



PLANNING & ZONING COMMISSION AGENDA

PLANNING & ZONING COMMISSION
PUBLIC HEARING
THURSDAY, MAY 28, 2009
9:00 AM

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

The following Agenda will be considered by the **PLANNING & ZONING COMMISSION** at its **REGULAR MEETING / PUBLIC HEARING** to be held on **THURSDAY, MAY 28, 2009**, at **9:00 AM** in **COUNCIL CHAMBERS, CITY HALL**, located at **201 S. CORTEZ STREET**. Notice of this meeting is given pursuant to *Arizona Revised Statutes*, Section 38-431.02.

I. CALL TO ORDER

II. ATTENDANCE

MEMBERS

George Wiant, Chairman	
Tom Menser, Vice Chairman	Seymour Petrovsky
Joe Gardner	Richard Rosa
Don Michelman	Len Scamardo

III. REGULAR ACTION ITEMS

(May be voted on contingent upon any related public items below as being acted on unless otherwise noted).

1. **Approve the minutes** of the May 14, 2009 meeting.

IV. PUBLIC HEARING ITEMS

(May be voted on today unless otherwise specified)

2. **Land Development Code Amendment LDC09-001-A.** Amendments to Table 6.2.3, Article 6-Off-Street Parking, Section 11.2 and Section 11.1.3.D.3 all related to Parking for Workforce Housing. Community Planner, Mike Bacon.

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.

3. **Land Development Code Amendment LDC 09-001-B.** Update Section 2.3 and create a new Airport Business (AB) zoning district and update section 5.2 Airport Noise Overlay. Community Planner, Ryan Smith.
4. **LUP09-002 Amendments to the Airport Specific Area Plan.** Community Planner, Ryan Smith.

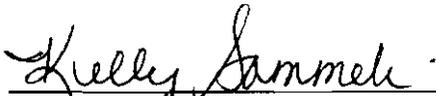
V. CITY UPDATES

VI. SUMMARY OF CURRENT OR RECENT EVENTS

VII. ADJOURNMENT

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 **May 22, 2009 at 9:00AM** in accordance with the statement filed with the City Clerk's Office.



Kelly Sammel, Administrative Specialist
Community Development Department

**PLANNING & ZONING COMMISSION
REGULAR MEETING / PUBLIC HEARING
May 14, 2009
PRESCOTT, ARIZONA**

Minutes of the **PLANNING & ZONING COMMISSION** held on **MAY 14, 2009** in the **COUNCIL CHAMBERS, CITY HALL, 201 S. CORTEZ STREET**, Prescott, Arizona.

I. CALL TO ORDER

Chairman Wiant called the meeting to order at 9:00 AM.

II. ATTENDANCE

Members Present

George Wiant, Chairman
Joe Gardner
Tom Menser
Don Michelman
Seymour Petrovsky
Richard Rosa
Len Scamardo

Others Present

George Worley, Asst. Community Development Director
Richard Mastin, Development Services Director
Matthew Podracky, Senior Asst. City Attorney
Mike Bacon, Community Planner
Kelly Sammeli, Recording Secretary

III. REGULAR ACTION ITEMS

1. **Approve the minutes** of the May 14, 2009 meeting.

Chairman Wiant, **MOTION: to approve** the minutes of the May 14, 2009 meeting.

Mr. Petrovsky, 2nd. **VOTE: 7-0.**

2. **PP09-002 (formerly SP06-003)** The Homestead Preliminary Plat-a 36-lot preliminary plat on ±19.56 acres located east of Senator Highway and west of Summer Field. Owners are, Jeannie Brown and Harold O. Tenney, Agent/Applicant is Carl Tenney. Community Planner, Mike Bacon. (associated with item 4 below).

- * **Chairman Wiant announced that PP009-002 and RZ09-004 were related and that the applicant has requested deferral on the items. Chairman Wiant invited Mr. Bacon to the podium to explain.**

Mr. Bacon reported that because there are drainage concerns that are still being worked out with Public Works/Engineering, Mr. Tenney submitted a letter requesting that the Homestead items be continued until the May 28th Planning and Zoning meeting. Mr. Bacon informed the Commission that one of the drainage concerns is the detention basin that is located on the Acker Park property. Mr. Bacon added that there is a meeting scheduled with the Parks Department for the week of May 18th, 2009 to discuss the matter however, it will occur too late for the items to be placed on the May 28th Planning and Zoning agenda and staff has informed Mr. Tenney that the items will need

to be continued until the June 11, 2009, Planning and Zoning meeting. Mr. Bacon further informed the Commission that the neighborhood residents have been informed of the postponement.

- * Mr. Rosa, **MOTION: to continue** PP09-002 and RZ09-004, The Homestead, 677 & 714 Tenney Lane, until the June 11, 2009 meeting of the Planning and Zoning Commission at 9: AM.

Mr. Petrovsky, 2nd.

Mr. Menser inquired if the Commission would be reviewing the changes.

Mr. Bacon indicated yes.

VOTE: 7-0.

IV. PUBLIC HEARING ITEMS

(May be voted on today unless otherwise specified)

- 4. **RZ09-004, 677 & 714 Tenney Lane.** APNS: 110-06-005Z, 110-06-005R, 110-06-005Q, 110-06-006A and totaling ± 18.81 acres. Zoning is Single-Family 35 (SF- 35). Request zoning change from Single-Family 35 (SF-35) to Single- Family 18 (SF-18). Owners are Jeanine T. Brown and Harold O. Tenney. Applicant/Agent is Carl Tenney. Community Planner is Mike Bacon (928) 777-1360.

- * Mr. Rosa, **MOTION: to continue** PP09-002 and RZ09-004, The Homestead, 677 & 714 Tenney Lane, until the June 11, 2009 meeting of the Planning and Zoning Commission at 9: AM.

Mr. Petrovsky, 2nd. **VOTE: 7-0.**

V. CITY UPDATES

Council Updates

Mr. Worley updated the Commissioners on the items listed below that were previously reviewed by the Planning Commission and has since been presented to the City Council.

1. Land Development Code Amendments.

Mr. Worley reported that the Land Development Code amendments including Flag Lot Dimensions, Hotels/Motels in Industrial areas, and Mobile Food Vendors was approved by the City Council on May 12th, and will go into effect in thirty days.

2. Cavan Annexation.

Mr. Worley reported that the Cavan property annexation has completed the sixty day requirement of public review and proceeding through the rest of the annexation process.

Mr. Rosa indicated that it was reported that the City will be paying for any of the Peavine Trail crossings within the Fann Annexation and inquired if that would also be the case with the Cavan project.

Mr. Worley reported that because there are a number of streets crossing the trail within the development, staff has been working with the Cavan group to try and avoid any at grade road crossings of the Peavine Trail.

Chairman Wiant inquired if the information about the trail crossings that Mr. Rosa shared with the Commission was correct.

Mr. Worley indicated he believed the information was correct.

Mr. Michelman noted that one of the crossings for Centerpointe is off of Cavan's property.

Mr. Worley reported that is where the road crossing over the trail would occur and it winds in and out of the Fann property.

Mr. Rosa indicated that knowing that information would have been helpful when the Fann project was in review before the Planning and Zoning Commission because, he does not agree that the City should pay for the developer to develop their own land.

Mr. Worley indicated that there was considerable discussion about the crossings of the Peavine Trail during the Planning and Zoning Commission meeting and the Commission sent recommendation to the City Council to take steps to develop a policy on the trail crossings however, the financial portion was never discussed.

Chairman Wiant reiterated that they talked about the policy, but not the financing of the trail crossings.

Mr. Worley agreed with Chairman Wiant and noted that the City Council is currently in the process of developing a policy which will be in effect when the Cavan property is annexed into the City.

Mr. Petrovsky indicated that he read in the paper that the trail would be relocated in some areas and inquired who would pay for the realignments.

Mr. Worley reported that Cavan development has proposed to create an alternative route for the trail as part of their development.

Mr. Rosa inquired who would pay for that.

Mr. Worley indicated that is usually determined in the processes of the plat.

Mr. Rosa noted for the record, with items such as the trail crossings, the City should not be liable for paying for any of it.

Mr. Worley reminded the Commissions that they will be reviewing plats for Cavan's future development and will have the opportunity during the process to voice their concerns.

Chairman Wiant asked the Assistant City Attorney if the Planning Commission had the right to make recommendations to the City Council as part of their purview. Mr. Podracky indicated that it was possible however, it was the job of the Planning and Zoning Commission to focus on the development of the land and not be concerned with the financial aspects of the projects. Mr. Podracky further noted that by policy, the Council deals with the developer on the financial matters of the development.

Mr. Michelman noted that part of the Peavine Trail was purchased with federal grant money and inquired if a land exchange would be possible.

Mr. Worley reported that was being researched and currently there were no land exchanges within the Cavan proposal, the proposal it is to provide an alternate route to the trail. Mr. Worley added that the Peavine Trail would remain the same however, it could have at grade crossings where users might have to stop, and the alternative trail would be located along the creek area with a continuous flow.

Mr. Menser indicated that there was also discussion with Fann regarding trading the right-of-way.

Mr. Worley reported that was in relation to the grading associated with the commercial sites along the Peavine Trail and the abrupt banks adjacent to the trail.

3. Extension of Granite Creek Village.

Mr. Worley reported that the developer of Granite Creek Village, which is located off of White Spar Road, returned before the City Council and requested an extension of the preliminary plat until 2012. Mr. Worley added that due to the downturn in building, the City Council approved the extension of the plat along with the water allocation until 2012. Mr. Worley indicated that the developer will have to return back to the Council with the Final Plat prior to 2012.

Chairman Wiant inquired if the Final Plat would come before the Planning and Zoning Commission.

