



**PUBLIC WORKS- UTILITY ENGINEER**

**APPROVED W/CONDITIONS**

Ben Easley, Civil Engineer, 928.777.1811, ben.easley@prescott-az.gov

- 1. Conceptually approved. Master Water and Wastewater Reports to be reviewed and approved under separate permit.

**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

Planning has no significant comments on the current versions of the annexation plat, the rezoning, or the master plan. The current versions of these documents will not trigger the need to amend the General Plan. General comments:

- 1. Consider additional public or private open space as a buffer along the west side of the Peavine trail as protection for the future home owners and the trail users. Comment will be considered moving forward
- 2. Consider extending the boulevard design of the primary north-south road way further to the point of connection with the resort facility. AED will request the general location of the at grade trail crossing from COP. Once location is identified, the comment can be addressed
- 3. Arizona Revised Statutes prohibits the creation of a county island by annexation. To avoid the creation of such an island west of this annexation, it will be necessary to shift a section of the south annexation boundary 5 feet to the north, beginning at the point of intersection of Sections 12, 13, 7 and 18, for a distance eastward from that point approximately 480 feet. Will correct

**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 South Annexation (ANX18-005)**

### **3rd Round Review Comments**

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

Prescott Regional Airport (PRC) is the 45<sup>th</sup> 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 Noise Contours (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 South is partially under one Airport Impact Zone and within two influence/disclosure map boundaries, as described below:

- a. Airport Impact Zone 6. Zone 6 includes aircraft traffic patterns and pattern entry routes. The far north end of AED South (Sections 1 and 6) is within Airport Impact Zone 6.
  - Recommendation: Per the ASAP, Habitable Buildings with proper sound insulation (described below) can be included within Airport Impact Zone 6.
- b. 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. All habitable structures within AED South (Sections 1 and 6) are within the AIA.
  - 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 or rental office in the Annexation area and provided to any prospective purchaser/renter 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.
- c. Public Airport Disclosure Map shows that AED South 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) Interior Soundproofing Recommendations (per ASAP):**

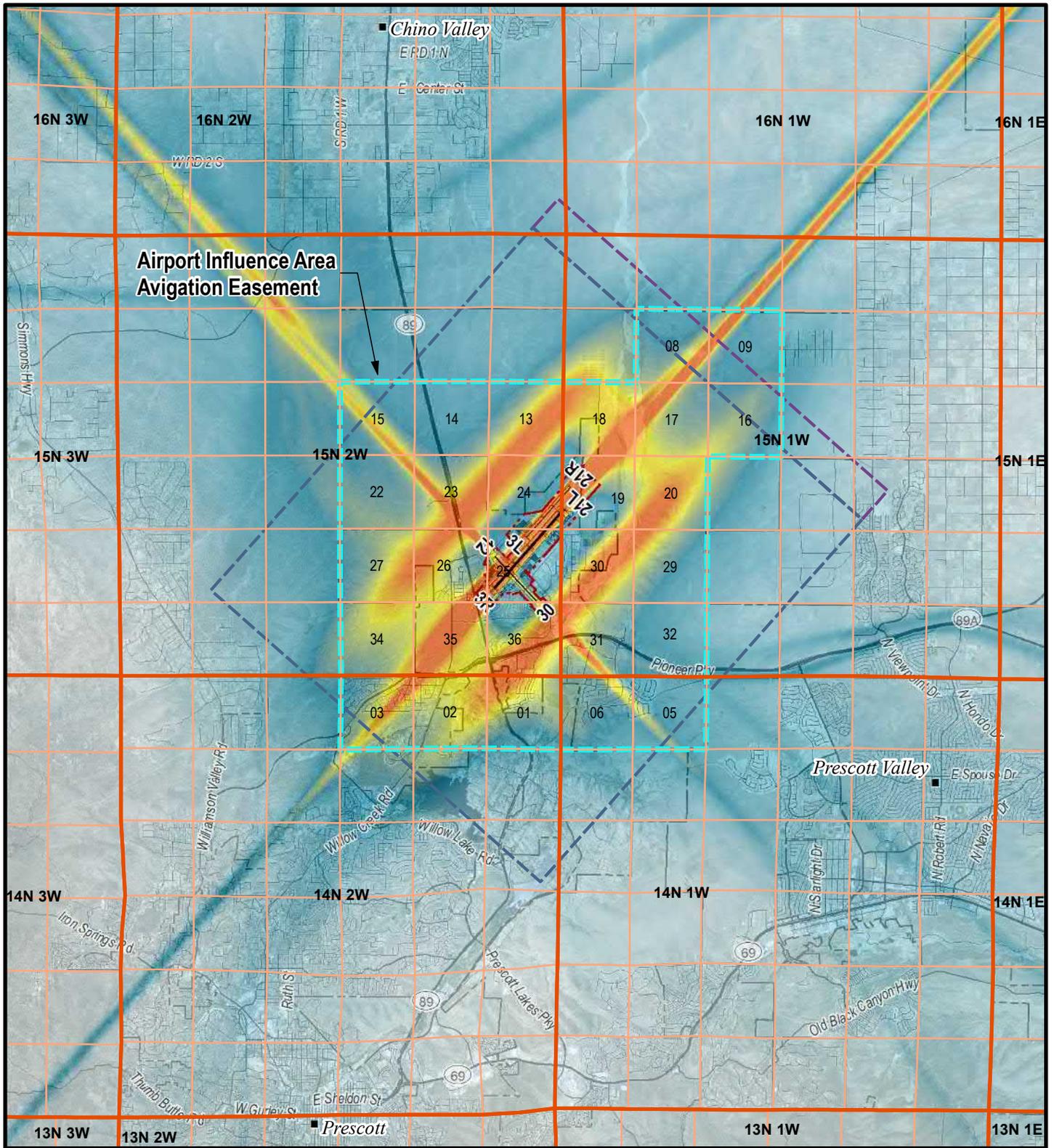
- Per the ASAP, within Airport Impact Zones 1-6, HBs should be constructed using noise attenuation techniques to limit noise within each structure, to achieve an interior noise attenuated to a level equal or less than 45dB.
- Outside the six Airport Impact Zones, but within the Airport Influence Area, HBs (MFH, SF6, and SPC/resort) 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/guests.

