

PUBLIC WORKS- WATER RESOURCES

APPROVED W/CONDITIONS

Katie Hein, Senior Engineering Technician, 928.777.1810, katie.hein@prescott-az.gov

- 1. Water will be allocated per the terms of the Development Agreement to follow.

COMMUNITY DEVELOPMENT- PLANNING & ZONING

APPROVED W/CONDITIONS

George Worley, Planning Manager, 928.777.1287, george.worley@prescott-az.gov

- 1. The "Airport Impact" area needs a Prescott zoning designation. We recommend Natural open Space (NOS). This will need to be clarified and confirmed by the Planning and Zoning Commission at the time of their vote on the proposed zoning.
Corrected map attached
- 2. Please see Airport comments relating to over flight patterns. Consider limiting the proposed MH overlay to the eastern half of that area.
AED is in the process of educating itself on the various airport studies and plans

AIRPORT REVIEW

APPROVED W/CONDITIONS

Jeff Tripp, Airport Operations Superintendent, 928.777.1158, jeff.tripp@prescott-az.gov

- 1. Please see accompanying comment letter, maps and figures.**

Items below listed as required will be further discussed by AED and City of Prescott, and final agreements will be memorialized in the development agreement.

AED North Annexation (ANX18-004)

3rd Round Review Comments

1) Airport Activity (Noise, Overflight and Federal Requirements)

Prescott Regional Airport (PRC) is the 45th busiest airport in the nation, with more than 230,000 annual aircraft operations. The proposed annexation is located near/under the flight patterns for three runways. PRC 2019 Flight Track Maps (attached) illustrate actual historic overflight over the proposal areas. Nearby residents will experience significant aircraft overflight and noise.

Airport Sponsor grant assurances require the City take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities/purposes compatible with normal airport operations, including landing and takeoff of aircraft and helicopters.

2) Airport Specific Area Plan (ASAP)

The 2001 ASAP (Res. 3363), amended in 2003/2014 (Res. 4186-1384), states, “It is the intent of the City Council that in making decisions regarding the future uses and development of properties in the vicinity of the airport, that the Planning and Zoning Commission and the City Council shall take into consideration the recommendations in the [ASAP]”. (ARS § 24-8464).

The ASAP includes six Airport Impact Zones and the 60 DNL Noise Contour (ASAP Figure 6 and Appendix H). As referenced in the Airport Master Plan, these Zones were adopted to limit the damage caused by an aviation accident, protect the viability of the airport, and limit the impact of overflight and noise over residential areas. AED North crosses multiple Impact Zones, and is within several influence/disclosure maps/boundaries, as described below:

- a. Airport Impact Zone 6 (AED Sections 17, 18, 19, 20, 29, and 30). Zone 6 includes aircraft traffic patterns and pattern entry routes. The Zone 6 AED areas incorporating Habitable Buildings are in Sections 19, 29 and 30.
 - Recommendation: Per the ASAP, Habitable Buildings with proper sound insulation can be included within Airport Impact Zone 6 (except within the 2009 60 DNL noise contour, which prohibits residential) as proposed in Sections 19, 29 and 30.
 - Recommendation: Manufactured Housing (MH Floating) overlay/option is only recommended with adequate interior soundproofing incorporated.
 - Recommendation: Convert the north-northwest edge of Sections 29 and 30 (“B”, “C” and “H”) to IT (commercial or industrial) or multi-family with adequate interior soundproofing.