Mr. Worley reported that if the Final Plat is in substantial conformance with the Preliminary Plat they will not return before the Commission.

4. SUP for Knights of Pythias flagpole.

Mr. Worley reported that the Special Use Permit for the flagpole on top of the Knights of Pythias building was granted by the City Council without any concerns.

5. Application from ERAU, and 6. Update on Form-based Codes.

Mr. Worley reported that Embry-Riddle Aeronautical University (ERAU) has submitted application for a Master Plan process. The plan will include the business park at the south end of the site, as well as the campus area. Mr. Worley noted that the Commission previously had a brief review of the project a few weeks ago and will be reviewing the whole plan in the near future. Mr. Worley indicated that the plan has always included a high tech business park at the south end however, recently ERAU is looking at the possibility of making it a "Greener" area in the form of LEED certified building and the use of pervious pavements.

Mr. Scamardo indicated that ERAU's Master Plan has a lot of components of Item 6, Form-based Codes, which could be used as an alternative to the existing Land Development Code. Mr. Scamardo noted that it could allow the City and ERAU to see Form-based Codes in use because of the mixed uses that ERAU is asking for in the Master Plan, which include the high tech business park and the residential housing within the park, where people can live where they work.

Chairman Wiant noted that combining the business and residential in one location is a concept that the Planning Commission has seen before.

Mr. Scamardo noted that Form-based Codes is also known as "new urbanism"

Mr. Petrovsky inquired if the University would be building the buildings and leasing them out.

Mr. Worley reported that the University intends on controlling the building with internal CCR's and working with the proposed users to obtain the LEED certification for the building.

Mr. Menser indicated that the housing that is being planned for the site is not just for students, faculty or employees, but for anyone who might be interested in living in that type of building environment.

Mr. Worley reported that the Form-based Code would only be a small portion of the overall Green, LEED certified building and would not affect the whole business park.

Chairman Wiant inquired if it would require some changes to the current *Land Development Code (LDC)*.

Mr. Scamardo indicated that there may be some requests however, the thought is that the Form-based Codes would be parallel to the existing City codes where the developer could choose the best fit for the development.

Mr. Worley indicated that it would not be a mix and match; the developer would have to choose one or the other. Mr. Worley further noted that the City Council has directed staff to start looking for folks with backgrounds in this, which might be interested in participating in the development of a code.

Mr. Worley noted for clarification the ERAU's direction towards the Green Building and LEED certifications is not Form-based codes, however, it has been brought out as an option.

Mr. Menser inquired if the Public Works Department was on board with the Green Building practices such as the permeable paving or detention.

Mr. Worley indicated the Public Works Department is completing an in depth review of all the items.

Mr. Scamardo indicated that the paving process for the business park as reviewed, would not meet the current requirements because of the design and the materials.

Mr. Worley reported that Public Works has already looked into the maintenance of the pervious paving as it is the most unusual practice with respect to the road design. Mr. Worley added that most roads are engineered so the water runs off of it not through it, and it is completely different that the City currently has.

Mr. Rosa noted that with the large areas of expansive soil in the area, it would be hard for the water to filter through.

Mr. Menser indicated that they will to make sure there is no expansive soil as a sub base for whatever is put in.

VI. SUMMARY OF CURRENT OR RECENT EVENTS

Chairman Wiant informed the Commissioners that they should be at the City Hall at 9:15 on May 19th if they were attending the Public Works Site Visit.

VII. ADJOURNMENT

Chairman Wiant adjourned the meeting at 9:26 AM.

George Wiant, Chairman

LDC AMENDMENTS
Workforce Parking Workforce Housing

Agenda # 2

COMMUNITY DEVELOPMENT - PLANNING & ZONING DIVISION
PLANNING & ZONING COMMISSION
STAFF REPORT
5/28/09 (Public Meeting)

TO: Planning Commission Members
FROM: Tom Guice, Community Development Director 
George Worley, Assistant Director 
Mike Bacon, Community Planner 
DATE: 5/11/09
SUBJECT: LDC Amendments for Workforce Housing

REQUEST. Three Land Development Code amendments:

1. Table 6.2.3 of Article 6 Off-Street Parking Requirements to add a new parking requirement for Workforce Housing;
2. Section 11.2 to add a new definition regarding Workforce Housing,
3. Section 11.1.3.D.3. to add the definition of Workforce Housing,

Background. WESCAP is currently constructing "The Bradshaws", a 4-phased planned community totaling 172 apartment units located at the southeast corner of Bradshaw Drive and Stetson---about a block south of Gurley Street. The project was originally approved for 184 units, was later reduced to 172 units, and now consists of 92 units of Senior apartments and 80 units of workforce housing.

WESCAP Investments requests a reduction in the LDC parking requirements for apartments, specifically as they relate to workforce housing. (See the attached page 2 of the letter from Bill Spreitzer of WESCAP). WESCAP has considerable experience in building and managing 750 affordable and senior living projects units in 25 projects nationwide and of which 11 are located within Arizona. Their experience is that affordable family housing does not generate the parking demand as non-workforce housing. He offers the example of a Flagstaff ordinance (attached) which specifically addresses parking for affordable housing.

LDC AMENDMENTS.

Table 6.2.3 **Dwelling Units, Workforce Housing:** 1 per studio apartment; 1 per 1 bedroom apartment.; 2 per 2 and 3 bedroom apartment; plus 0.50 guest spaces per unit up to 20 maximum. Adequate area on-site is required to accommodate the number of required parking stalls for market-rate apartments should such a future conversion take place.

Section 11.2 Definitions: **Workforce Housing.** Multi-Family Housing developed and financed under the Low Income Housing Tax Credit (LIHTC) program as defined under Section 42 of the Internal Revenue Code (IRC) and as administered by the Arizona Department of Housing (ADH). Student use is restricted in accordance with IRC and ADH

guidelines.

Section 11.1.3.D.3. Household Living

3. Examples

Examples of household living use (structure) types include: Single-family Dwellings, Attached Single Family Dwellings, Duplexes, Patio Homes, Multi-family Dwellings, Townhouses, **Workforce Housing**, Mobile Home Parks, Group Homes, Retirement Center Apartments, manufactured housing and other structures with self-contained dwelling units.

UNIFIED DEVELOPMENT CODE COMMITTEE RECOMMENDATION.

The UDC voted to recommend approval of this request as amended at its April 30, 2009 meeting. The amendment was that an adequate on-site parking area be provided should a conversion to market-rate apartments be made. WESCAP was receptive to this additional language.

Recommended Action:

1. Move to Recommend Approval of the LDC Amendments for parking for Workforce Housing, a new definition for Workforce Housing, and to add this definition to Household Living.



WESCAP INVESTMENTS, INC.

4745 North 7th Street, Suite 110 Phoenix, AZ 85014 602-279-9300 Fax: 602-277-8491

February 16, 2009

Chris E. Fergis, R.A.
FERGIS AND HARDING, INC.
7227 N. 16TH Street, Suite 212
Phoenix, AZ 85020

RE: Bradshaw Crossing Apartments
125 thru 131 Bradshaw Drive, Prescott, AZ
• Parking Requirements

Dear Chris:

Bradshaw Crossing Apartments is being developed and financed under the Low Income Housing Tax Credit (LIHTC) program, as defined within Section 42 of the Internal Revenue Code (IRC) and as administered by the Arizona Department of Housing. Students are not eligible for tenancy at LIHTC projects, except under the following four conditions:

1. All adult members of the household are married and filing joint federal income tax returns.
2. The household consists of a single parent and his/her minor child(ren), and both the parent and the children are not dependents of a third party.
3. At least one member of the household receives assistance under Title IV of the Social Security Act.
4. At least one member of the household is enrolled in a job training program that receives assistance under JTPA or similar federal, state or local laws.

Attached are guidelines published by the Internal Revenue Service and the Arizona Department of Housing that stipulate LIHTC projects are banned from renting to students except for the four cases iterated above.

WESCAP Investments, Inc. ("WESCAP") has completed ten (11) LIHTC projects in northern Arizona that are considered "family" developments, not restricted to seniors only. Those family developments are comprised of 720 units. Within those units, WESCAP has only 16 households that qualify under the student exceptions listed above. The 16 households occupy eight (8) two-bedroom units and eight (8) three-bedroom units. All 16 households have no more than one vehicle.

Continued

Chris E. Fergis, R.A.
FERGIS AND HARDING, INC.
Phoenix, AZ 85020

February 16, 2009
Page 2

The City of Prescott ("City") requires one parking space per bedroom for apartment development. WESCAP has never encountered a household within its family LIHTC projects with more than two vehicles for any of its three-bedroom units. Many households have one vehicle while occupying a three-bedroom unit. WESCAP believes the City's parking requirement for a three-bedroom apartment (three spaces) is excessive when applied to work-force/affordable housing. The City's hefty parking requirement for three-bedroom units may apply to student housing but not to family LIHTC developments.

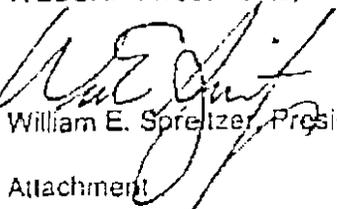
The City of Flagstaff has adopted a parking ordinance for work-force/affordable housing which reflects WESCAP's experience with LIHTC projects. Please review Flagstaff's ordinance.

WESCAP requests that you initiate discussions with the City of Prescott which would reduce the City's requirement of three spaces for a three-bedroom unit to two spaces for a three-bedroom unit for work-force/affordable housing developed under the LIHTC program. This reduction would apply only to three-bedroom units and only to LIHTC projects.