### **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 airport 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.).

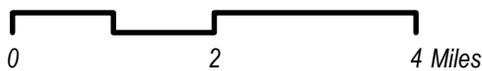
- Recommendation: Confer with Airport staff for guidance or agency referral to assure these will not affect normal aircraft/airport/air traffic control (ATC) ops/safety: Riparian/wildlife attractants (bird strikes); solar panel arrays, athletic/school field lighting, windmills, or laser displays (pilots or ATC hindrance); and drone use near the airport (need FAA permission).



Flight Track Density - 91,301 Radar Tracks



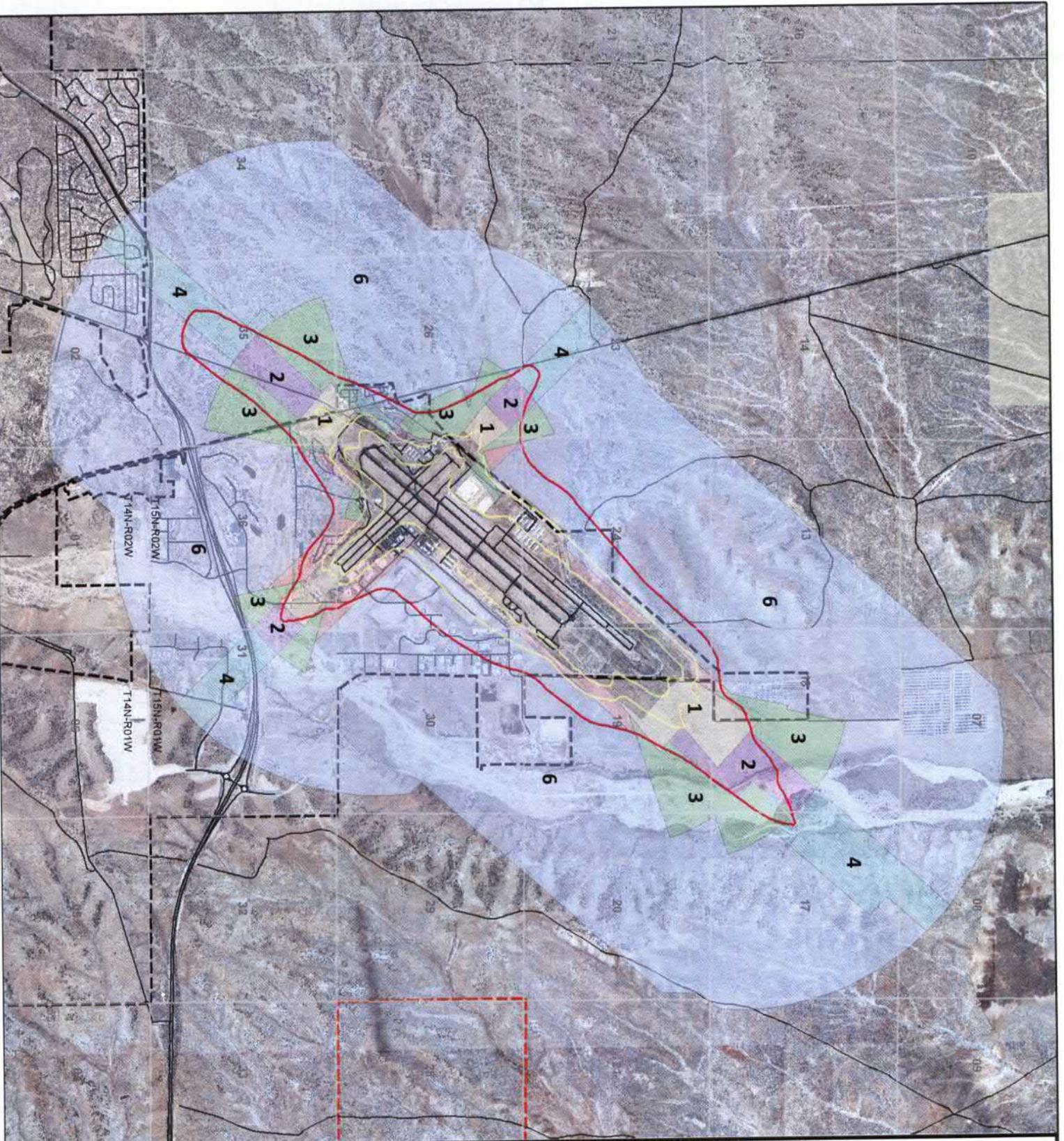
- - - Airport Boundary
- - - Municipal Boundary
- - - Existing Traffic Pattern Airspace
- - - Future Traffic Pattern Airspace
- PLSS Township Map Boundary
- PLSS Section Map Boundary