- Recommendation: The proposed school (Section 29) should be shifted away from the airport and should incorporate adequate interior sound mitigation.
- b. Airport Impact Zones 1-5. Areas used by approaching and departing aircraft at an altitude less than the traffic patterns, and contain airport instrument approaches.
 - No new residential development is permitted within Airport Impact Zones 1-5 or within the 60 DNL contour zone except for build-out of existing approved plats and parcels.
- c. Airport Influence Area (AIA) - Aviation Easements (ASAP Figure 5). The AIA was created in 2001 (under ARS §28-8485). The City Council adopted/recorded this AIA to inform all owners and potential purchasers within the AIA of aircraft noise/overflight.
 - Requirement: An aviation easement will be required as part of the development agreement.
 - Requirement: An aviation easement must be signed and recorded prior to or concurrent with approval of the final plat for an area.
 - Recommendation: A copy of the recorded aviation easement and Public Airport Disclosure Map should be available at every home sales/rental office in the Annexation area, and provided to any prospective resident upon request, without a deposit requirement.
 - Recommendation: Airport direction and distance signs should be placed at major entrance/exit points within the Master Plan community to inform prospective renters who do not receive easement or airport disclosure information.
- d. 2009 Day-Night Average Sound Level 60 DNL Noise Contour. (ASAP Appendix H). Sensitive uses (residential, education, medical) should not be permitted in the 60DNL noise contour.
 - Recommendation: While habitable buildings are acceptable within Impact Zone 6, they should be outside of the 60 DNL noise contour line.
- e. Public Airport Disclosure Map shows that AED North is in the vicinity of a public airport (per ARS 28-8486). The City will update the map on the Arizona DRE website following annexation.

3) Habitable Building (HB) and School Interior Soundproofing Recommendations (per ASAP):

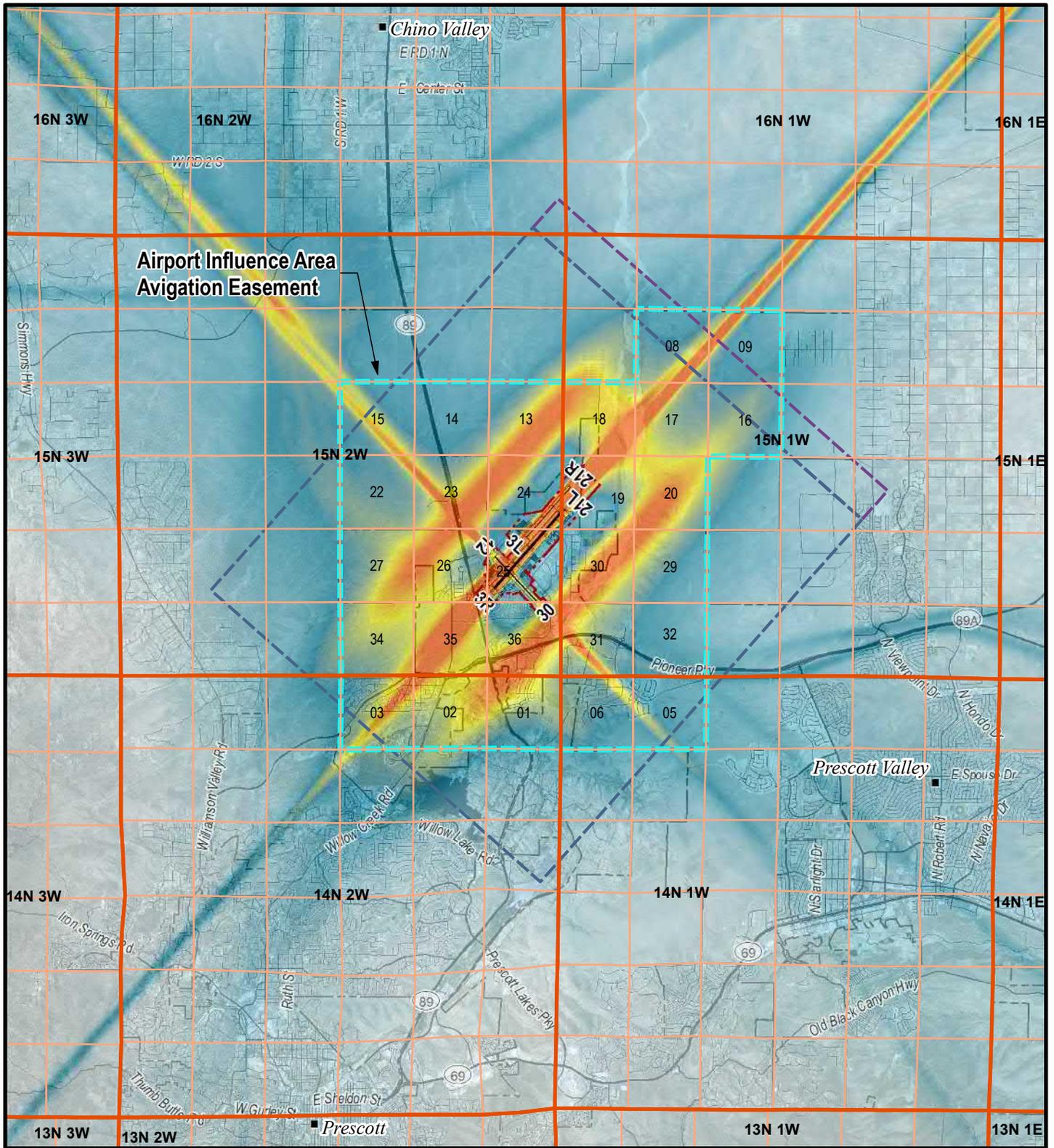
- Per the ASAP, within Impact Zones (1-6), HBs (including Manufactured Homes) should be constructed using noise attenuation techniques to limit noise within each structure, to achieve an interior noise attenuated to a level equal or less than 45dB.
- Outside the six Impact Zones, but within the Airport Influence Area, HBs should be constructed using noise attenuation techniques to limit noise within each structure, and incorporate sufficient sound insulation to assure a peaceful, healthy quality of life for residents.
- Section 30 also contains MU (Municipal Fire/Police) and IT (“use to be determined”) upon which HBs are expected in municipal or commercial use, but with no residential use permitted. This is consistent with the ASAP, with appropriate sound insulation.

