The Master Plan shows the northwestern portion of the property to be developed for industrial and commercial purposes, and the current proposal is to allow single and multi-family uses in that area (Attachment 2). The Master Plan shows an overall increase in residential units from 710 to 1,310 residential units.

General Plan Minor Amendment. The rezoning also requires a minor amendment to the General Plan Land Use Map, which shows that area to be appropriate for Commercial and Recreation uses. The proposed designation is Mixed Use, which allows for residential and low-intensity commercial uses (Attachment 3). Master planned communities such as the Granite Dells Estates development are appropriate for Mixed Use areas.

Airport Specific Area Plan Amendment. Amendments to the Airport Specific Area Plan (ASAP) are necessary because the influence zones used to restrict residential uses in the vicinity of the airport are inconsistent with the updates made to the General Plan Land Use Map and the Airport Master Plan in 2009. Those updates were made to better reflect new FAA design standards related to airport impacts and potential development in areas near the airport.

Currently, the ASAP divides the area near the airport into 3 influence areas for planning and land-use purposes. Residential development is limited within the one-mile approach and departure routes, and there are influence areas within the three and five-mile radius of the airport. These sub-areas do not accurately reflect the impacts created by the airport approach and departure zones.

Using appropriate FAA guidelines, six Airport Impact Zones were designated in the Airport Master Plan, which restricted residential uses in the areas most likely to be affected by airport noise and approach and departure zones. Zones 1 – 5 do not permit residential uses, while Zone 6 allows for limited residential uses, as long as noise attenuation and aviation easement requirements. Additionally, noise contours were developed based on flight patterns, and no new residential development is permitted within the 60 DNL (refers to a Day-Night Average Sound

Level in decibels). These Airport Impact Zones described in the Airport Master Plan are proposed to be reflected in both the text and maps in the ASAP (Attachment 4).

UPDATE: A Study Session was held to consider the proposed changes at the Planning and Zoning Commission meeting on May 9, 2013. Staff presented a summary of requests and a discussion followed.

Commission members requested further information from the applicant's representative, Mr. Gisi, regarding the proposed change in the northwestern corner of the property from commercial and industrial uses to residential uses. Mr. Gisi explained that the market demands in this location are for residential development. There is sufficient industrial land available nearby at the airport, and the existing graded condition of the property makes it an attractive location for affordable housing units. Mr. Gisi also noted that within the larger Granite Dells Estates project, there a limited amount of commercially zoned property still remains. It may be developed in the future for retail or other compatible uses.

The Airport Manager, Mr. Tripp, also discussed potential airport impacts on Granite Dells Estates. Mr. Tripp noted that the proposed project is outside the designated impact zones (Attachment 4) and is compatible with the airport based on available data.

There was no public comment at the meeting. Several phone calls have been received requesting information, but no direct opposition or support has been noted.

REVIEW CRITERIA: The proposal affects a relatively minor area within Granite Dells Estates, though it increases the total number of residential units from 710 to 1,310. Impacts to City infrastructure and services will increase but are not substantially changed from the original Master Plan approved in 2007. Discussions related to water allocation will occur at the City Council meeting on June 25.

Issues for consideration of the Granite Dells Estates projects by the Planning and Zoning Commission include consistency with the General Plan, consistency with other land use plans (e.g. Airport Master Plan and the ASAP), compatibility with current zoning and nearby uses, suitability of the property for the proposed uses, and infrastructure and service impacts.

UPCOMING MEETING:

June 25, 2013: City Council to hold Voting Session for rezoning, master plan amendment, General Plan minor amendment, and Airport Specific Area Plan amendment.

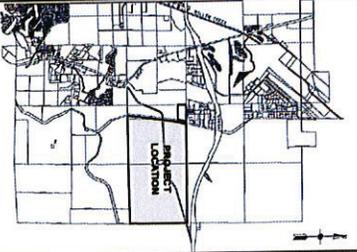
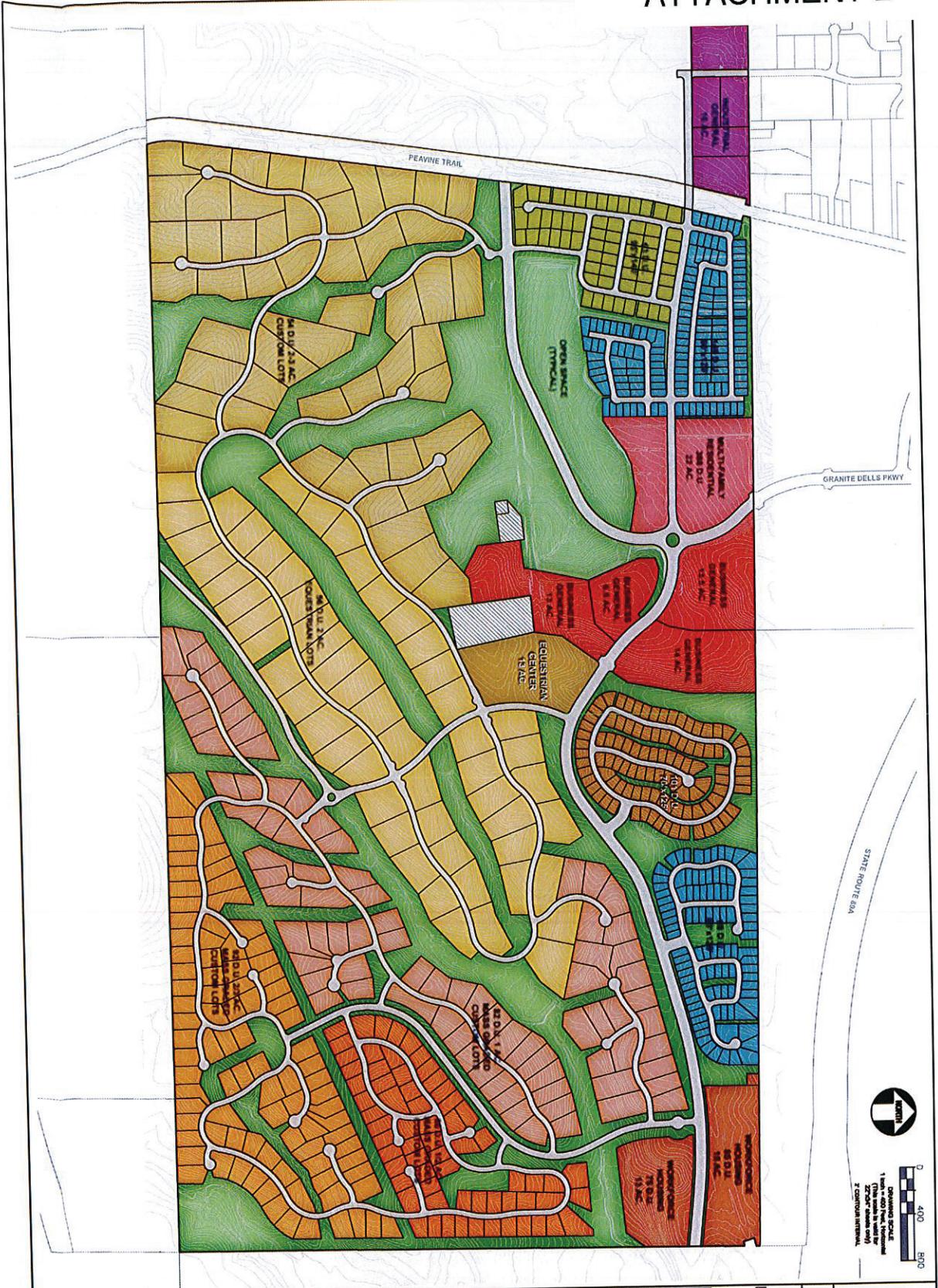
Attachments:

- 1) Rezoning site plan
- 2) Master Plan
- 3) General Plan Land Use Map
- 4) ASAP amendments

SUGGESTED MOTIONS:

- 1) Move to Recommend Approval of MP13-001, amendments to the Granite Dells Estates Master Plan.
- 2) Move to Recommend Approval of GP13-001, a General Plan Minor Amendment.
- 3) Move to Recommend Approval of LUP13-001, amendments to the Airport Specific Area Plan.
- 4) Move to Recommend Approval of RZ13-001, a rezoning from Business General, Industrial Transition, and Industrial Light to Single-Family 6.