This reduction in parking spaces for three-bedroom units will allow WESCAP to create larger, naturally-landscaped buffers with the properties adjoining Bradshaw Crossing Apartments and reduce the cut/scaring of the site. We think the reduction in parking will create a more handsome overall campus for "The Bradshaws" without compromising the realistic needs for parking.

Sincerely,

BRADSHAW CROSSING/PRESCOTT LP
WESCAP Investments, Inc., General Partner



William E. Spreitzer, President

Attachment

FLAGSTAFF ORDINANCE.

dwelling unit to accommodate guest parking and the parking of recreational vehicles and/or boats for two (2) bedroom units and above. (Ord. 2007-20, 3-20-07)

Multiple-Family Residential Uses. Affordable: One (1) space for efficiency units and one (1) bedroom units; one and one-half (1.5) spaces for two (2) or three (3) bedroom units; two (2) spaces for four (4) or more bedrooms. In addition, one-quarter (0.25) parking space shall be provided per dwelling unit to accommodate guest parking when there are four (4) or more units on a lot or parcel. (Ord. 2007-20, 3-20-07)

Housing for the Elderly Uses: See Institutional Uses, or Small Unit Single-Family Uses below.

Group Home Uses: Two (2) spaces for the operator(s) of the home (if living on the premises), plus one (1) space for each motor vehicle owned by client/residents or staff members and kept on the premises.

Small Unit Single-Family Uses: One and one-half (1.5) spaces per unit for units with more than one (1) bedroom, except where housing includes units for elderly residents, where at least one (1) member of the household is at least sixty-five (65) years old. In this case, parking may be reduced to one (1) space per "elderly" unit if written assurance is given by the property owner that these units will continue to be used as such. Also, only one (1) parking space is required for one (1) bedroom units, regardless of occupancy. (Ord. 1997, 6-15-99) (Ord. 2002-15, 11-05-02)

2. COMMERCIAL AND ENTERTAINMENT USES.

Automobile car wash: Five (5) vehicular stacking/queuing spaces shall be provided on-site for each wash rack excluding said wash racks or service windows, plus one (1) parking space for each one and one-half (1.5) employees.

Automobile service station: One (1) space per employee on the maximum shift; in addition, if a convenience grocery is included, see "Convenience grocery"; and if service bays are included, see "Vehicle repair and maintenance services".

Banks: One (1) space per two hundred (200) square feet of gross floor area, plus five (5) off-street waiting (stacking/queuing) spaces per drive-in lane excluding service window areas.

Beauty and barber shops: One and one-half (1.5) spaces per operator, plus one (1) space per employee on the largest work shift.

Bed and Breakfast: Two (2) spaces per dwelling unit and one (1) space per two (2) bedrooms for rent.

Convenience grocery: One (1) space per employee on the maximum shift; in addition, one (1) space per three hundred (300) square feet of gross floor area, if gasoline pumps are provided; or one (1) space per two hundred fifty (250) square feet of gross floor area, if no gasoline pumps are provided. Spaces located at gasoline pumps count toward the parking requirement.

Funeral home: One (1) space per three (3) visitor seats or twenty-five (25) spaces per chapel unit, whichever is greater.

Furniture and/or major appliance store: One (1) space per six hundred (600) square feet of gross floor area.

Grocery or supermarket: One (1) space per two hundred and fifty (250) square feet of gross floor area of customer sales and service, plus one (1) space per two thousand (2000) square feet of gross floor area of storage.

Proposing for
Bradshaw
Crossings
1/1 bdrm
2/2 & 3 bedroom
20 guest

LDC09-001
Land Development Code Amendments

COMMUNITY DEVELOPMENT - PLANNING & ZONING DIVISION
PLANNING & ZONING COMMISSION
Meeting Date: May 28, 2009 (Work Study)
June 11, 2009 (Voting)

STAFF REPORT

TO: Planning & Zoning Commission

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

Date: September 18, 2008

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

Applicant/Agent: City of Prescott

INTRODUCTION:

The LDC is requested 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 and changes are needed in the LDC to protect the airport from future encroachment by incompatible development.

BACKGROUND:

The City is developing the 2009 Airport Master Plan to study the long term needs of the airport. Using FAA guidelines, six (6) areas of airport influence/impacts have been identified. DNL contours have also been identified. 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 within the 6 Airport Impact Zones, shall be constructed using existing noise attenuation techniques (LDC Article 5) limiting 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 have already been performed.

SUGGESTED ACTION:

Creation of a new Zoning District to be named the Airport Business (AB) District. The AB Zoning District is intended for rezonings and annexations within the 6 Airport Impact Zones. Amend Section 2.3 Use Table and Section 5.2 Airport Noise Overlay (ANO) to regulate land uses within the 55 DNL and include FAA requirements and restrictions regarding height and noise. Currently, the LDC regulates land use to the 65 DNL only. Interior noise levels should be mitigated to 45 dB or less. The Prescott Municipal Airport Impact Zones Land Use Compatibility Matrix has been developed with the 2009 Airport Master plan. This matrix is intended to be incorporated into the Airport Specific Area Plan and used as a basis for LDC Section 2 amendments.

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
AB	Airport Business	-----
DTB	Downtown Business	New District

IT	Industrial Transition	Commercial A and Industrial Buffer
IL	Industrial Light	Industrial A
IG	Industrial General	Industrial B

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 - Allowable Uses by Zoning District



SPECIFIC USE - Residential Use Categories ⁹ (Section 11.1.3)	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	AB	DTB	IT	IL	IG	Use Standards
Single-family Dwellings / Modular Homes ²	P		P	P	P	P	P	P	P	P					P	P	P	P	P		P			2.4.49
Duplex Dwellings								P	P	P					P	P	P	P	P		P			2.4.20
Multi-family Dwellings (Apartments & MF Condos)								P	P	P					P	P	P	P	P		P	P		2.4.33
Patio Homes ³								P	P	P					P									2.4.36
Townhouses ⁴								P	P	P					P									2.4.52
Manufactured Housing ⁵																								2.4.30
Manufactured Home Parks								C	C	P									C	C				2.4.31
Assisted Living ≤ 8	P	P	P	P	P	P	P	P	P	P					P	P	P	P	P		P			2.4.7
Assisted Living 9 or 10	C	C	C	C	C	C	C	C	P	P					P	P	P	P	P		P			2.4.7
Assisted Living > 10	C							P	P	P					P	P	P	P	P		P			2.4.7
Bed and Breakfasts	P							C	P	P					P	P	P	P	P		P	P		2.4.12
Boarding Houses								C	P	P					P	P	P	P			P	P		--
Casitas, Cabins, or Cottages	C														C	P	P	P	P		P	P		2.4.14
Congregate Living	C							C	P	P					P	P	P	P	P		P			2.4.17
Dormitories								C	C	C					C	C	P	P	P		P	P		2.4.17
Foster Group Home (6 - 10 children)	C	C						C	P	P					C	P	P	P	P		S	P		2.4.17
Foster Homes (≤5 children)	P	P	P	P	P	P	P	P	P	P					P	P	P	P	P		P	P		2.4.17
Fraternities or Sororities								C	P	P					P	P	P	P	P		P	P		2.4.17
Group Homes (≤8 persons)	P	P	P	P	P	P	P	P	P	P					P	P	P	P	P		P	P		2.4.25
Motels or Hotels (Footnote 9 does not apply)															C	P	P	P	P	P	P	P		--
Nursing Homes	C							P	P	P					P	P	P	P	P		P			2.4.7
Transitional Housing										C					C	P	P	P			P	P		2.4.45

- 1 See Section 3.11.5 / Allowed Uses.
- 2 Modular Homes must meet the Uniform Building Code (UBC) or International Building Code (IBC) Standards.
- 3 Patio homes may also be allowed on individual lots in the RO, NOB, BG and BR Districts and in the RE and SF districts in accordance with the Planned Area Development (PAD) procedures of Sec.9.5.9.i.
- 4 Townhouses may also be allowed on individual lots in the RO, NOB, BG and BR Districts and in the RE and SF districts in accordance with the Planned Area Development (PAD) procedures of Sec. 9.5.9.i.
- 5 Manufactured housing may be permitted only in approved manufactured home parks and in zoning districts with the “-MH” floating zone designation (See Sec. 3.12, Manufactured Home Floating Zone).
- 6 “Stand Alone Professional Practice” (practices not having a residential component) are possible subject to the processing of a Conditional Use Permit.
- 7 Allowed in Airport Impact Zones 2 thru 6 only as specified in section 5.2.
- 8 Allowed in Airport Impact Zones 3 thru 6 only as specified in section 5.2.
- 9 Residential Uses shall be prohibited within the 55 DNL as specified in section 4.13 and section 5.2.