**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

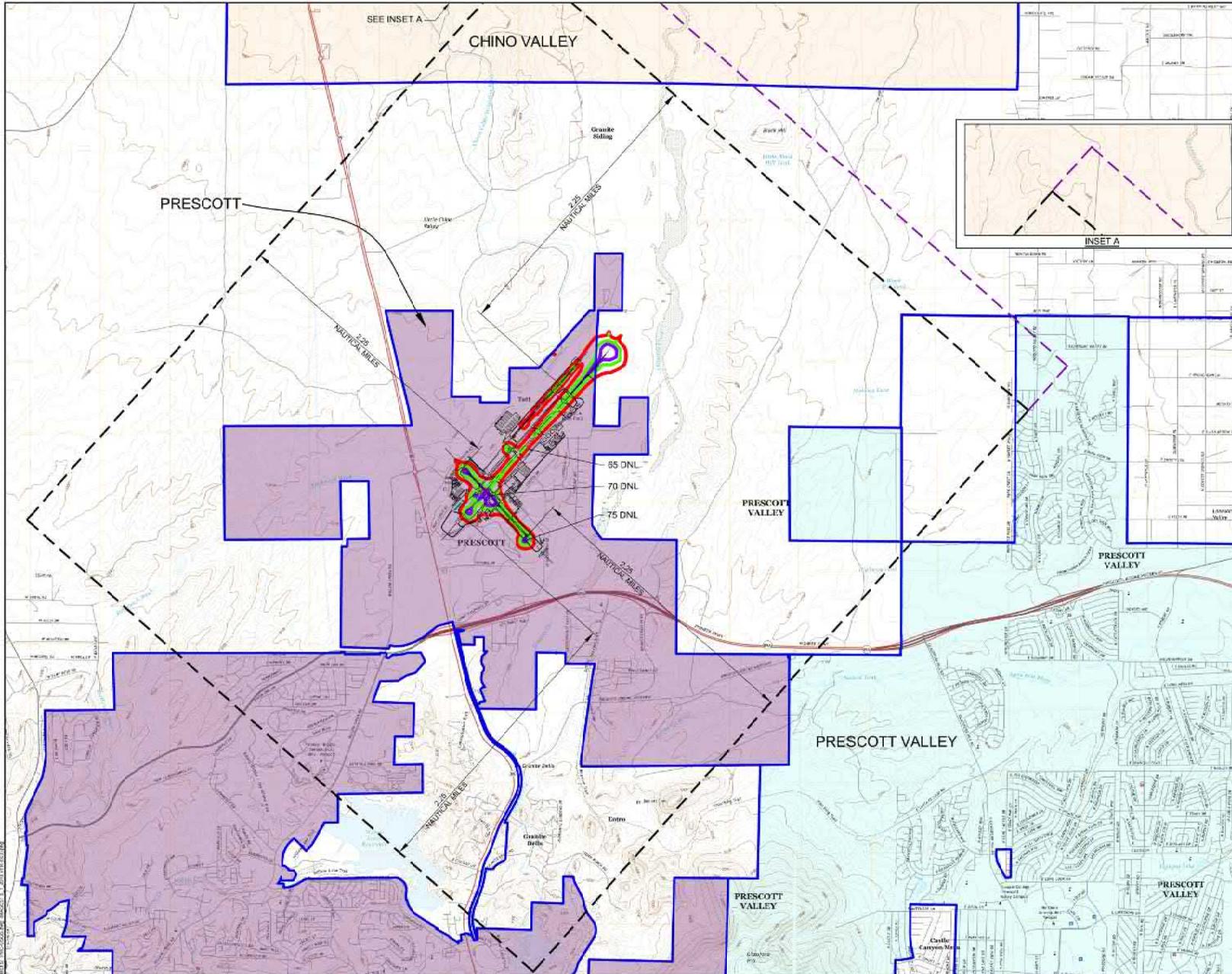
**Airport Noise Overlay**

- 60 - 64 LDN
- 65 - 69 LDN

**CAUTION**  
 MAP IS BASED ON IMPACT ZONE  
 SOURCE RADIOGRAPHIC  
 REFERENCE ONLY.  
 THE USER ASSUMES ALL RESPONSIBILITY.







**LEGEND**

- EXISTING TRAFFIC PATTERN AIRSPACE
- FUTURE TRAFFIC PATTERN AIRSPACE
- NOISE CONTOUR 65 DNL
- NOISE CONTOUR 70 DNL
- NOISE CONTOUR 75 DNL
- EXISTING AIRPORT PROPERTY LINE
- EXTENDED RUNWAY CENTERLINE
- MUNICIPAL BOUNDARY LINE
- CITY OF PRESCOTT LIMITS
- CHINO VALLEY LIMITS
- PRESCOTT VALLEY LIMITS

**NOTES**

1. THIS MAP HAS BEEN PREPARED IN ACCORDANCE WITH A.P.S. SECTION 28-408 AND SECTION 38-655A, RELATIVE TO PUBLIC AIRPORT DISCLOSURE.
2. THE TRAFFIC PATTERN BOUNDARIES HAVE BEEN ESTABLISHED IN ACCORDANCE WITH THE GUIDELINES PROVIDED IN FAA ORDER 7003.1L.