ATTACHMENT 2



SUBDIVISION MASTER PLAN
GRANITE DELLS ESTATES
 LOCATION MAP
NOT TO SCALE

PRODUCT	AREA
NON-RESIDENTIAL	
MULTI-FAMILY	81 AC.
RESIDENTIAL	47 AC.
EQUESTRIAN CENTER	13 AC.

PRODUCT	COUNT	AREA	MASS GRADED
80'-200'	248	0.17 AC.	YES
70'-120'	101	0.28 AC.	YES
60'-140'	63	0.28 AC.	YES
CUSTOM	66	0.58 AC.	YES
CUSTOM	92	0.75 AC.	YES
CUSTOM	82	1 AC.	YES
EQUESTRIAN	54	2 AC.	NO
CUSTOM	380	22 AC.	YES
MULTI-FAMILY	180	28 AC.	YES
RESERVED			
TOTAL	1,330		

REQUESTED WATER ALLOCATION - 1,330 D.U.
OWNERS
 GRANITE DELLS ESTATES PROPERTIES, INC.
 GRANITE DELLS ESTATES PROPERTIES II, INC.
 10000 N. STATE AVENUE
 PRESCOTT, ARIZONA 86301
 (928) 778-0170
 PROJECT CONTACT: MICHAEL FANN
ENGINEERS/SURVEYORS
 GUYTON RAY, DESIGN CENTER, INC.
 2000 N. STATE AVENUE, SUITE 100
 PRESCOTT, ARIZONA 86301
 (928) 778-0170
DATE OF REVISION: 07/26/2019
DATE OF RECORDING: 07/26/2019
LEI Engineering & Surveying
 10000 N. STATE AVENUE
 PRESCOTT, ARIZONA 86301
 (928) 778-0170
 FANN: 778-0170
 SHEET: 1 OF 1

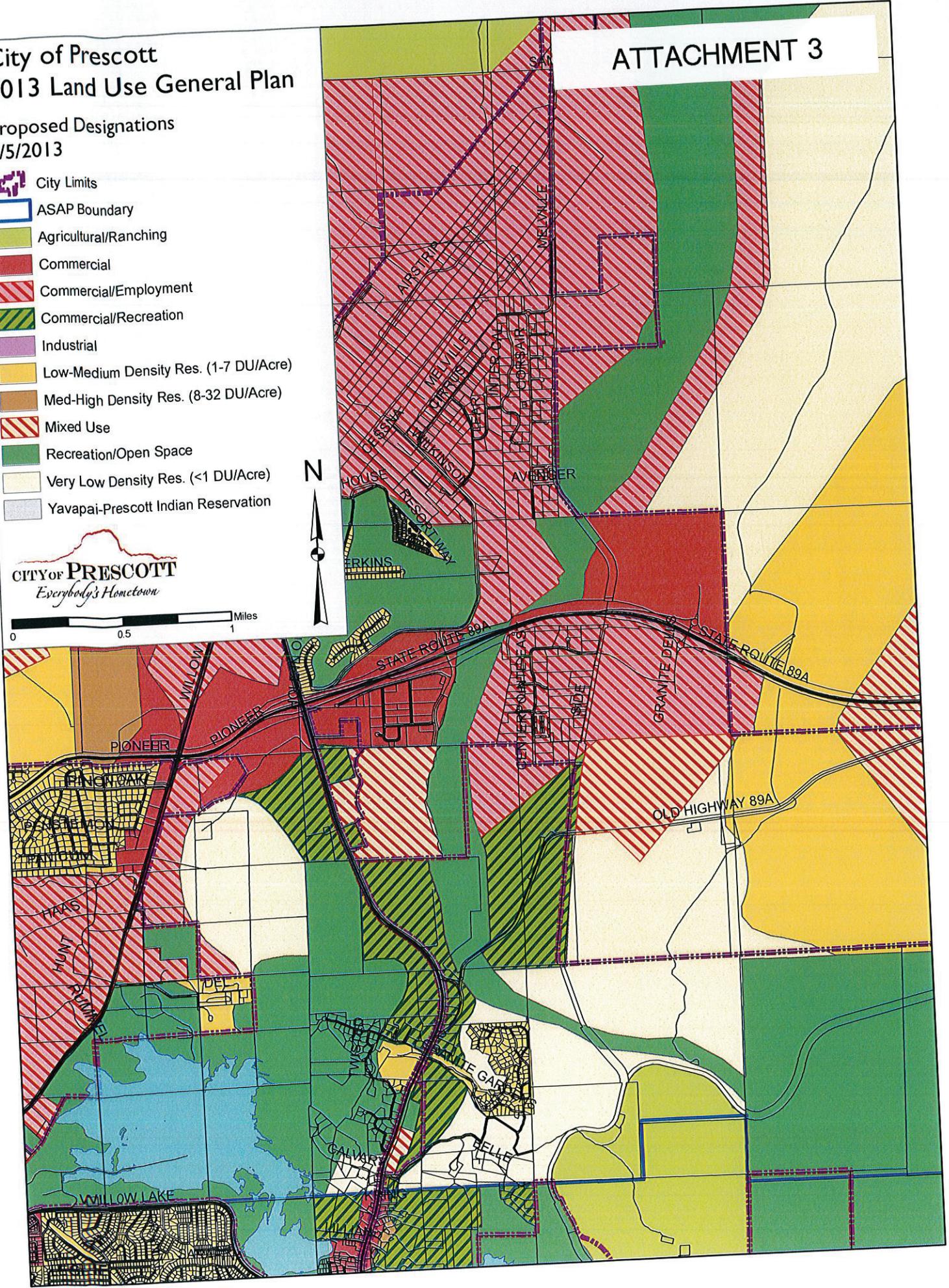
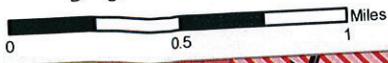
EXHIBIT USE ONLY

City of Prescott 2013 Land Use General Plan

Proposed Designations
4/5/2013

-  City Limits
-  ASAP Boundary
-  Agricultural/Ranching
-  Commercial
-  Commercial/Employment
-  Commercial/Recreation
-  Industrial
-  Low-Medium Density Res. (1-7 DU/Acre)
-  Med-High Density Res. (8-32 DU/Acre)
-  Mixed Use
-  Recreation/Open Space
-  Very Low Density Res. (<1 DU/Acre)
-  Yavapai-Prescott Indian Reservation

ATTACHMENT 3



ATTACHMENT 4

Text sections to be deleted in the ASAP are specified and 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 controlled at the Federal level 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** ~~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.....

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 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 1-5 or within the 60 LDN contour zone** 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:

Appendix H describes each Airport Impact Zone, with a map.