Table 2.3 (Continued)

SPECIFIC USE - Public, Civic and Institutional Use Categories (Section 11.1.4)	RE-2	AC	SF-35	SF-18	SF-12	SF-9	SF-6	RT	MF-M	MF-H	SPC¹	NOS	RS	MU	RO	NOB	BG	BR	AB	DTB	IT	IL	IG	Use Standards
Cemeteries, Mausoleums	C		C	C	C	C	C	C	C	C							P	P	P ⁷		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	C ⁸			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		2.4.19
Electrical Generation Plants & Transmission Lines																						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			S											2.4.22
Golf Driving Ranges	C																	P	P ⁷		P	P	P	2.4.23
Hospitals & Trauma Centers																	P	P			P			--
Libraries								S	S	S				S	S	P	P	P		P	S			--
Medical Clinics & Offices										C				P	P	P	P	P		P	P			--
Museums	S	S	S	S	S	S	S	C	C	C				C	P	P	P	P	P ⁸	P	P			--
Park or Nature Preserves	P	P	P	P	P	P	P	P	P	P		P	P	P	P	P	P	P	P ⁷	P	P	P	P	--
Places of Worship, Churches	C	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 ⁷		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	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 ⁷	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 ⁷	S	S	P	P	2.4.53
Utilities, Minor	P	P	P	P	P	P	P	P	P	P		P	S	P	P	P	P	P	P ⁷	P	P	P	P	2.4.53
Utility Installation & Services	P	P	P	P	P	P	P	P	P	P		P	S	P	P	P	P	P	P ⁷	P	P	P	P	2.4.53

TABLE 2.3 (CONTINUED)



SPECIFIC USE - RETAIL, SERVICE AND BUSINESS USE CATEGORIES (SECTION 11.1.5)	RE-2	OC	SF-35	SF-18	SF-12	SF-9	SF-6	RT	MF-M	MF-H	SPC	NOS	RS	MU	RO	NOB	BG	BR	AB	DTB	IT	IL	I6	USE STANDARDS	
ADULT BOOKSTORES AND ENTERTAINMENT																						P	P	2.4.1	
AMPHITHEATERS AND ARENAS												C							C	C ^B		P	P		2.4.5
AMUSEMENT PARKS																			C	C ^B			C	C	2.4.6
ANTIQUÉ SHOPS																P	P	P	P ^B		P	P	P		--
APPLIANCE SALES AND SERVICE																		P	P	P ⁷		P	P	P	--
ART GALLERY														P	P	P	P	P	P	P ^B		P	P	P	--
ARTISAN OR PHOTOGRAPHIC STUDIO														P	P	P	P	P	P ^B		P	P	P	P	--
AUCTIONS, INDOOR																		P	P ^B		S	P	P		--
AUDITORIUMS									C	C									P	P ^B		S	P	P	--
AUTO OR VEHICLE BODY SHOPS AND REPAIR																		P	P ⁷		S	P	P	P	2.4.9
AUTO OR VEHICLE SALES AND LEASING																	S	P	P ⁷		S	P	P		2.4.10
BAKERIES																P	P	P	P ^B		P	P	P	P	--
BANKS																P	P	P	P ^B		P	P	P	P	--
BARBER AND BEAUTY SHOPS, TANNING, MASSEUSE										C					P	P	P	P	P ^B		P	P	P	P	--
BOOK STORES														C	C	P	P	P	P ^B		P	P	P		--
CAMPGROUNDS (MORE LIMITED THAN RV PARKS)	C											C							C			P	P		--
CANDY AND ICE CREAM STORES																P	P	P	P ⁷		P	P	P		--
CAR DETAILING																C	P	P	P ⁷		S	P	P	P	--
CAR WASHES																	C	C	C ⁷			P	P	P	--
CARPET, FLOORING SALES																P	P	P	P ^B		P	P	P		--
CATERING ASSOCIATED W/RESTAURANT																P	P	P	P ^B		P	P	P		--
CATERING, MOBILE																		P	P ^B			P	P	P	--
CIGAR AND TOBACCO SHOPS																P	P	P	P ⁷		P	P	P		--
CONVENIENCE STORES														C	C	P	P	P	P ⁷		P	P	P	P	2.4.47
CRAFT, FABRIC STORES																P	P	P	P ⁷		P	P	P		--
DELICATESSENS																P	P	P	P ^B		P	P	P		--
DEPARTMENT STORES																P	P	P	P ⁷		P	P	P		--
DRESSMAKER OR TAILOR																P	P	P	P ^B		P	P	P		--
DRUG STORES																P	P	P	P ^B		P	P	P		--
ELECTRONIC EQUIPMENT SALES																P	P	P	P ^B		P	P	P		--
ENTERTAINMENT, INDOORS																C	P	P	P ^B			P	P	P	--
ENTERTAINMENT, OUTDOORS																						C	C	C	--
FAIRGROUNDS																						P	P		--
FAMILY GAME CENTERS																C	C	C	C ^B		P	P	P		--
FEED STORES																	P	P	P ^B		P	P	P		--

TABLE 2.3 (CONTINUED)



SPECIFIC USE - RETAIL, SERVICE AND BUSINESS USE CATEGORIES (CONTINUED) (SECTION 11.1.5)	RE-2	AC	SF-35	SF-18	SF-12	SF-9	SF-6	RT	MF-M	MF-H	SPC	NOS	RS	MU	RO	NOB	B6	BR	AB	DTB	IT	IL	I6	USE STANDARDS
FIREARMS DEALERS, ARMS ONLY																	P	P	P ⁸	P	P	P	P	--
FLORIST SHOPS														P	P	P	P	P	P ⁸	P	P	P		--
FUNERAL HOMES										C				P	P	P	P	P	P ⁸	P	P			--
FURNITURE STORES																P	P	P	P ⁸	P	P	P	P	--
GREENHOUSES/NURSERY CENTERS	C	C														P	P	P	P ⁷	P	P	P		2.4.24
GROCERY STORES																P	P	P	P ⁸	P	P	P		--
HARDWARE, ELECTRICAL SUPPLY STORES																P	P	P	P ⁸	P	P	P		--
HEALTH CLUBS/SPAS													S			P	P	P	P ⁸	P	P	P	P	--
INDOOR RACQUETBALL, SWIMMING, SPORTS CLUBS, SHOOTING GALLERIES													P				P	P	P ⁸	P	P	P	P	--
KENNELS, ANIMAL SHELTERS																	C	C	C ⁷		P	P	P	2.4.28
LAUNDROMATS OR DRY CLEANERS																P	P	P	P ⁸	P	P	P		--
LIMO & SHUTTLE SERVICES																	P	P	P ⁷	S	P	P	P	--
LIQUOR STORES																	P	P	P ⁸	P	P	P		--
LUMBER/BUILDING MATERIAL SALES (W/O OUTDOOR STORAGE)																P	P	P	P ⁷		P	P	P	--
MICRO-BREWERIES, NO DISTRIBUTION																P	P	P	P ⁸	P	P	P		--
NIGHTCLUBS, BARS (STAND ALONE)																	P	P	P ⁸	P	P	P		--
OFFICES										C				P	P	P	P	P	P ⁸	P	P	P	P	--
OUTDOOR STATUARY, SMALL SHEDS, PATIO EQUIPMENT																	C	C	C ⁸		P	P	P	--
PACK AND SHIP SHOPS														C	P	P	P	P	P ⁸	P	P	P		--
PARKING GARAGES																	P	P	P ⁸	S	C	C	C	--
PARKING LOTS, STAND ALONE										P						P	P	P	P ⁸	P	P	P		--
PAWN SHOPS																	C	C	P ⁸	C	P	P		--
PERSONAL SERVICES														P	P	P	P	P	P ⁸	P	P	P		--
PET GROOMING														P	P	P	P	P	P ⁸		P	P		--
POOL, BILLIARD ROOMS																	P	P	P ⁸	P	P	P		--
PRINT SHOPS																P	P	P	P ⁸	P	P	P		--
RACETRACKS, ANIMAL													S								S	S	S	2.4.39
RACETRACKS, MOTOR VEHICLE													S									S	S	2.4.40
RADIO OR TELEVISION BROADCAST STUDIOS																P	P	P	P ⁸	P	P	P	P	2.4.41
RECREATIONAL VEHICLE (RV) PARKS	S												C				C	C	C		C	C		2.4.42
RECREATIONAL VEHICLE (RV) STORAGE YARD	C	C	C	C	C	C	C	C	C	C							C	C	C ⁷		P	P	P	2.4.44
RENTAL CAR AGENCIES																	C	C	C ⁷	S	P	P	P	--
REPAIR SHOPS, MINOR (SMALL APPLIANCE, SHOES, ETC.)														C	P	P	P	C	C ⁷	P	P	P	P	--



Table 2.3 (Continued)

SPECIFIC USE - Retail, Service and Business Use Categories (continued) (section 11.1.5)	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	AB	DTB	IT	IL	IG	Use Standards
Resale/Consignment Shops													C		P	P	P	P ⁸	P	P	P		--
Restaurants, Fast-Food w/Drive-thru																P	P	P ⁸		P	P		--
Restaurants, Outdoor Dining															P	P	P	P ⁸	P	P	P		--
Restaurants, Standard															P	P	P	P ⁸	P	P	P		--
Service Stations (Gas)																C	C	C ⁷		P	P	P	2.4.47
Shooting/Archery Ranges, Outdoor												C						C ⁷		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 ⁸	P	P	P		--
Tarot/Palm Reader/Psychics																	P	P ⁸	P	P	P		--
Tattoo Parlor																C	C	C ⁸		P	P		--
Theaters																P	P	P ⁸	P	P	P		--
Tire Sales and Mounting																	P	P ⁸		P	P	P	--
Trade Schools																	C	C		P	P	P	--
Veterinary Clinic															C	C	P	P ⁸		P	P		2.4.28
Video Rentals and Sales													C		P	P	P	P ⁸	P	P	P		--

Table 2.3 (Continued)



SPECIFIC USE - Industrial Use Categories (section 11.1.6)	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	AB	DTB	IT	IL	IG	Use Standards	
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	C ⁷	S	P	P	P	--
Auctions, Indoor (other than Livestock)																			P	P ⁸		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	C ⁷	S	P	P	P	--
Cabinet Making																			C	C ⁸		P	P	P	--
Chemical-based Manufacturing																						C	P	P	--
Clothing Manufacturing																			P	P ⁸		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	P ⁸	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 Contractor Yards																						P	P	P	2.4.29
Light Assembly, Indoor																		P	P		S	P	P	P	--
Light Machine Shops, Spot Welding, Indoors																			C	C ⁸	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 ⁸	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	C ⁷		P	P	P	2.4.46
Storage, Commercial																						P	P	P	2.4.16
Taxidermy Facilities																			C	C ⁸		C	P	P	--
Warehousing and Distribution																			C	C ⁷		C	P	P	--
Wholesale Facilities																			C	C ⁷		P	P	P	--