3. THE AIRPORT NOISE CONTOURS WERE DEVELOPED WITH THE FEDERAL AVIATION ADMINISTRATION (FAA) AVIATION ENVIRONMENTAL DESIGN TOOL (AEDT) VERSION 3.0 SERVICE PACK 2) AND ARE BASED ON TOTAL ANNUAL OPERATIONS (TAKE-OFF AND LANDING) OF 362,347.
4. 1 NAUTICAL MILE = 6,080 FEET OR 1.1516 STATUTE MILES.
5. BASE MAP DERIVED FROM ELECTRONIC LARGE SCALE SERIES QUADANGLES: CHINO VALLEY SOUTH, PRESCOTT, PRESCOTT VALLEY NORTH, AND PRESCOTT VALLEY NORTH ALL DATED 1973.
6. NOISE CONTOURS REPRESENT PROJECTIONS FOR 2025. MAP CONDITIONS ARE EXISTING AS OF JULY 2018.
7. THE TRAFFIC PATTERN AIRSPACE SHOWN REPRESENTS THE APPROXIMATE LIMITS OF TYPICAL AIRCRAFT TRAFFIC PATTERN 1) AND AROUND PRESCOTT. IT DOES NOT INCLUDE AIRCRAFT FROM FLIGHT OUTSIDE THE TRAFFIC PATTERN AIRSPACE.
8. BOUNDARY MAP OF THE CITY OF PRESCOTT, CHINO VALLEY AND PRESCOTT VALLEY COMPILED FROM LAND USE PARCELS AND ZONING MAPS FILES OBTAINED FROM THE OWNER AND MAPTECHNICA WEBSITE. <https://www.maptechna.com>