Add APPENDIX I:

Adoption of Part 77 Airport Approach Zones 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

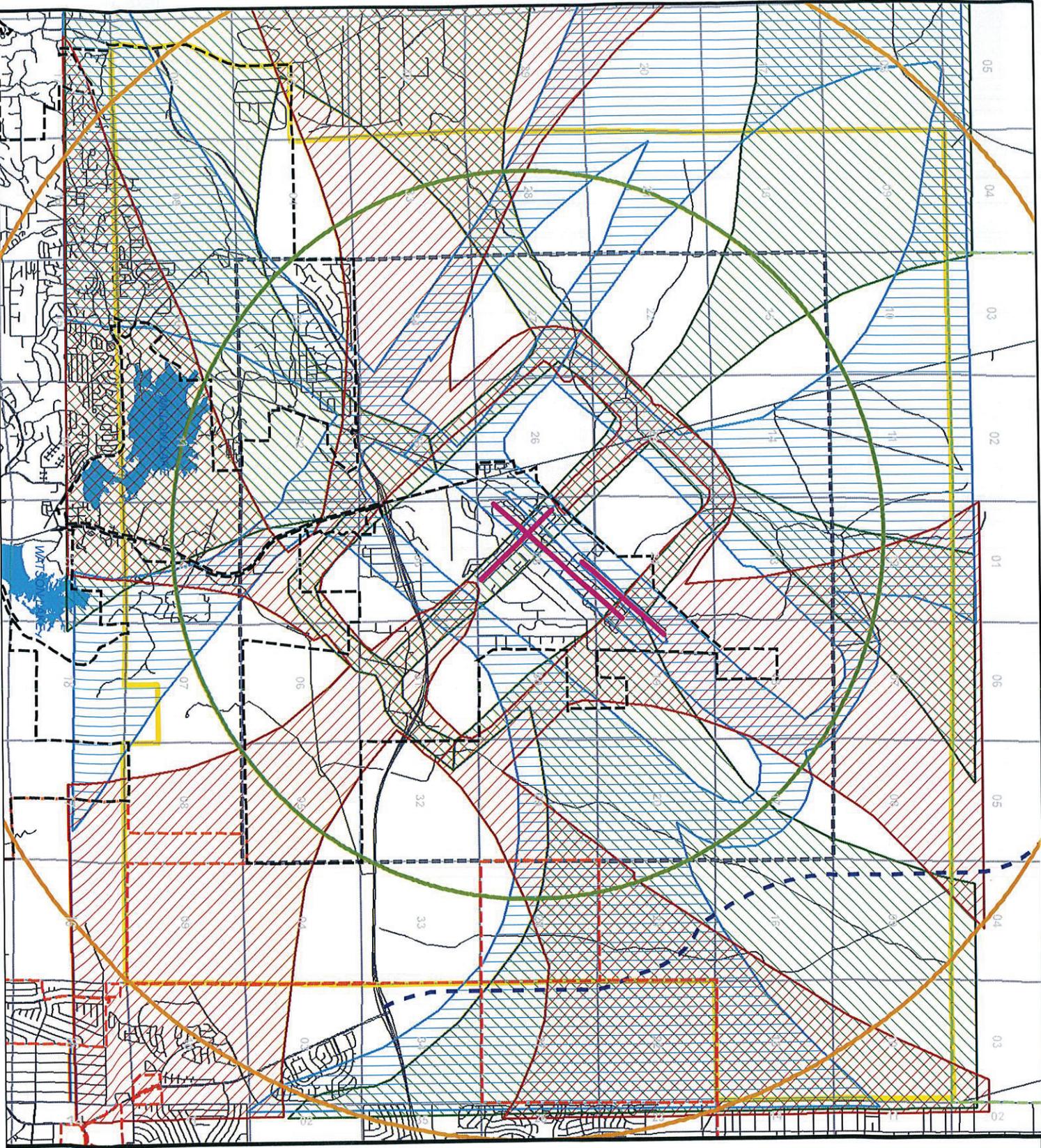
Airport classification shall be in accord with the following schedule:

<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

City of Prescott
Airport Specific Area Plan
Appendix A
Airport Runway Approach Patterns

-  Prescott City Limits
-  Chino Valley City Limits
-  Prescott Valley City Limits
-  Runway Locations
-  Glassford Hill Extension
-  ASAP Boundary
-  Inner Influence
- Buffers**
 -  3 Mile Radius
 -  5 Mile Radius
- Airport Approach Patterns**
 -  RWY 12
 -  RWY 30
 -  RWY 3R/3L

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City of Prescott

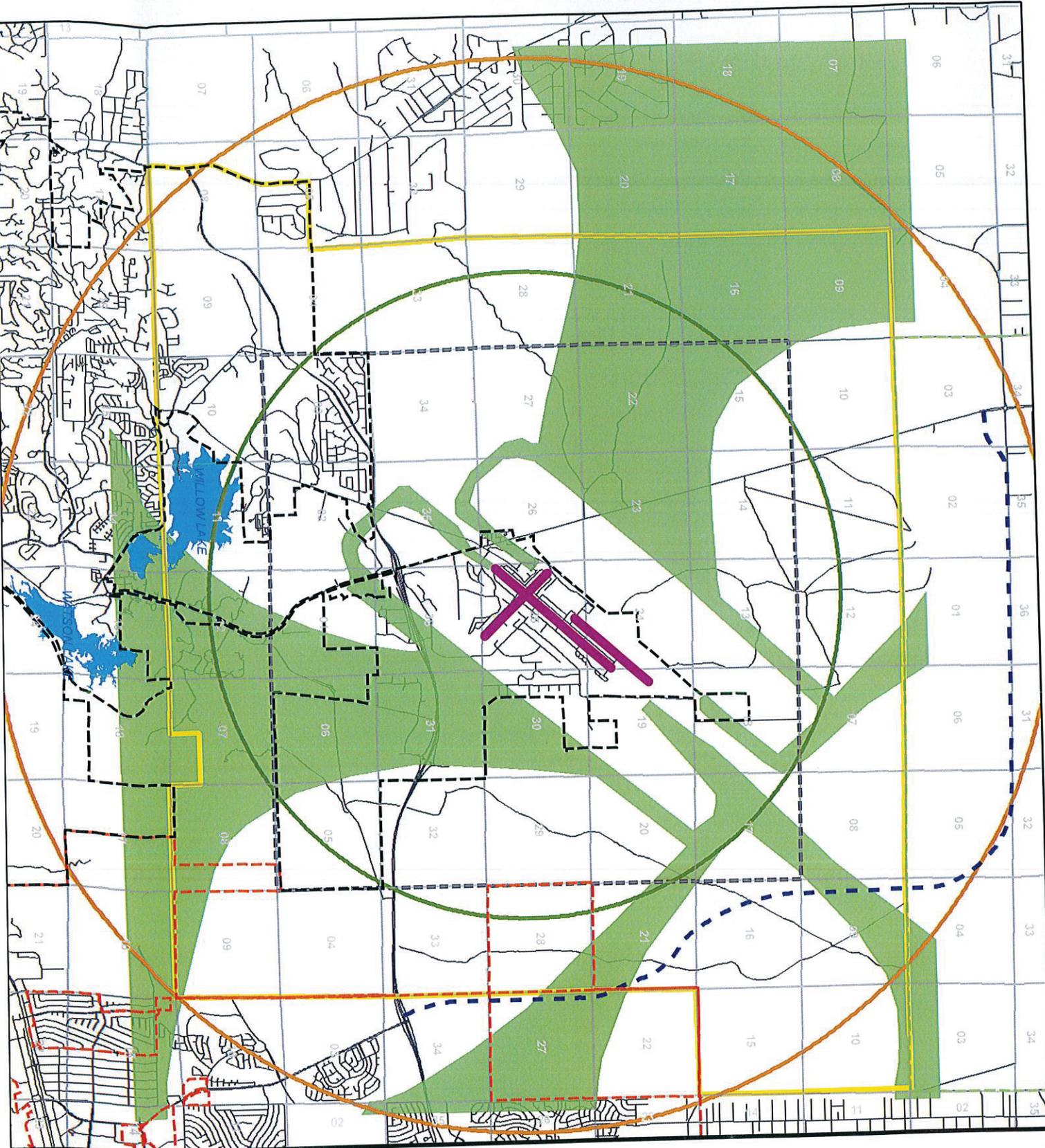
Airport Specific
Area Plan

Appendix A

Airport Runway
Approach Patterns
RWY 21L/21R

-  Prescott City Limits
-  Chino Valley City Limits
-  Prescott Valley City Limits
-  Runway Locations
-  Glassford Hill Extension
-  Roads
-  Inner Influence
-  ASAP Boundary
- Buffers**
-  3 Mile Radius
-  5 Mile Radius
- Airport Approach Patterns**
-  RWY 21L/21R

