



CITY COUNCIL MEETING

STUDY SESSION MEETING AGENDA

TUESDAY, OCTOBER 31, 2017, 1:00 PM

Council Chambers, 201 South Cortez Street
Prescott AZ 86303
(928) 777-1100

Harry Oberg, Mayor

Jim Lamerson, Mayor Pro Tem

Steve Blair, Councilman

Greg Lazzell, Councilman

Billie Orr, Councilwoman

Steve Sischka, Councilman

Jean Wilcox, Councilwoman

The following Agenda will be considered by the Prescott **City Council** at its **Study Session Meeting** pursuant to the Prescott City Charter, Article II, Section 13. Notice of the meeting is given pursuant to Arizona Revised Statutes, Section 38-431.02. One or more members of the Council may be attending the meeting through the use of a technological device.

1. CALL TO ORDER

2. ROLL CALL

3. DISCUSSION

Deep Well Ranch Rezoning, Master Plan and Airport Specific Area Plan text amendment.

4. ADJOURNMENT

EXECUTIVE SESSION

Upon a public majority vote of a quorum of the City Council, the Council may hold an executive session, which will not be open to the public, regarding any item listed on the agenda but only for the following purposes:

- (1) Discussion or consideration of personnel matters (A.R.S. §38-431.03(A)(1));
- (2) Discussion or consideration of records exempt by law (A.R.S. §38-431.03(A)(2));
- (3) Discussion or consultation for legal advice with the city's attorneys (A.R.S. §38-431.03(A)(3));
- (4) Discussion or consultation with the city's attorneys regarding the city's position regarding contracts that are the subject of negotiations, in pending or contemplated litigation, or in settlement discussions conducted in order to avoid litigation (A.R.S. §38-431.03(A)(4));
- (5) Discussion or consultation with designated representatives of the city to consider its position and instruct its representatives regarding negotiations with employee organizations (A.R.S. §38-431.03(A)(5));
- (6) Discussion, consultation or consideration for negotiations by the city or its designated representatives with members of a tribal council, or its designated representatives, of an Indian reservation located within or adjacent to the city (A.R.S. §38-431.03(A)(6));

- (7) Discussion or consultation with designated representatives of the city to consider its position and instruct its representatives regarding negotiations for the purchase, sale or lease of real property (A.R.S. §38-431.03(A)(7)).

THE CITY OF PRESCOTT ENDEAVORS TO MAKE ALL PUBLIC MEETINGS ACCESSIBLE TO PERSONS WITH DISABILITIES. With 48 hours advanced notice, special assistance can be provided for sight and/or hearing-impaired persons at this meeting. Reasonable accommodations will be made upon request for persons with disabilities or non-English speaking residents. Please call the City Clerk (928) 777-1272 to request an accommodation to participate in this public meeting. Prescott TDD number is (928) 445-6811. Additionally, free public relay service is available from Arizona Relay Service at 1-800-367-8939 and more information at www.azrelay.org

Confidentiality

Arizona statute precludes any person receiving executive session information from disclosing that information except as allowed by law. A.R.S. §38-431.03(F). Each violation of this statute is subject to a civil penalty not to exceed \$500, plus court costs and attorneys' fees. This penalty is assessed against the person who violates this statute or who knowingly aids, agrees to aid or attempts to aid another person in violating this article. The city is precluded from expending any public monies to employ or retain legal counsel to provide legal services or representation to the public body or any of its officers in any legal action commenced for violation of the statute unless City Council takes a legal action at a properly noticed open meeting to approve of such expenditures prior to incurring any such obligation or indebtedness. A.R.S. §38-431.07(A)(B).

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Prescott City Hall on _____ at _____ m. in accordance with the statement filed by the Prescott City Council with the City Clerk

Maureen Scott, MMC, City Clerk

MEETING DATE/TYPE:

STUDY SESSION MEETING

10-31-17

DEPARTMENT: Community Development

AGENDA ITEM: Deep Well Ranch Rezoning, Master Plan and Airport Specific Area Plan text amendment.

Approved By: Michael Lamar, City Manager

Item Summary

This proposed project includes: 1) a text amendment to the Airport Specific Area Plan (ASAP); 2) a rezoning of a portion of the Deep Well Ranch within the city limits of Prescott to the Specially Planned Community (SPC) district, 3) an associated master plan for development of the property. Each SPC district requires a master plan (as required by Land Development Code (LDC) 4.13.3.A) to establish and control the land uses and other development aspects within the area covered by that specific SPC zoning district.

Background

The master plan application was received at the end of June and was distributed immediately to the various departments. Reviewing departments included Community Development, Public Works, the Fire Department and the Airport. Staff from these departments met or corresponded with the Deep Well Ranch planners throughout July and in to August to understand the complex approach of the proposed plan. Staff negotiated changes to many technical details to bring the plan closer to the standards of Prescott's existing codes. Staff continued to meet with the Deep Well Ranch planners even as the Planning and Zoning Commission (Commission) began their review meetings.