TABLE 2.3 (CONTINUED)

SPECIFIC USE - AGRICULTURAL USE CATEGORY (SECTION 11.1.7)	RE-2	OC	SF-35	SF-18	SF-12	SF-9	SF-6	RT	MF-M	MF-H	SPC ¹	NOS	RS	MU	RO	NOB	BG	BR	AB	DTB	IT	IL	IG	USE STANDARDS
AGRICULTURAL PRODUCTION	C																		P		C	P	P	2.4.2
AGRICULTURAL SERVICE																			P ⁷		P	P	P	2.4.3
AUCTIONS, LIVESTOCK																			P ⁷		C	P		2.4.8
COMMERCIAL STABLES	C												C						P ⁷			P	P	--
FARMERS MARKET																		P	P ⁷	P	P	P	P	--
NURSERIES, WHOLESALE	C	C																	P ⁷		P	P	P	2.4.34

TABLE 2.3 (CONTINUED)

SPECIFIC USE - ACCESSORY USE CATEGORY (SECTION 2.5)	RE-2	OC	SF-35	SF-18	SF-12	SF-9	SF-6	RT	MF-M	MF-H	SPC ¹	NOS	RS	MU	RO	NOB	BG	BR	AB	DTB	IT	IL	IG	USE STANDARDS
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	P	2.5.4
GARAGES	P	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 ⁸	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 ⁷	P	P	P	P	--
GREENHOUSES	P	P	P	P	P	P	P	P	P	P				P	P	P	P	P	P ⁷					--
GUEST QUARTERS, ATTACHED	P	P	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	C	P	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	P		P				2.5.7
PROFESSIONAL PRACTICE	P	P	P	P	P	P	P	P	P	P ⁶				P	P	P	P	P	P ⁸	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	P ⁷	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 ⁷	P	P	P	P	2.5.11
STABLES, BARN & 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 ⁸	P	P	P	P	2.4.50



Table 2.3 (Continued)

SPECIFIC USE - Temporary Use Category (section 2.6)	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	AB	DTB	IT	IL	IG	Use Standards
Bulk Containers, Storage or Sales From, temporary																	P	P	P ⁸		P	P	P	2.6.4, 2.4.13
Carnivals, Circuses or Special Events, temporary	P	P	P	P	P	P	P	P	P	P			P	P	P	P	P	P	P ⁸	P	P	P	P	2.6.5
Construction/Storage Offices, temporary	P	P	P	P	P	P	P	P	P	P				P	P	P	P	P	P ⁷	P	P	P	P	2.6.6
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 ⁸	P	P	P	P	2.6.8
Open Air Sales, temporary														P	P	P	P	P	P ⁸	P	P	P	P	2.6.7
Shelters, temporary	C	C	C	C	C	C	C	C	C	C				C	C	C	C	C	C	C				2.6.9

Sec. 4.13 / Airport Business (AB)

4.13.1 / Purpose

The Airport Business District is a high-intensity business district that 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 and financial services.

4.13.2 / Applicability

The AB district shall be applied to areas within Airport Impact Zones 1,2 & 3.

4.13.3 / 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 and subject to the conditions as specified in Section 5 of this code.

Commentary:
See Section 5.2, Airport Noise and Height Overlay, for noise and height restrictions .

4.13.4 / 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. **Minimum Lot Areas:** None
- B. **Minimum Lot Width:** None
- C. **Maximum Lot Coverage:** None
- D. **Maximum Building/Structure Height:** 50 feet. Height restrictions may exists as specified in Section 5 of this code.
- E. **Minimum Setbacks:**
 - 1. **Front:** 10 feet
 - 2. **Side:**
 - a. Interior Attached Uses and Structures such as office condominium projects: 0 feet
 - b. Detached Uses and Structures: 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 this 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 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.

LUP09-002
Amendments to the Airport Specific Area Plan

COMMUNITY DEVELOPMENT - PLANNING & ZONING DIVISION
PLANNING & ZONING COMMISSION
Meeting Date: May 28, 2009 (Work Study)
June 11, 2009 (Voting)

STAFF REPORT

TO: Planning & Zoning Commission

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

Date: May 20, 2009

Request: Airport Specific Area Plan Amendment

Location: Various APNs in the vicinity of the Prescott Airport

Owners: Various **Applicant/Agent:** City of Prescott

INTRODUCTION:

The ASAP is anticipated to be amended for consistency with FAA guidelines. Currently, the ASAP is divided into 3 sub-areas for planning purposes. Residential development is limited within a one mile Approach/Departure route from the runway surface and there are influence areas within a 3 mile and 5 mile radius from the airport. These 3 sub-areas do not accurately reflect current FAA guidelines for determining airport influence zones.

BACKGROUND:

The City is currently developing the 2009 Airport Master Plan to study the long term needs of the airport. Using current FAA guidelines, six airport influence zones and anticipated DNL (day-night sound level) zones have been determined. 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

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 6, Figure 7 and appendix A to reflect airport impact areas and Part 77 (influence area) using FAA guidelines 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 Prescott General Plan. The Land Use Compatibility Matrix as developed for the 2009 Airport Master Plan should be added as part of the ASAP. Specific references to restrict asphalt batch plants near the airport should be removed since FAA guidelines do not restrict this use.

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 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~~ **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 2009 Airport Master Plan - 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

Prescott Municipal Airport Airport Impact Zones Land Use Compatibility Matrix

Land use	Zone 1^a	Zone 2^a	Zone 3^a	Zone 4^a	Zone 5^a	Zone 6^a
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

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
<p>† All residential development occurring within the Airport Impact Zones shall be clustered as far away from the airport as possible.</p> <p>*Residential development within the Airport Impact Zones 4, 5 and 6 outside of the 55 DNL line is permissible</p> <p>#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.</p>						

Airport Impact Zones

Explanation

 55 LDN Airport Noise Limit

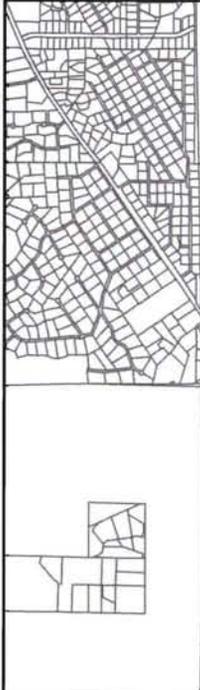
 Airport Impact Zones

 Parcel Lots

 Prescott City Limits

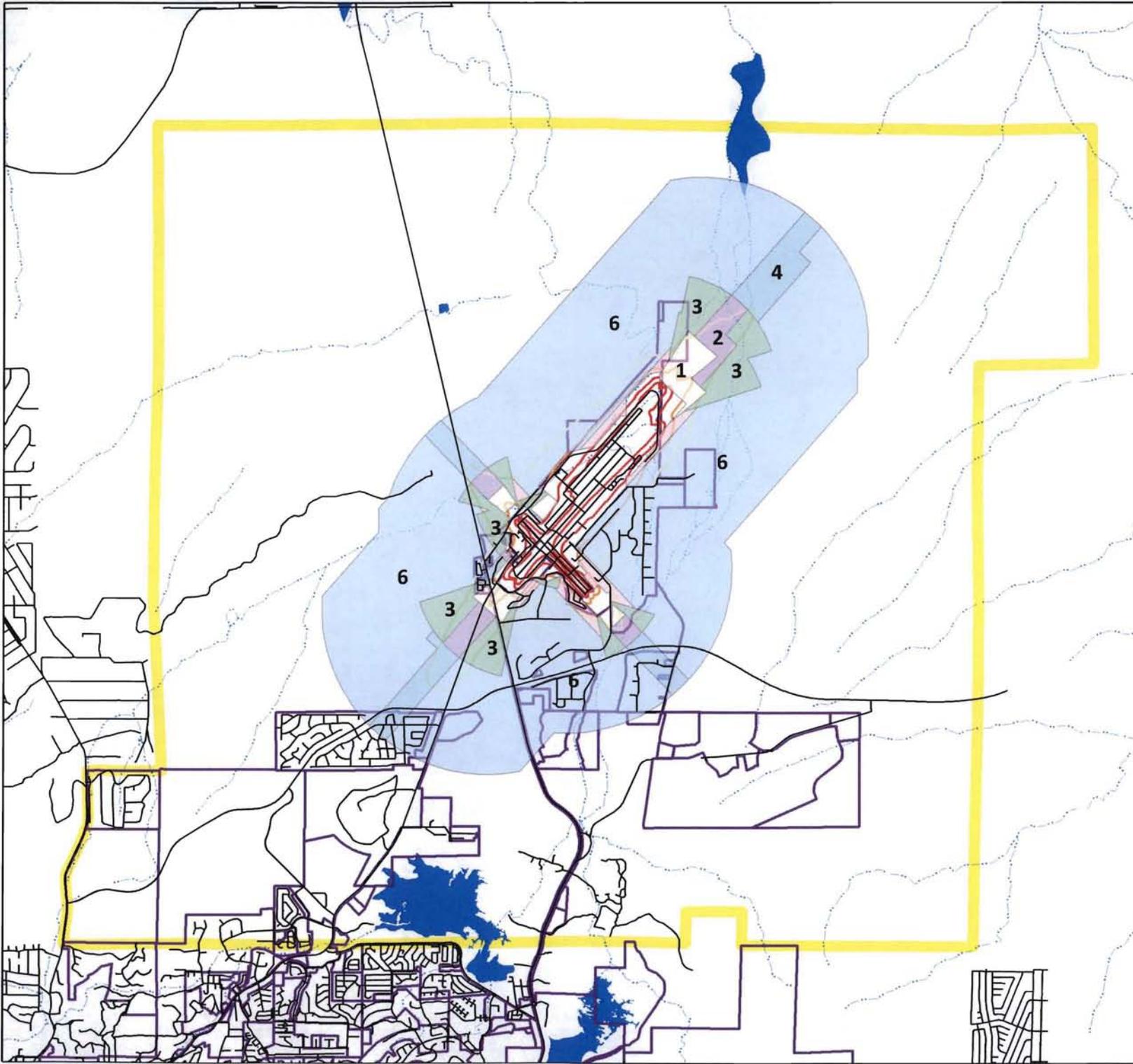
- | | |
|---|---|
|  BG |  RO |
|  BR |  RS |
|  IG |  SF-9 |
|  IL |  SF-18 |
|  IT |  SF-35 |
|  MF-H |  RE-2 AC |
|  MF-M |  SPC |
|  NOB | |