- A “school/park” is proposed under the established airport traffic pattern, approximately one mile south/southeast of the main commercial runway, and subject to repetitive aircraft overflight at low altitudes. The National Institutes of Health recommends School interior sound levels be insulated to a maximum 45dB to promote optimal learning.

4) Obstructions to Air Navigation and Aircraft Flight Safety

The FAA classifies PRC as a primary commercial service airport. PRC is subject to operational safety requirements, including identifying and mitigating hazards to navigable airspace near PRC.

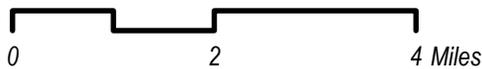
- Requirement: Proposed developments require information submittal for an FAA airspace evaluation. FAA’s [Notice Criteria Tool](https://oeaaa.faa.gov/oeaaa/external/portal.jsp)_(<https://oeaaa.faa.gov/oeaaa/external/portal.jsp>) determines if FAA Form 7460-1 is required for proposed construction or alteration of structures (permanent or temporary, including cranes) on/in the Airport vicinity, and must be submitted to FAA at least 45 days before construction. FAA considers height, airport proximity, location, frequencies emitted, etc. FAR Part 77 is enforced by civil penalty under §902 of the Federal Aviation Act of 1958, 49 U.S.C. § 46301(a).
- Requirement: For development in runway approach/departure areas (runway ends), additional obstruction analysis and height limits may be required by the City to assure the airline can engage in “normal operations” and achieve single engine departure requirements without reducing aircraft load (passengers, fuel, et.).
- Recommendation: Confer with Airport staff for guidance or agency referral to assure these will not affect normal aircraft/airport/air traffic control (ATC) ops/safety: Riparian/wildlife attractants (bird strikes); Solar panel arrays, athletic/school field lighting, windmills, laser displays (pilots or ATC hindrance); and drone use near the airport (need FAA permission).



Flight Track Density - 91,301 Radar Tracks



- Airport Boundary
- Existing Traffic Pattern Airspace
- Municipal Boundary
- Future Traffic Pattern Airspace
- PLSS Township Map Boundary
- PLSS Section Map Boundary