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 PRESCOTT AIRPORT, 21L/21R

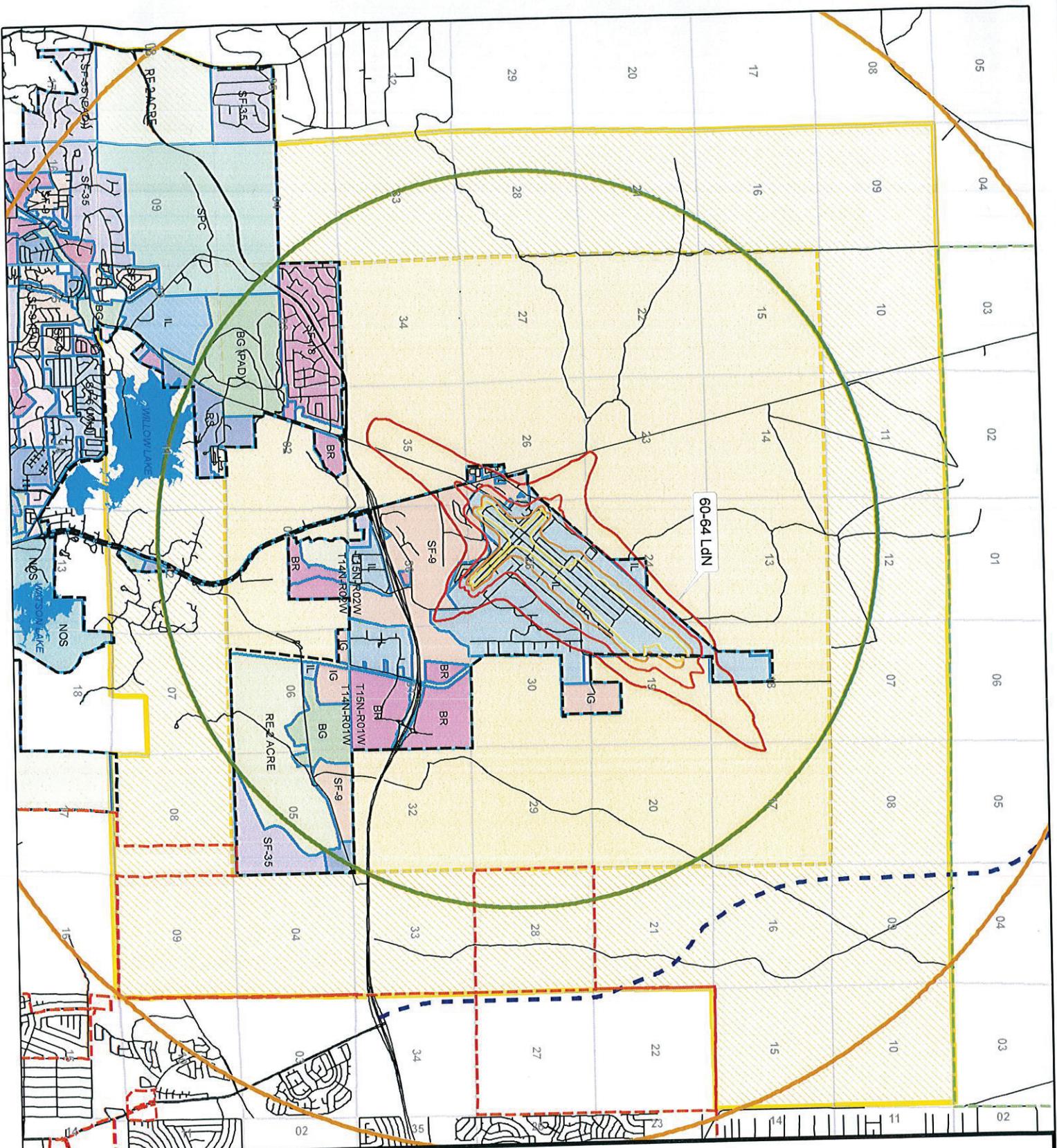
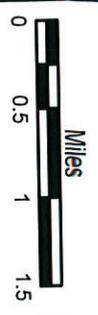


City of Prescott
Airport Specific Area Plan
Figure 1

Influence Areas & Existing Zoning

- Prescott City Limits
 - Prescott Valley City Limits
 - Chino Valley City Limits
 - 3 Mile Radius
 - 5 Mile Radius
 - Zoning Line
 - Glassford Hill Extension
 - Roads
 - Inner Influence
 - ASAP Boundary
 - Airport Noise Overlay
 - 60 - 64 LDN
 - 65 - 69 LDN
 - 70 - 74 LDN
 - GT 75 LDN
- No residential within the 60 LDN or higher

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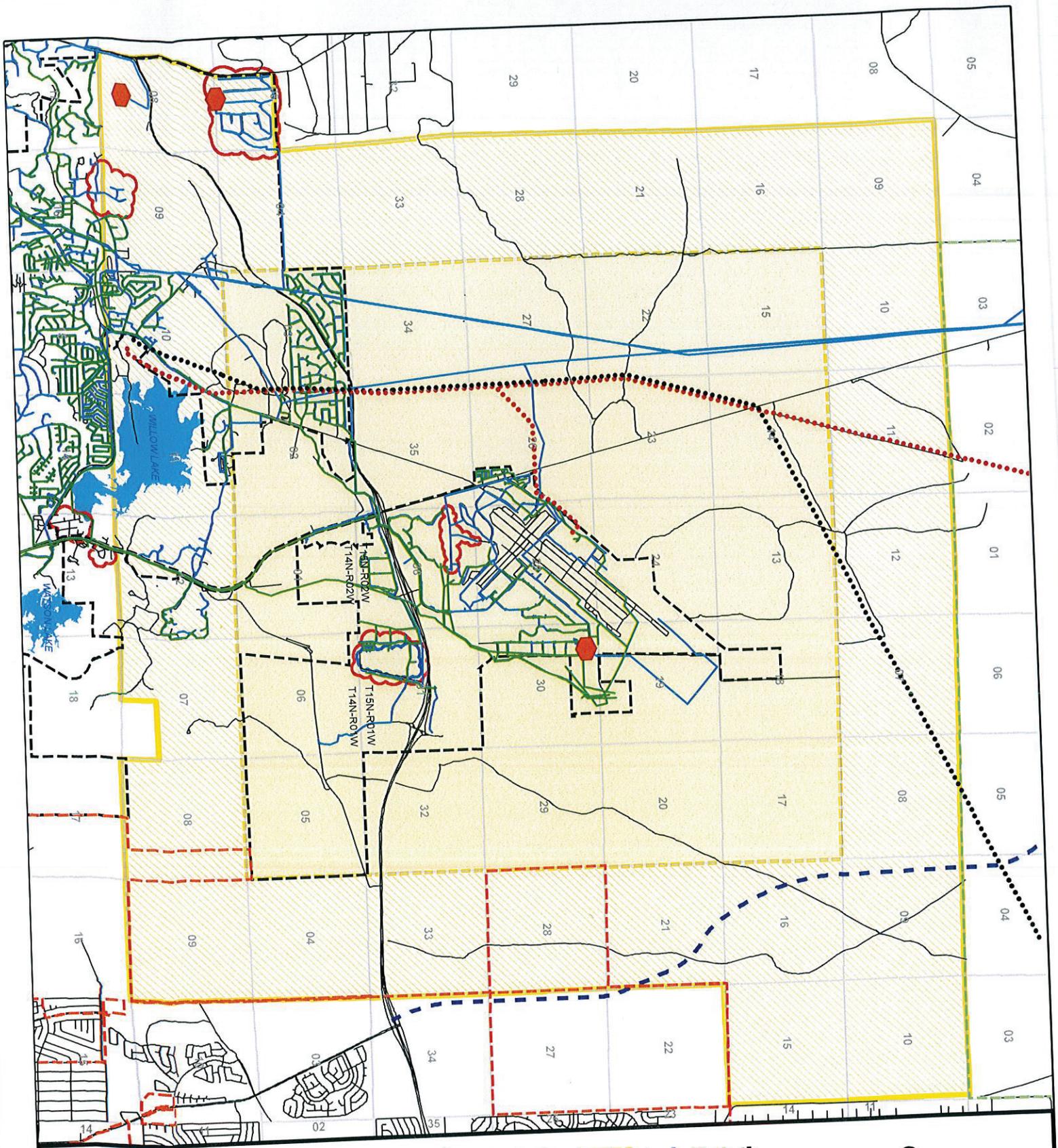
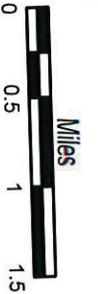
City of Prescott