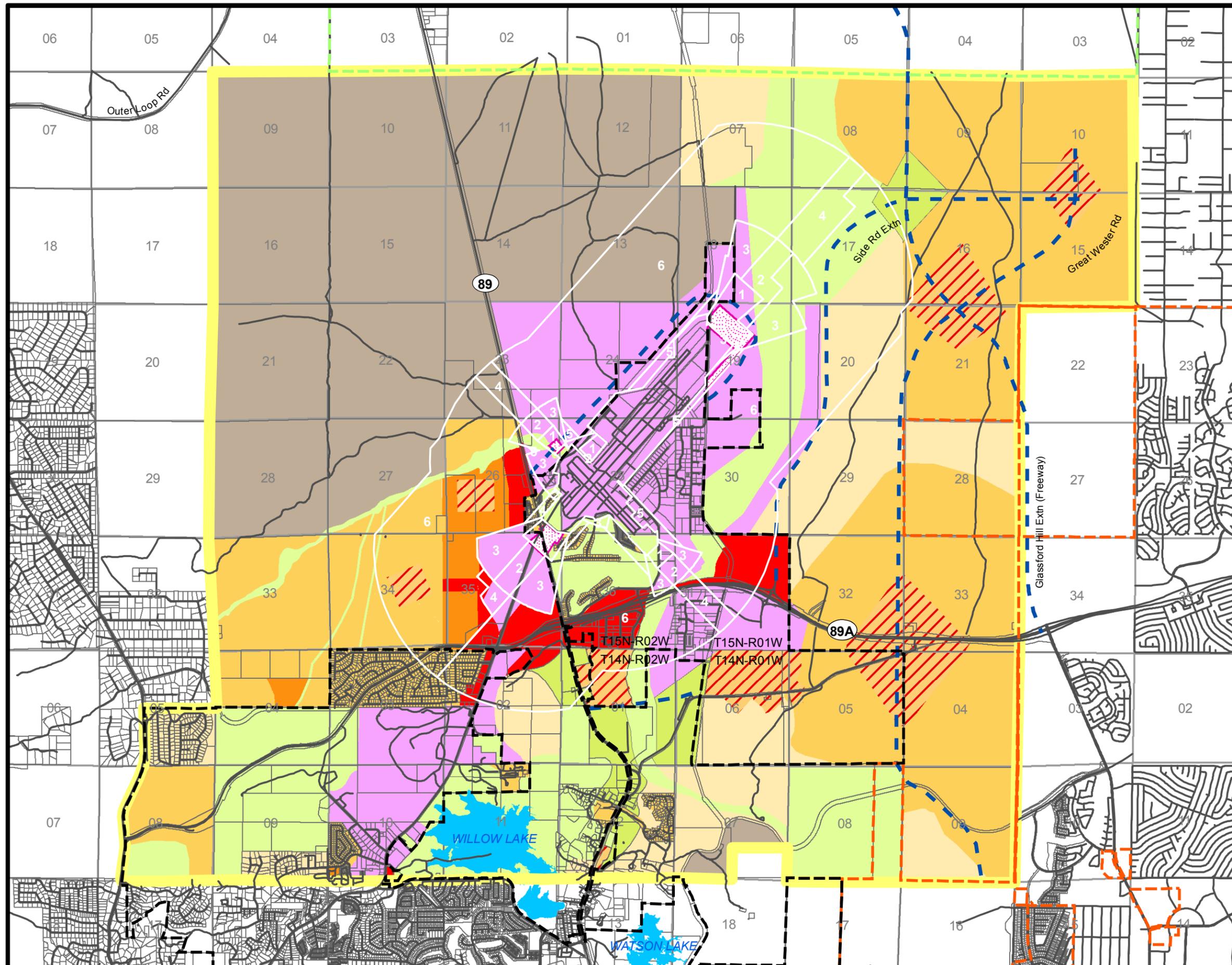


**PUBLIC AIRPORT DISCLOSURE MAP**  
**PRESCOTT REGIONAL AIRPORT**  
**PRESCOTT, ARIZONA**



DRAWN BY: HSP SCALE: 1"=3200'  
 CHECKED BY: DLS DATE: 10/18/2018

**City of Prescott  
Airport Specific  
Area Plan**  
**Figure 6  
Existing  
Landuse Plan**  
May 2013

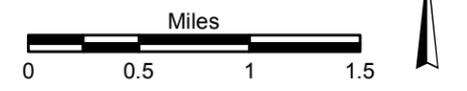


- Airport Impact Zones
  - Zone 1: Clear Zone
  - Zone 2-5: No residential uses, restricted commercial uses
  - Zone 6: Residential and commercial uses as permitted by zoning code, No residential within the 60 LdN or higher (See Figure 1)