**Flight Track Density Plot
Annual 2019 Tracks with
Public Disclosure Map and
Airport Influence Area**



City of Prescott
 Airport Specific
 Area Plan
Appendix H

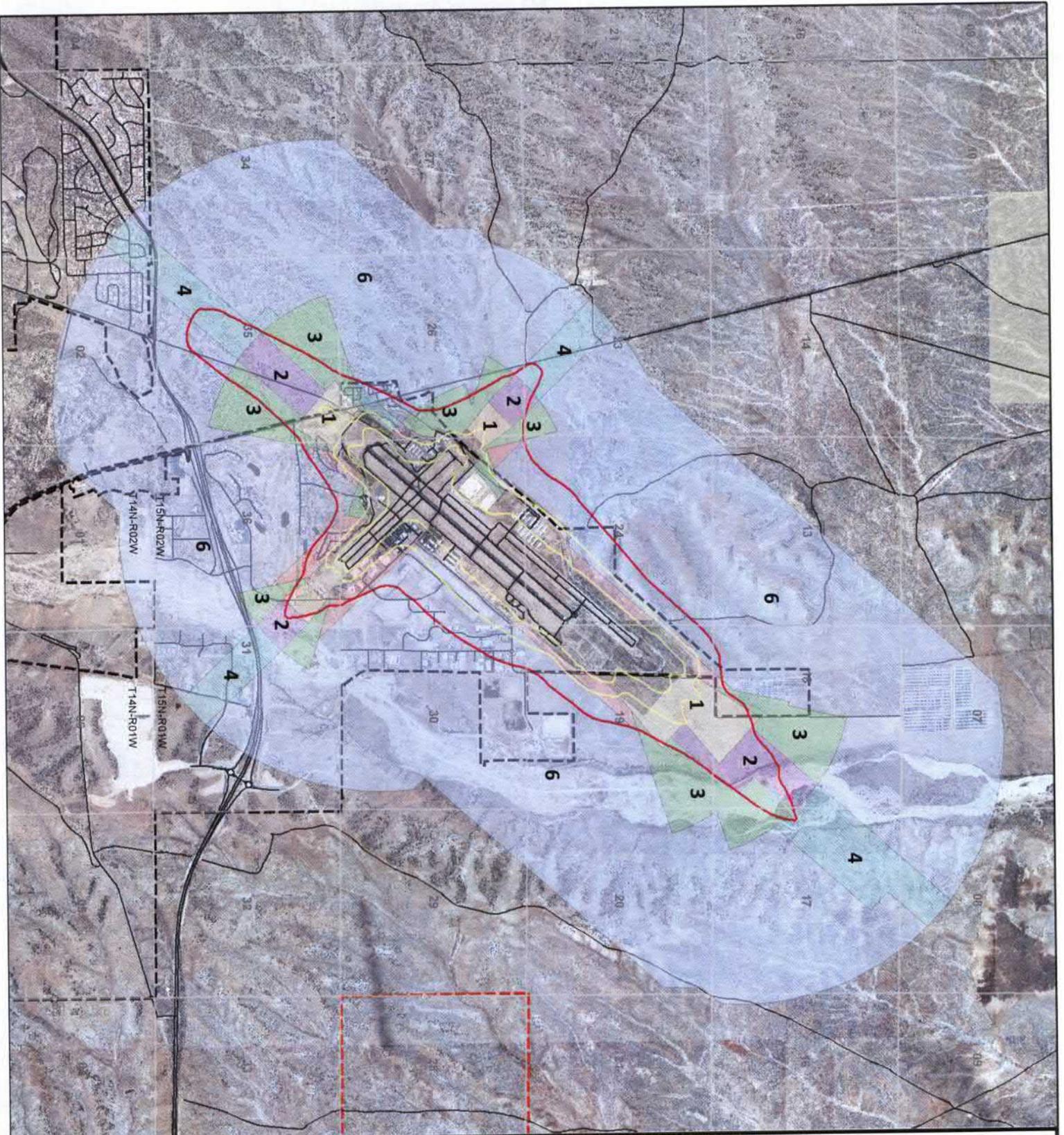
**Impact Zones &
 Noise Contours**

-  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 IMPACT ZONE
 SOURCE RADIUS OF GENERAL
 REFERENCE ONLY.
 THE USER ASSUMES ALL RESPONSIBILITY.