Airport Specific Area Plan
Figure 2

Infrastructure

- Prescott City Limits
- Chino Valley City Limits
- Prescott Valley City Limits
- Glassford Hill Extension
- Roads
- Inner Influence
- ASAP Boundary
- Water Points
- Tanks
- Watertline
- Sewerline
- APS Power Corridors
- 69 KV
- 230 KV
- Non Service Areas
- Individual Septic
- Individual Well

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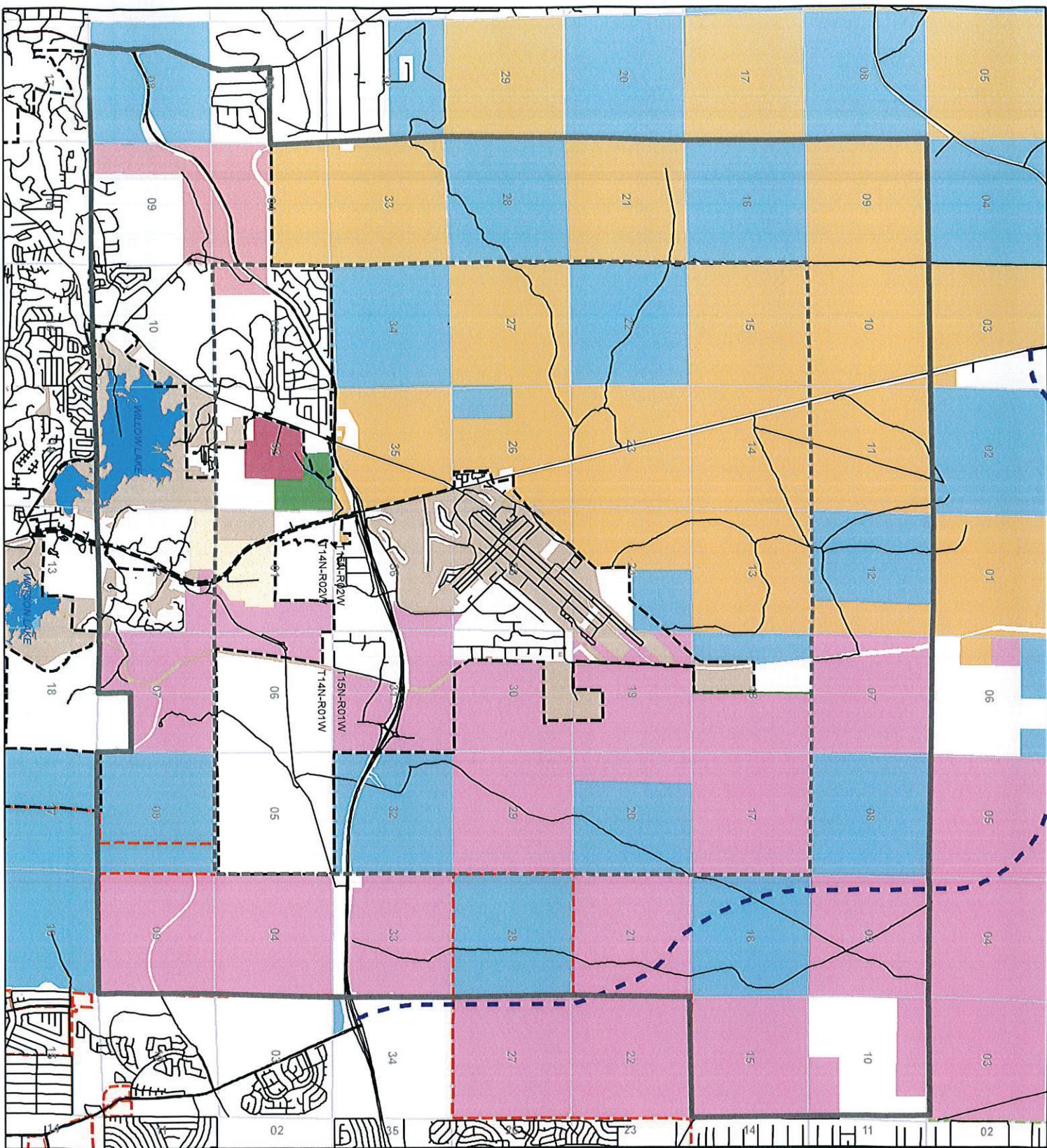


City of Prescott
Airport Specific
Area Plan
Figure 3

Land Ownership

-  Prescott City Limits
-  Chino Valley City Limits
-  Prescott Valley City Limits
-  Roads
-  Glassford Hill Extension
-  Inner Influence
-  ASAP Boundary
-  City of Prescott
-  City of Prescott
-  Deep Well Ranch
-  Granite Dells Ranch
-  BLM
-  Polk (Kieckhefer Property)
-  Diamond E Ranch
-  Rifle Ranch
-  State of Arizona