 Mile  North



City of Prescott
Airport Specific Area Plan

Figure 1
Airport Impact Zones & Noise Overlay



Airport Impact Zones

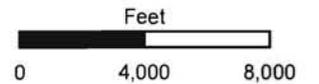
- 1
- 2
- 3
- 4
- 5
- 6

Airport Noise Overlay

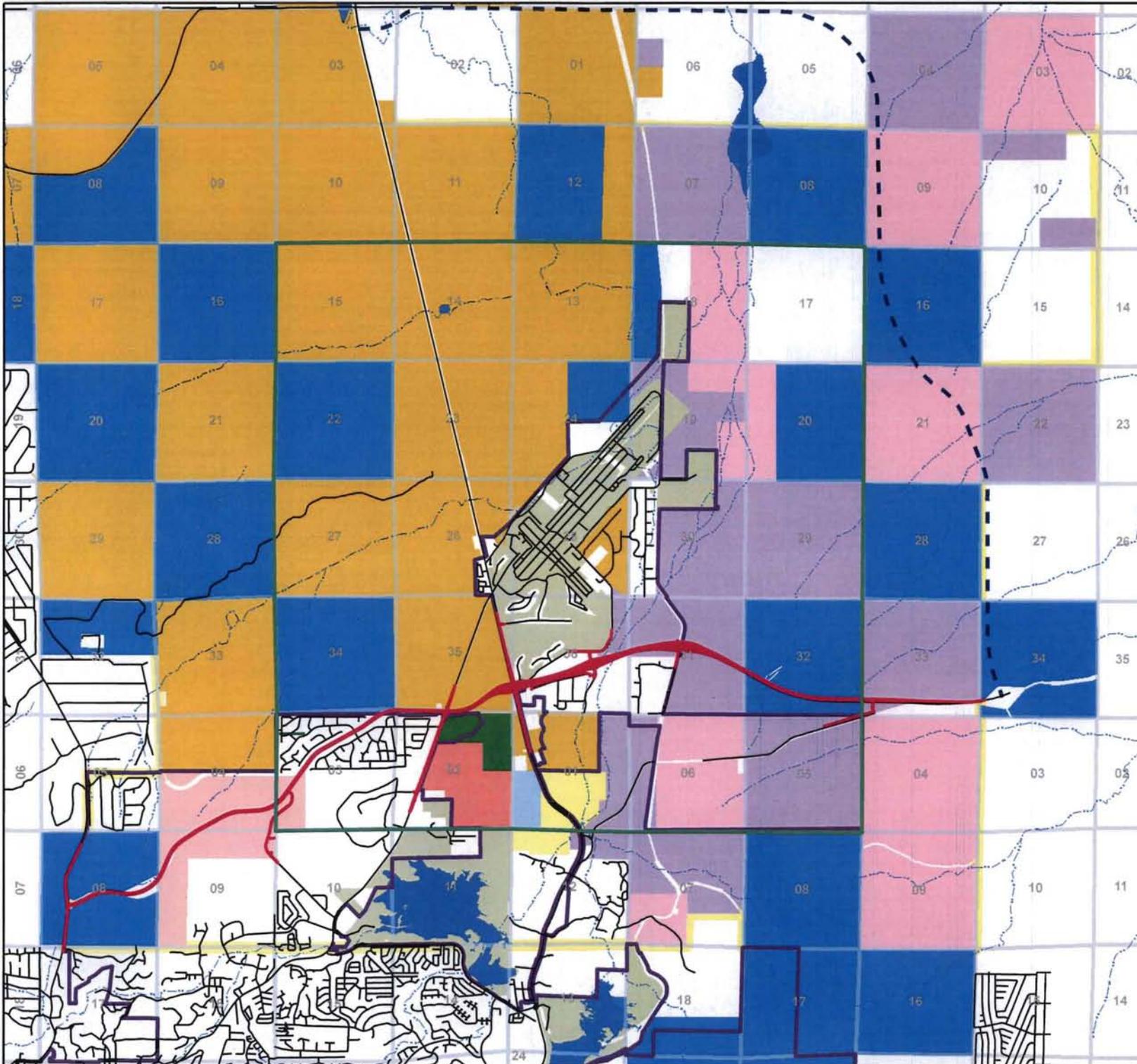
- 60 - 64 LDN
- 65 - 69 LDN
- 70 - 74 LDN
- GT 75 LDN

- Zoning Line
- Streams
- Lakes
- ASAP Boundary

CAUTION
MAP IS BASED ON IMPRECISE SOURCE DATA, SUBJECT TO CHANGE AND FOR GENERAL REFERENCE ONLY.
THE CITY OF PRESCOTT ASSUMES NO RESPONSIBILITY FOR THE ACCURACIES ASSOCIATED WITH THIS PRODUCT.

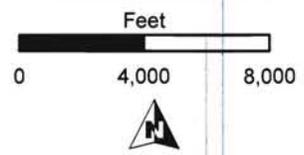


City of Prescott Airport Specific Area Plan Figure 3 Land Ownership

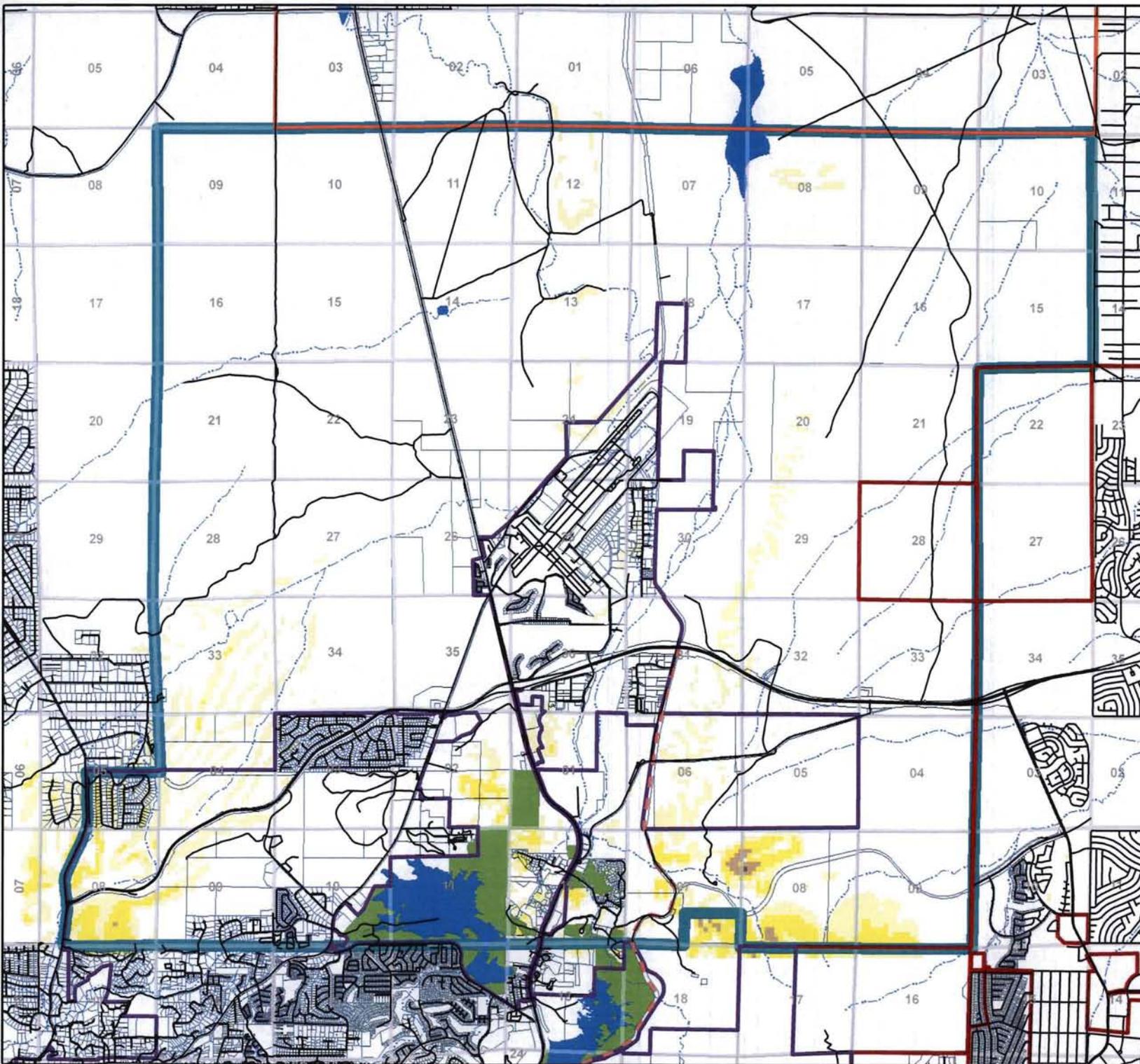


- ASAP Boundary
- Ownership Info**
- BLM
- Butz
- City of Prescott
- Deep Well Ranch
- Diamond E Ranch
- Granite Dells Ranch
- Point of Rocks Ranch
- Polk Ranch
- Rifle Ranch
- State of Arizona
- inner_influence
- Glassford Hill Extension
- Highway 89 Realignment
- Streets
- Prescott City Limits
- Township Range Section
- Streams
- Lakes