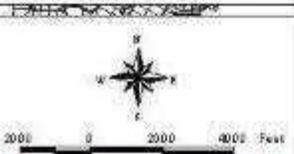
City of Prescott



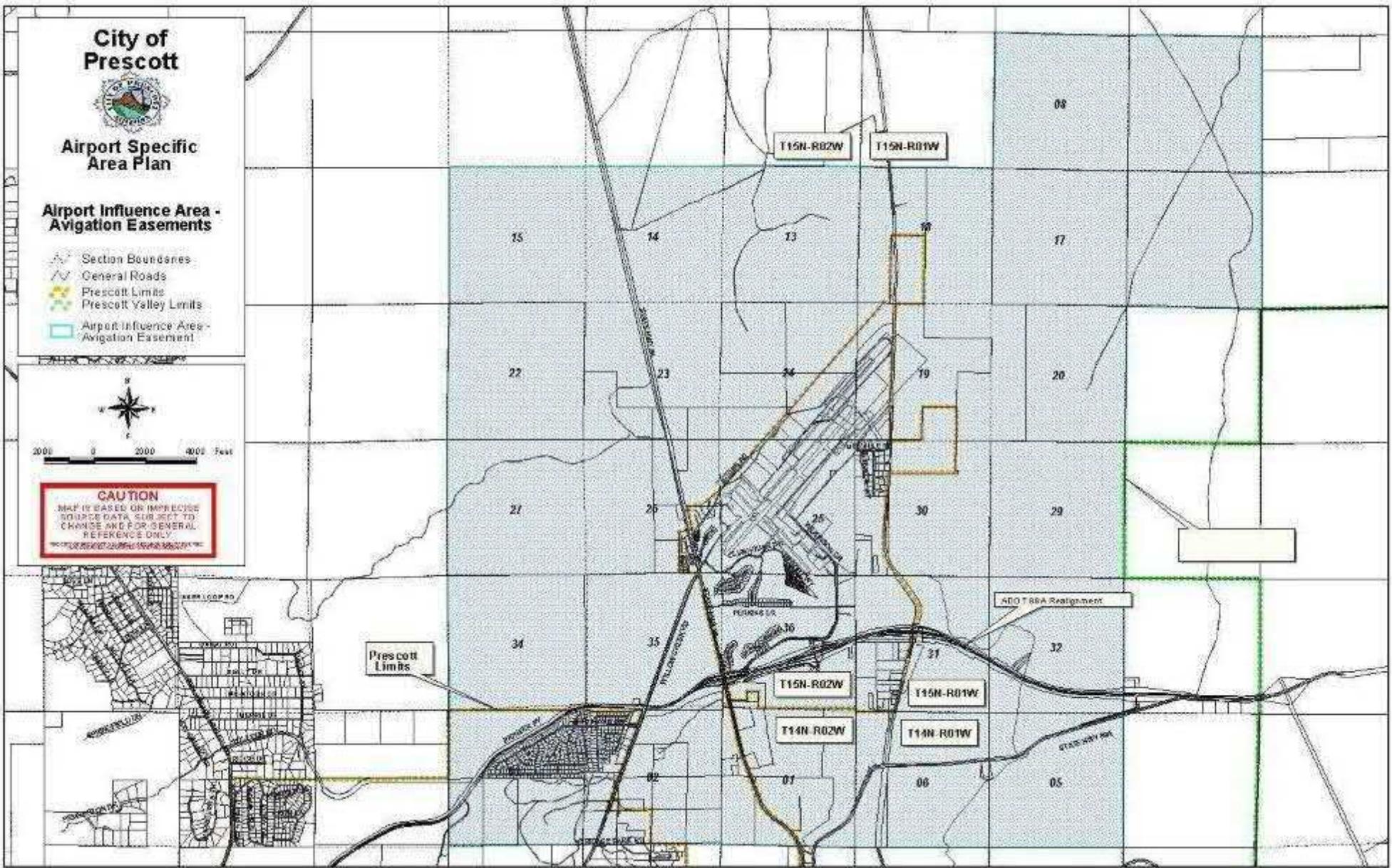
Airport Specific Area Plan

Airport Influence Area - Avigation Easements

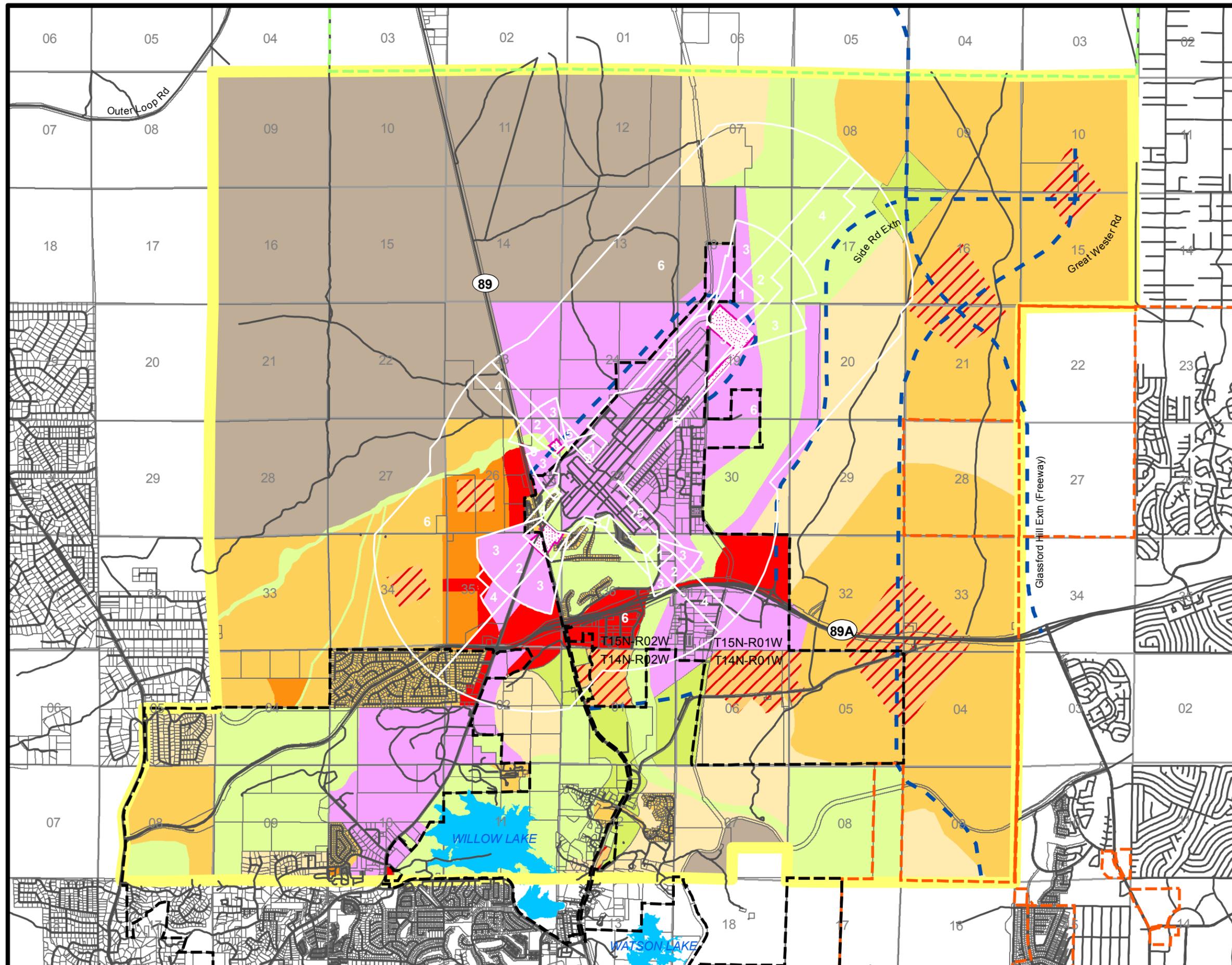
- Section Boundaries
- General Roads
- Prescott Limits
- Prescott Valley Limits
- Airport Influence Area - Avigation Easement



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
**Existing
Landuse Plan**
May 2013

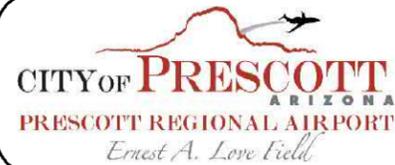


- Airport Impact Zones
 - Zone 1: Clear Zone
 - Zone 2-5: No residential uses, restricted commercial uses
 - Zone 6: Residential and commercial uses as permitted by zoning code, No residential within the 60 LdN or higher (See Figure 1)
 - Prescott City Limits
 - Prescott Valley City Limits
 - Chino Valley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

CAUTION
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THE CITY OF PRESCOTT ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THIS PRODUCT.



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**PRESCOTT REGIONAL AIRPORT
2019 FLIGHT TRACKS
MAY & OCTOBER**