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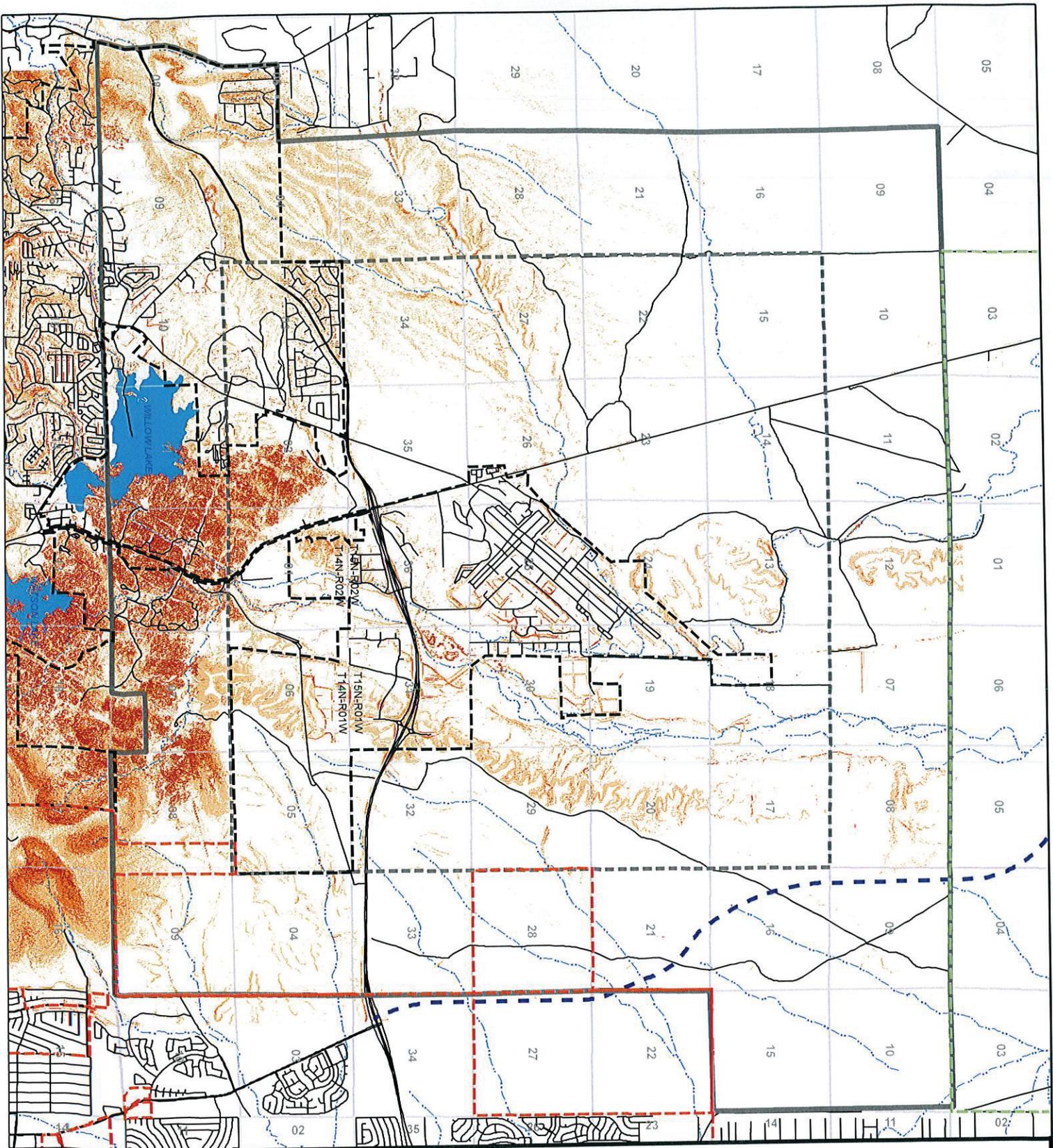
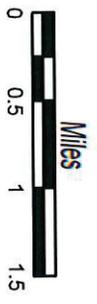


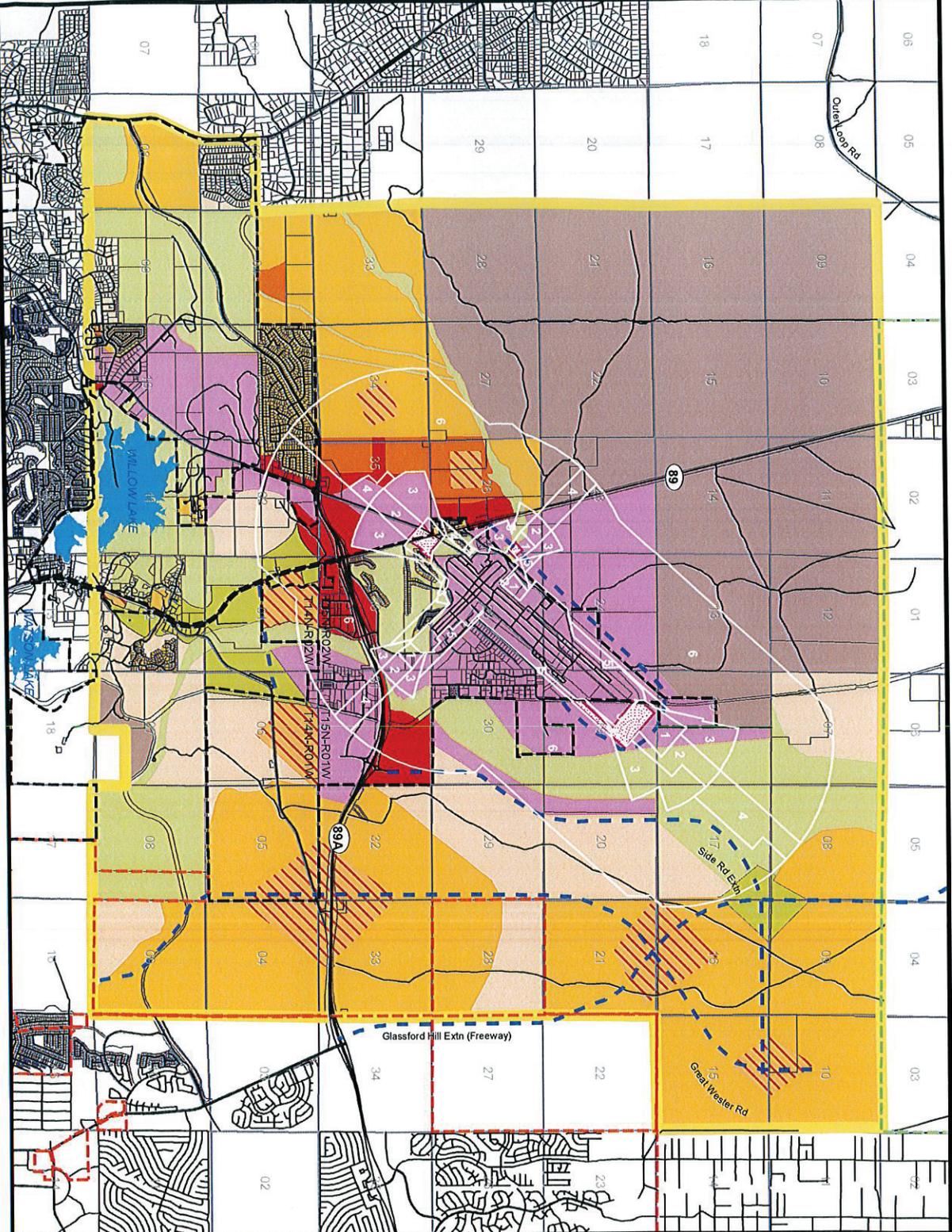
City of Prescott
Airport Specific
Area Plan
Figure 4

Slopes

-  Prescott City Limits
-  Chino Valley City Limits
-  Prescott Valley City Limits
-  Glassford Hill Extension
-  Roads
-  Inner Influence
-  ASAP Boundary
- Slope Analysis**
-  0 - 5 Degrees
-  6 - 10
-  11 - 20
-  21 - 30
-  GT 30 Degrees

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THE INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE.







CITY OF PRESCOTT

Everhardt's Homecoming

City of Prescott Airport Specific Area Plan

Figure 6 Existing Landuse Plan

May 2013

Legend

- Airport Impact Zones
 - Zone 1: Clear Zone
 - Zone 2,5: No residential uses, restricted commercial uses
 - Zone 6: Residential and commercial uses as permitted by zoning code. No residential within the 60 LDN or higher (See Figure 1)
- Prescott City Limits
- Prescott Valley City Limits
- Chino Valley City Limits
- Future Arterial Streets
- ASAP Boundary
- Recommended Airport Clear Zones

Land Use (Proposed)

- RECREATION/ OPEN SPACE
- INDUSTRIAL
- COMMERCIAL/ EMPLOYMENT
- COMMERCIAL/ RECREATION
- COMMERCIAL
- LOW INTENSITY NON-RESIDENTIAL USES
- TARGETED NEAR ESTABLISHED NEIGHBORHOODS
- MIXED USE
- MED-HIGH DENSITY RES
- LOW-MED DENSITY RES
- VERY LOW DENSITY RES
- AGRICULTURAL/ RANCHING

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0 0.5 1 1.5 Miles

N

ASAP LAND USE TABLE – supplements Figure 6

ASAP Land Use Classifications with Intended Scale and Type of Use (Provided as examples but may not be all inclusive)

RANCHING –(Holding Designation)

Grazing, agricultural activities, utility infrastructure, ranch houses and outbuildings, and other operations ancillary to ranching. This designation is intended to be revisited in the future when the property owners wish to quit ranching and consider developing. New land use designations will be determined based on adopted ASAP goals and objectives.
Permitted in Impact Zones 1 through 6.