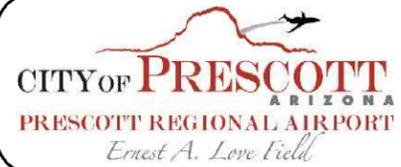
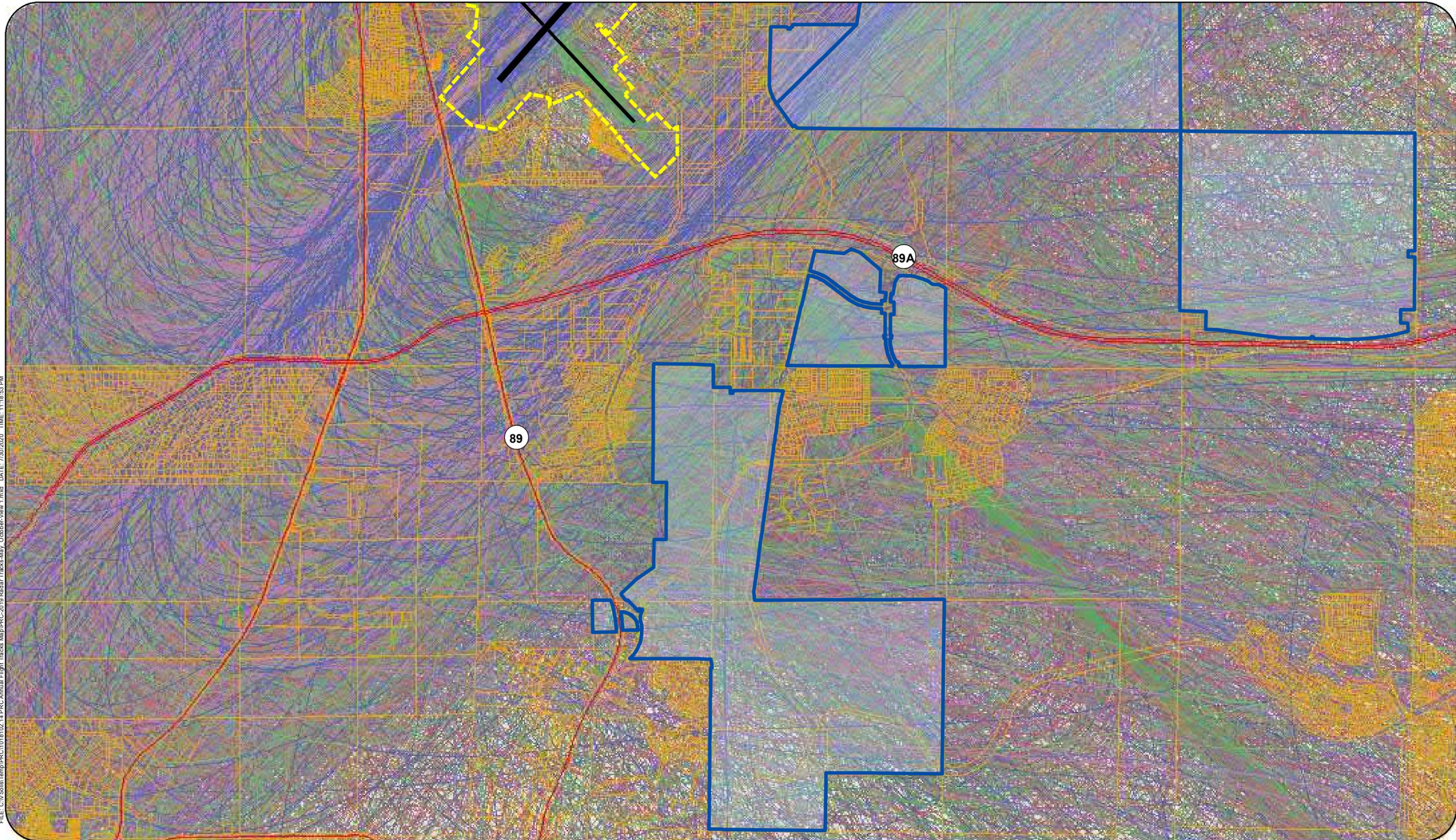
- Prescott City Limits
- Prescott Valley City Limits
- Chino Valley City Limits
- Future Arterial Streets
- ASAP Boundary
- Recommended Airport Clear Zones

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