CAUTION
MAP IS BASED ON IMPRECISE
SOURCE DATA, SUBJECT TO
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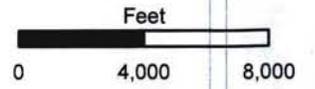
**City of Prescott
Airport Specific
Area Plan
Figure 4
Slopes**



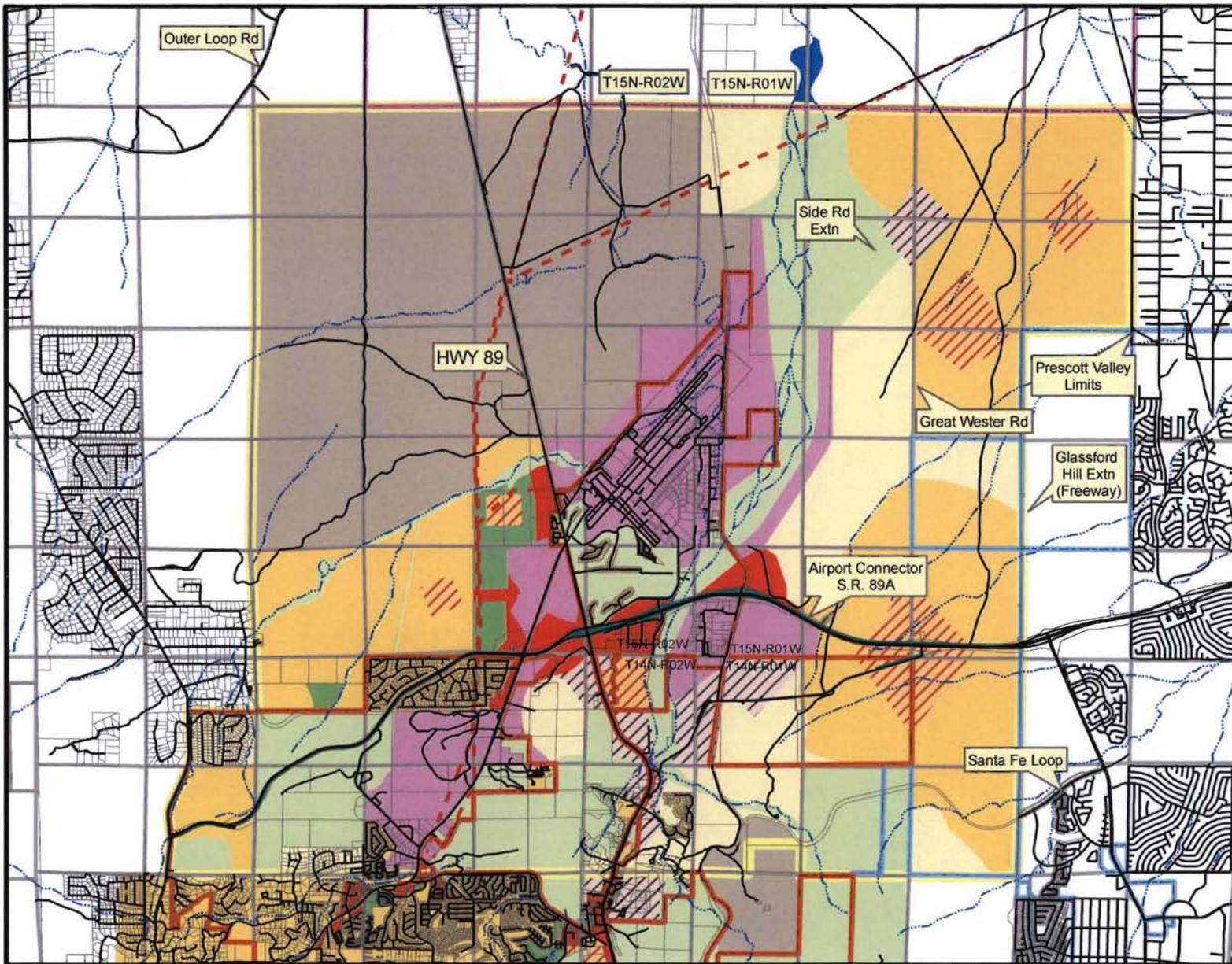
- ASAP Boundary
- COP Parcels
- Prescott City Limits
- Chino Valley Limits
- Prescott Valley Limits
- Open Space
- Township Range Section
- County Roads
- Peavine Trail
- Streams
- Lakes

- Slope Analysis**
- 0 - 5 Degrees
 - 5 - 10
 - 10 - 20
 - 20 - 30
 - GT 30 Degrees

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

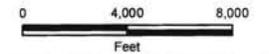


LEGEND

- County Roads
- APS 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)

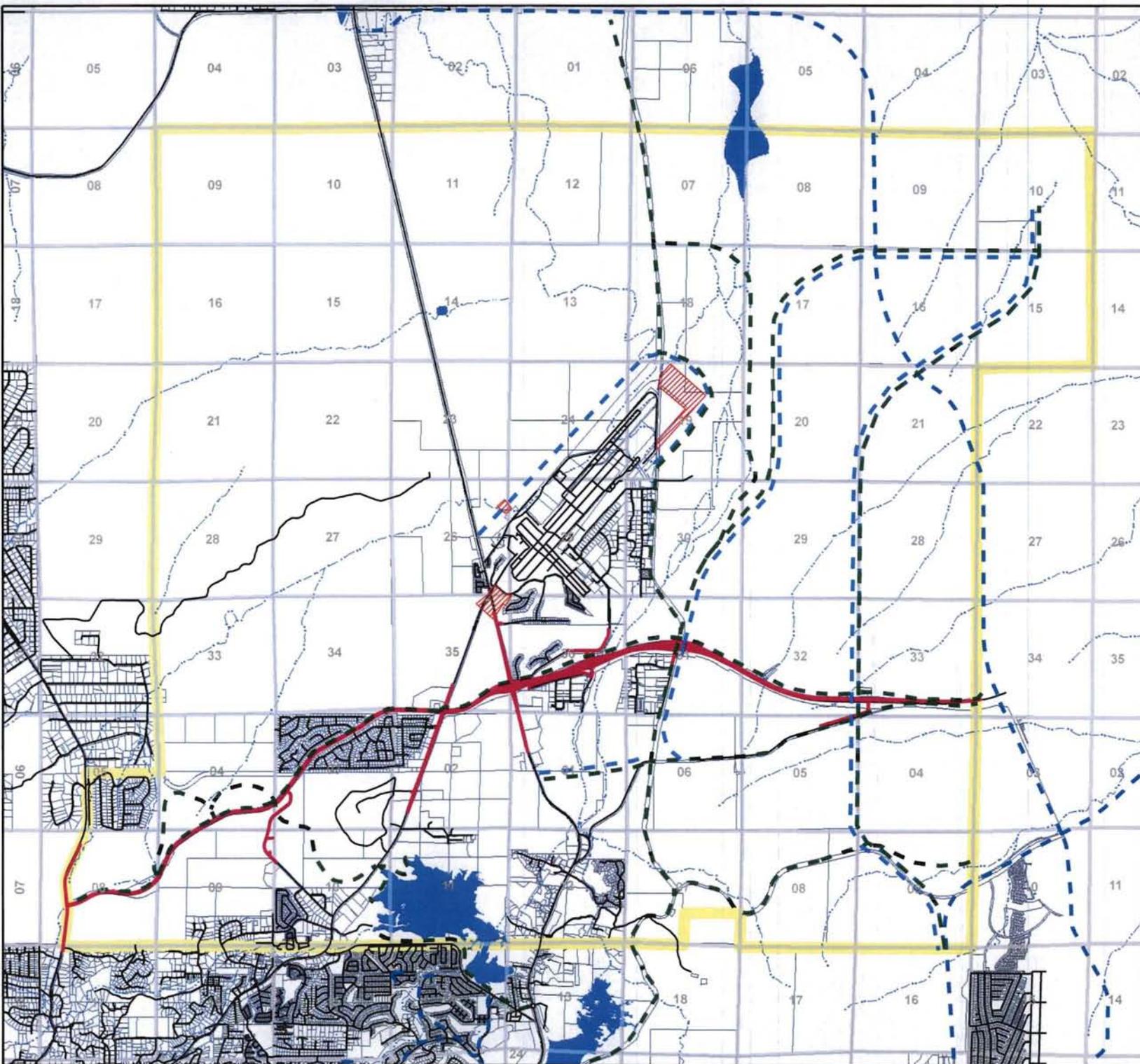
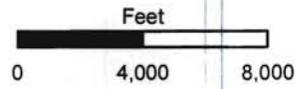
- AGRICULTURAL/ RANCHING
- COMMERCIAL
- COMMERCIAL/ EMPLOYMENT
- COMMERCIAL/ RECREATION
- INDUSTRIAL
- LOW-MED DENSITY RES
- MED-HIGH DENSITY RES
- MIXED USE
- RECREATION/ OPEN SPACE
- VERY LOW DENSITY RES