NATURAL OPEN SPACE

Open drainages, highly visible promontories, wildlife movement corridor/habitat, passive recreation (hiking trail, wildlife viewing), limited utility infrastructure and airport buffering. May include sand and gravel extraction, as permitted, within the Granite Creek wash.
Permitted in Impact Zones 1 through 6.

RECREATIONAL OPEN SPACE

Active parks/regional parks, ball fields, tennis courts, swimming pools, golf courses, parking lots, ramadas, concessions and storage buildings, zoos, trails, and trail heads.
Permitted in Impact Zones 2 through 6.

MIXED COMMERCIAL/EMPLOYMENT

Retail, services, civic, hospitality, office, wholesaling/warehousing, light manufacturing, aviation activities on airport, and screened storage. Other industrial uses may occur as permitted by City Council. Uses such as lodging, schools, and churches may not be permitted or desired within the airport's 65 LdN noise contour. ***No Permitted in Impact Zones 2 through 6, however no new residential uses are permitted within Impact Zones 1 through 5 or 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 60 LDN noise contour.***

COMMERCIAL (Low intensity businesses where near established neighborhoods)

Retail, services, office, hospitality, and civic. Where this designation occurs in close proximity to established residential neighborhoods, permitted uses shall be limited to low intensity operations. Appropriate uses include office; non auto-related services, civic, lodges and B & Bs, and mini-storage - minor retail may be appropriate. Residential Office and Neighborhood-Oriented Business zoning districts should be considered. Buffering and screening between unlike uses will be required. ***No Permitted in Impact Zones 2 through 6, however no new residential uses are permitted within Impact Zones 1 through 5 or 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 60 LDN noise contour.***

MIXED COMMERCIAL/RECREATION

Retail, non auto-related services, civic, and office. Highly encouraged are recreation-related uses including resorts, hotels, motels, lodges, equestrian facilities, campgrounds, RV parks, miniature golf, fishing camps and swimming pools. Golf courses and time-share casitas may be permitted subject to water allocations and short-term stay requirements of casita visitors. ~~No~~ **Permitted in Impact Zones 2 through 6, however no new residential uses are permitted within Impact Zones 1 through 5 or 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 60 LDN noise contour.**

MIXED COMMERCIAL/STUDENT HOUSING

University campus-related uses and activities, offices, and enclosed/screened storage are permitted, as are college dormitories ~~inside and outside of the 1-mile wide swaths.~~ **Permitted in Impact Zones 3 through 6.** Permitted commercial uses are retail, services, office, hospitality, and civic. **Permitted in Impact Zones 2 through 6.**

LOW DENSITY RESIDENTIAL

Maximum density range is 1 to 2 acre lots (0.5 to 1 DU/1 ac). Clustering homes is permitted per PAD. Civic uses such as schools and churches and home occupations may also be included. Golf courses, neighborhood parks may be permitted based on water allocation. ~~No new residential development is permitted~~ **Permitted only in Impact Zone 6, however not within the 1-mile wide swaths. 60 LDN noise contour.**

MEDIUM DENSITY RESIDENTIAL

Maximum density range is 2-6 dwellings per acre (2 to 6 DUs/ ac). Clustering homes is permitted per PAD. Civic uses such as schools and churches and home occupations may also be included. Golf courses, neighborhood parks may be permitted based on water allocation. ~~Build out of Golf Links, Pinon Oaks, and Antelope Hills-area subdivisions is permitted inside and outside of the 1-mile wide swaths given the vested plats.~~ **Permitted only in Impact Zone 6, however not within the 60 LDN noise contour.**

MIXED-USE VILLAGES

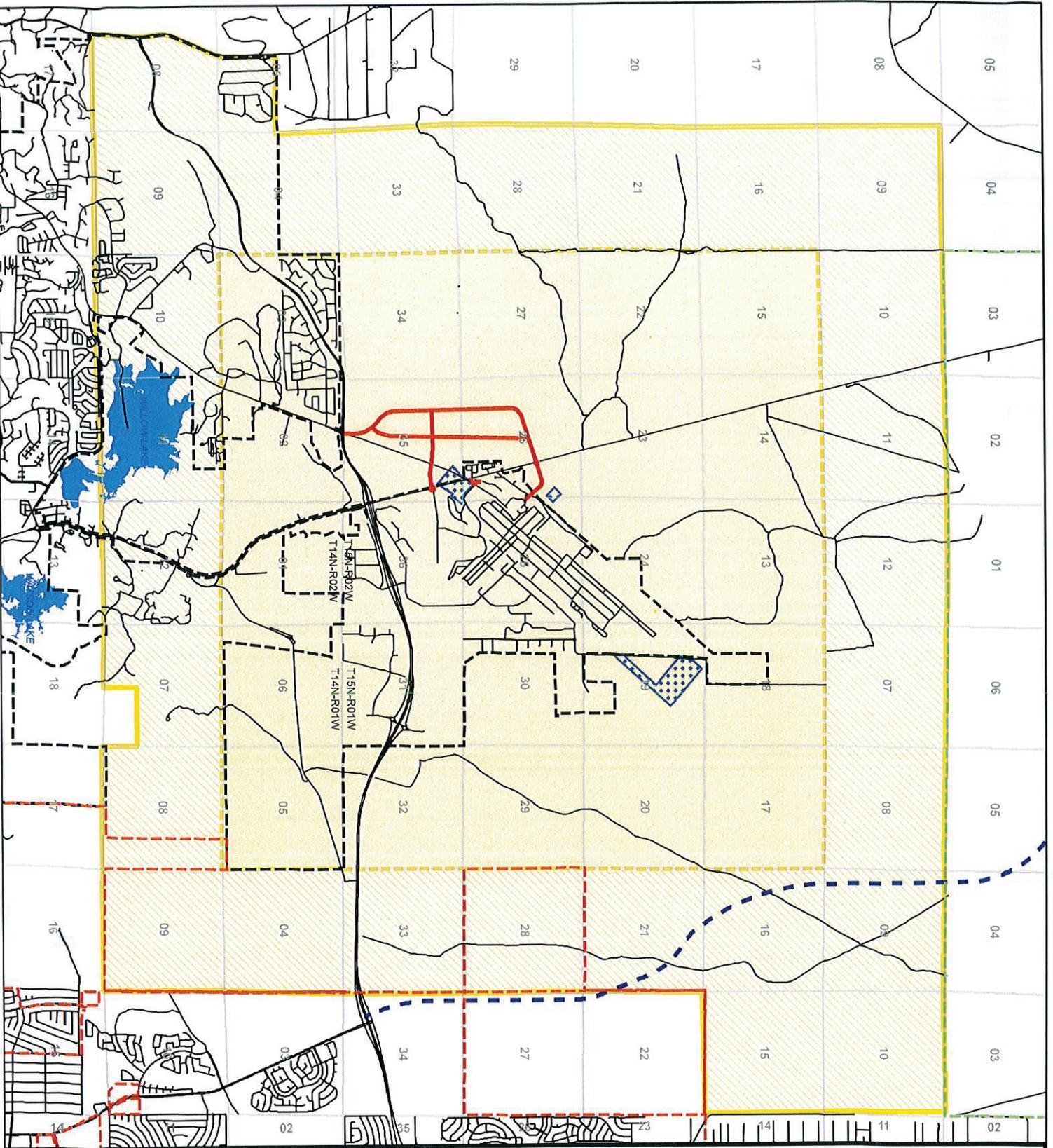
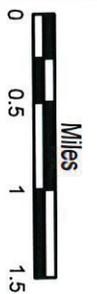
Maximum density range is 7-20 dwellings per acre (7 to 20 DUs/ ac). Single-family attached and detached units, apartment buildings, and manufactured home parks are permitted. To achieve the desired neo-traditional synergy, permitted uses include high-density residential, civic, office, neighborhood-oriented businesses, small parks, and generous pedestrian amenities. A golf course may be permitted based on water allocation. ~~No new~~ **Commercial uses are permitted in Impact Zones 2 through 6. New residential development is uses are permitted only in Impact Zone 6, however not within the 1-mile wide swaths. 60 LDN noise contour.**

City of Prescott
Airport Specific
Area Plan
Figure 7

Circulation Plan

-  Prescott City Limits
-  Chino Valley City Limits
-  Prescott Valley City Limits
-  Roads
-  Future Road Alignments
-  Glasford Hill Extension
-  Recommended Airport Clear Zones
-  Inner Influence
-  ASAP Boundary

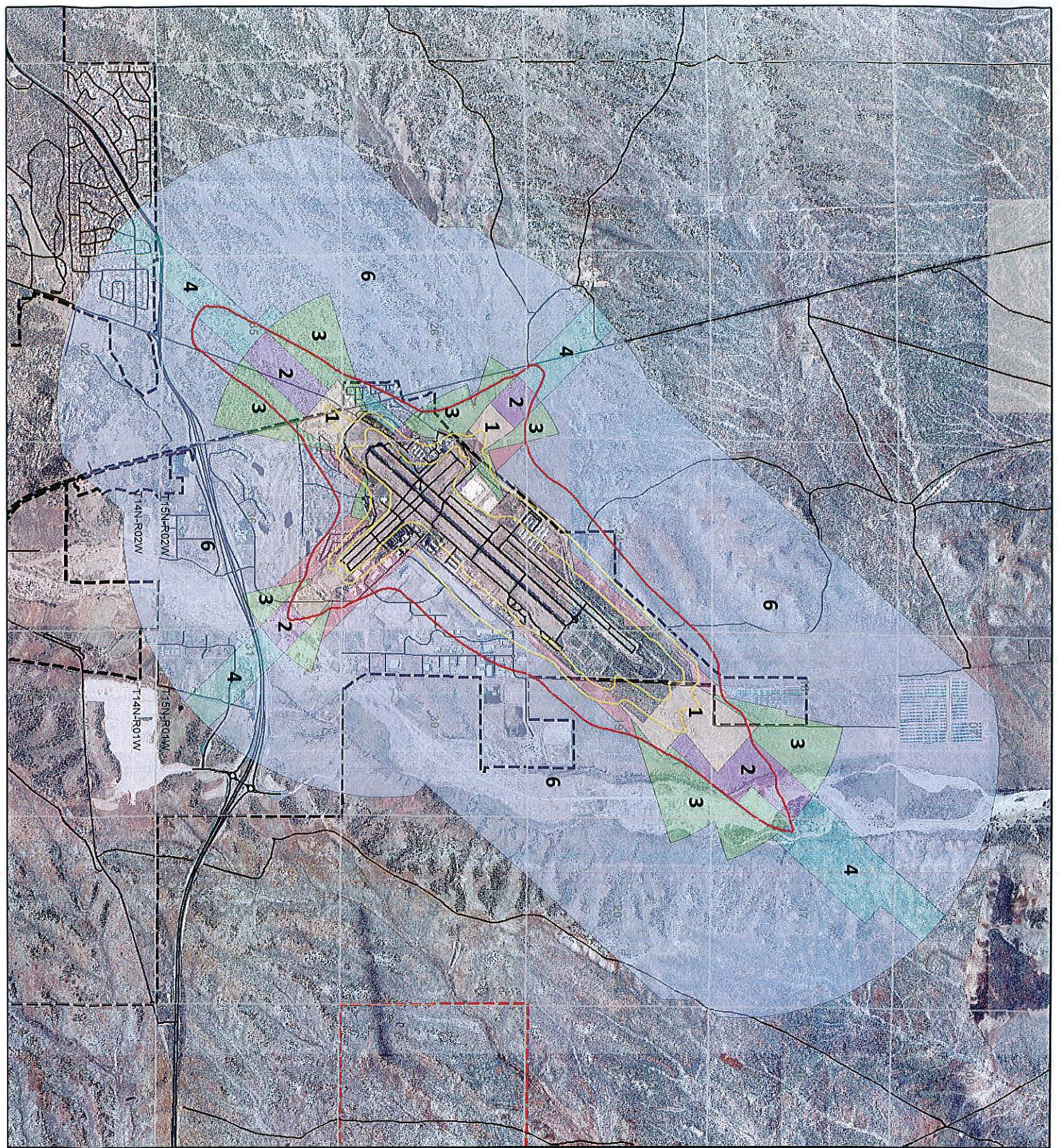
CAUTION
 MAP IS A LAND USE SOURCE DATA SUBJECT TO CHANGE AND IS GENERAL IN NATURE.
 PRESCOTT, AZ 86302



City of Prescott
 Airport Specific
 Area Plan
Appendix H
**Impact Zones &
 Noise Contours**

-  Prescott City Limits
-  Prescott Valley City Limits
-  Roads
- Airport Impact Zones**
- 1 
- 2 
- 3 
- 4 
- 5 
- 6 
- Airport Noise Overlay**
-  60 - 64 LDN
-  65 - 69 LDN

CAUTION
 MAP IS BASED ON INFORMATION
 CHANGE AND FOR GENERAL
 REFERENCE ONLY. THE
 INFORMATION IS PROVIDED BY THE
 CITY OF PRESCOTT.



The following section describes each Airport Impact Zone:

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 200 feet beyond the end of the area usable for takeoff and landing. The narrower end of each RPZ is the closest to the runway end. The most critical segment of flight occurs within the RPZ. In this zone aircraft are the most vulnerable and the risk of accident is very high.

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. The Inner Safety Zone together with the RPZ encompasses 30% to 50% of all near-airport accident sites.

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 5,000 feet. Its vertex is situated on the runway centerline 200 feet off the runway end. It encompasses location where especially general aviation aircraft are turning from their final approach legs of the standard traffic pattern and are descending from pattern altitudes, as well as the area where departing aircraft normally complete their transition from takeoff power and flap setting to a climb mode and have begun turning to their en route heading.

Airport Impact Zone 4 – Outer Safety Zone

The Outer Safety Zone is rectangular in shape and centered about the extended runway centerline. It extends from the outer edge of the Inner Safety Zone. At airports with high activity levels, like PRC, it encompasses the areas used by approaching aircraft at an altitude typically less than traffic patterns, also it is applicable to airports with straight-in instrument approach procedures.

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 1,000 foot centerline offset on each side of the runway that connects the Inner Turning Zone on each end of the runway. While this zone is typically within airport boundaries, and it is not overflow, it is designed to mitigate the damages that could be caused by an aircraft losing directional control on takeoff.

Airport Impact Zone 6 – Traffic Pattern Zone

The Traffic Pattern Zone is defined by an area 5,000 feet wide, centered on the runway centerline, extending from the Sideline Safety Zone to the edges of the Outer Safety Zone. It encompasses all other portions of regular traffic patterns and pattern entry routes. While the risk of an accident within this zone is low, potential consequences can be severe.

Referenced from the 2009 Airport Master Plan, Appendix 3, Land Use Analysis.