City of Prescott Airport Specific Area Plan Figure 7 Circulation Plan

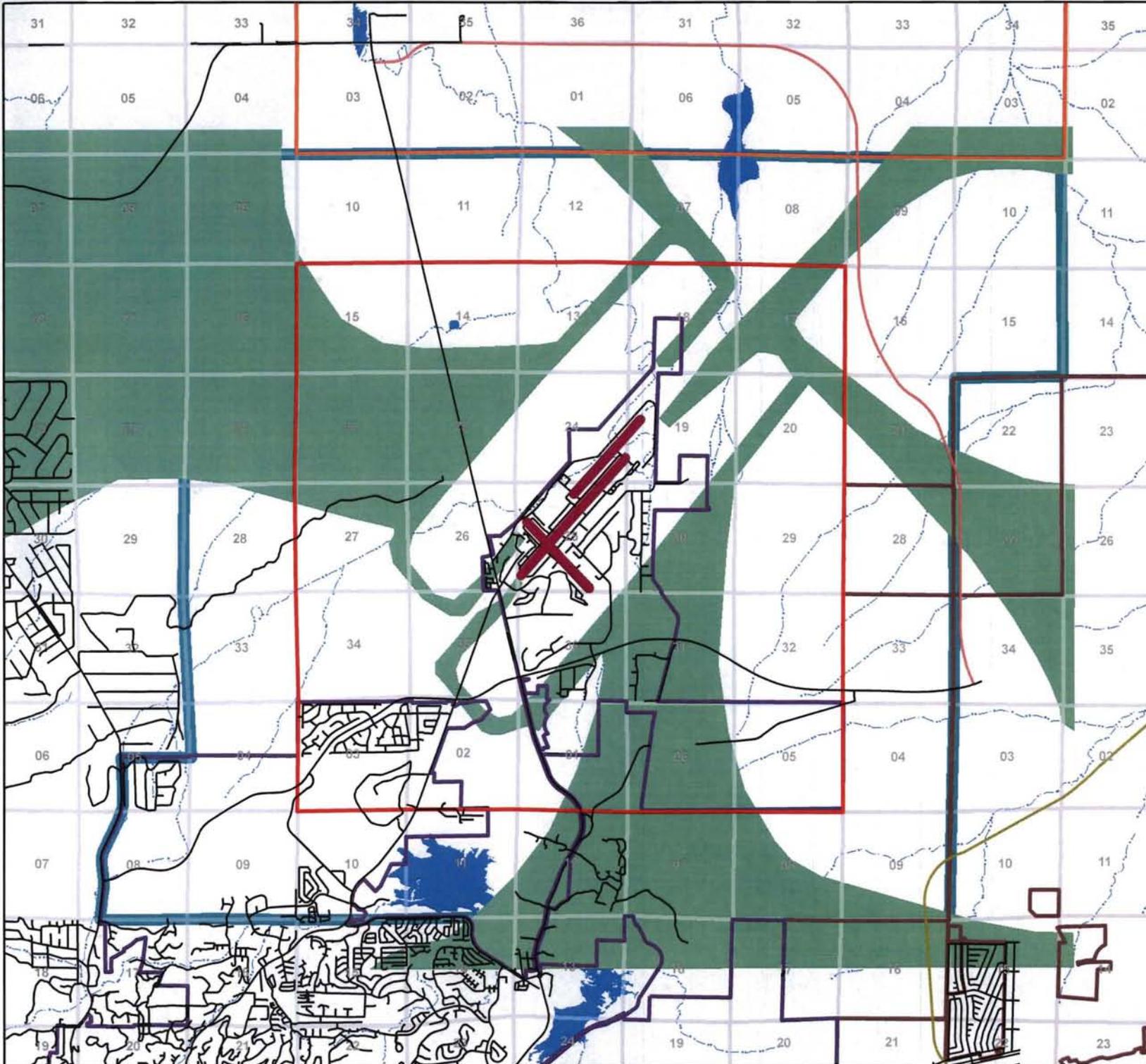
- Proposed Alignments**
- - - Future Arterial Trail
 - - - Future Trail
 - ASAP Boundary
 - Highway 89 Realignment
 - Streets
 - COP Parcels
 - Township Range Section
 - Airport Clear Zones
 - Streams
 - Lakes

CAUTION
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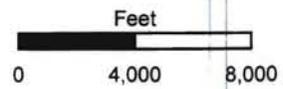
City of Prescott
Airport Specific
Area Plan
Appendix A

Airport Runway
Approach Patterns
RWY 21L/21R

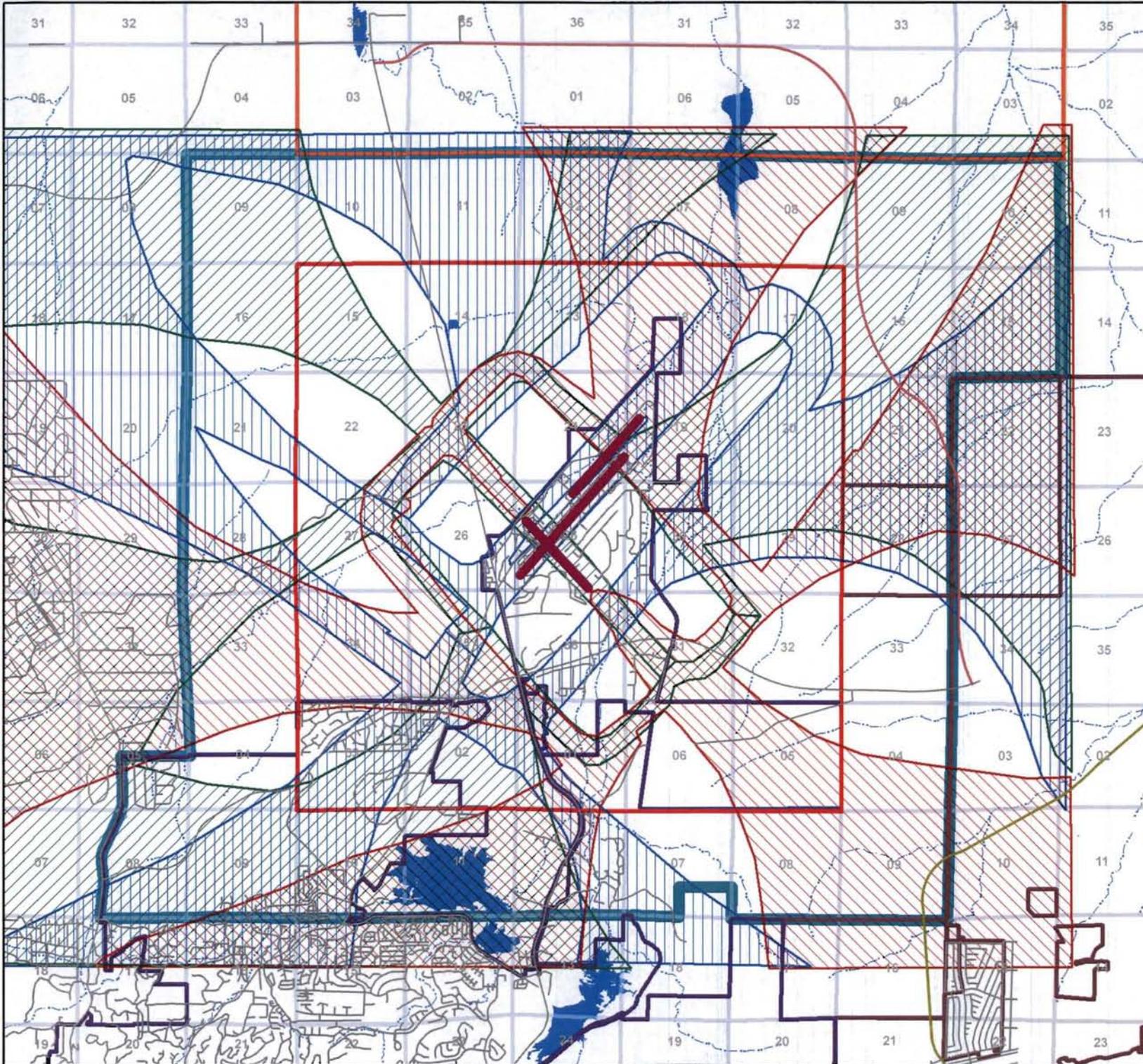


-  Runway Locations
- Future Connectors**
-  Glassford Hill Extension
-  Santa Fe Loop
-  Inner Influence Area
-  Prescott City Limits
-  Chino Valley Limits
-  Prescott Valley Limits
-  Township Range Section
- Airport Approach Patterns**
-  RWY 21L/21R
-  Streams
-  Lakes
-  ASAP Boundary

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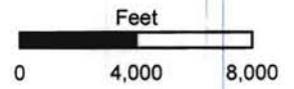


City of Prescott
Airport Specific Area Plan
Appendix A
Airport Runway Approach Patterns



- Runway Locations
- Future Connectors**
 - Glassford Hill Extension
 - Santa Fe Loop
- Airport Approach Patterns**
 - RWY 12
 - RWY 30
 - RWY 3R/3L
 - ASAP Boundary
 - Inner Influence Area
 - Prescott City Limits
 - Chino Valley Limits
 - Prescott Valley Limits
 - Township Range Section
 - Streams
 - Lakes

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Bradshaw Senior Community

Crouse,Patti

Sent: Monday, May 18, 2009 11:05 AM

To: Elected Officials

Cc: Sammeli,Kelly

Mayor Wilson attended an open house at the Bradshaw Senior Community this past weekend. He highly recommends that each of you take some time to check the place out. He was very impressed with how they kept as much of the nature habitat viable as possible, so much so that deer pass through the courtyard on a regular basis. Simply put, an impressive and well done Senior community.

Kelly,

Please forward to the Planning and Zoning commissioners at Mayor Wilson's request.