The Commission held six meetings between early August and October 12, 2017 to hear presentations by the planning firm employed by Deep Well Ranch and to discuss the content of the proposed master plan. The Commission considered information provided by the public and city staff from various departments. At its meeting of September 14, 2017, the Commission discussed focusing their recommendations on those parts of the master plan associated with planning matters. Other portions of the proposal were referred to the City Council, where legislative and legal framework are proposed to be modified or to department staff where technical details were proposed to be modified.

AGENDA ITEM: Deep Well Ranch Rezoning, Master Plan and Airport Specific Area Plan text amendment.

At the September 14, 2017, meeting the Commission also discussed possible conditions of approval to include with their recommendation to the City Council. Chairman Menser offered to compile the list of conditions and then forwarded them to planning staff for inclusion in the agenda packets for the September 28, 2017 Commission meeting.

Potential conditions were further refined at the September 28, 2017, meeting and a final list of 21 conditions, and a recommendation in favor (by a vote of 4 to 3) of the rezoning and master plan was made at the Commission meeting of October 12, 2017. Action was also taken on the ASAP text amendment to bring it into line with the language of the 2015 Prescott General Plan.

Planning and Zoning Commission Conditions

The 21 conditions of approval recommended by the Planning and Zoning Commission are attached to this report. The most significant condition proposed is for the City Council to consider a reduction in the overall project density to 50% of the 10,500 number proposed in the Land Use Budget of the master plan. Other conditions are more specific in nature, such as requiring adherence with the ADWR drought tolerant plant list or sizing and calculating parking needs per the existing Land Development Code. In some instances, the master plan has been modified to address some of the listed conditions. Planning staff will individually address the conditions and their current relevance at the presentation.

Additional Staff Information

Planning staff has analyzed the potential density of the Deep Well Ranch area under its existing zoning and have additionally prepared a comparison of the potential of the downtown area (the downtown has the only roughly comparable mix of zoning districts to Deep Well Ranch mix of districts). For further comparison, the Deep Well Ranch master plan Land Use Budget is also attached. Planning staff will discuss the comparisons in detail at the presentation.

Attachments

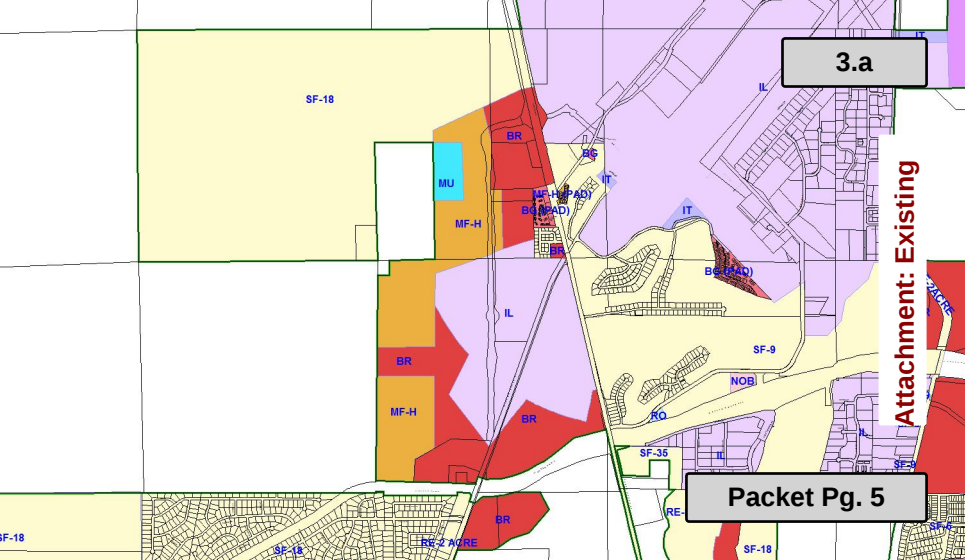
1. Existing Zoning for Deep Well Ranch
2. DWR and Current Zoning Density
3. Downtown Zoning
4. Master Plan Area Map
5. Deep Well Ranch Land Use Budget
6. Recommended P&Z Commission Conditions
7. Airport Letter
8. Deep Well Ranch Comprehensive Analysis

Recommended Action: None at this time.

3.a

Attachment: Existing

Packet Pg. 5



Maximum Housing Unit Density Allowed by Current Zoning in Deep Well Ranch Area

<i>Current Zone</i>	<i>Acres*</i>	<i>Maximum Dwelling Units Per Acre Allowed by Planned Area Development (PAD) Under Existing Zoning (Land Development Code)</i>	<i>Dwelling Units Allowed by LDC in Deep Well Ranch Area, with PAD</i>
SF-9	0.14	4.4	1
SF-18 **	83.94	2.2	185
MF-H	204.3	32	6,538
MU	20.27	10	203
BR	176.23	32	5,639
IL	254.18	0	0
TOTAL	739.06		12,565

Data Source: City of Prescott GIS, October 2017.

** There are slight variations in the calculations of acreage for these estimates between the City GIS acreage and the Deep Well Ranch Master Plan acreage.*

*** The acreage in this example only includes the area with varied zoning in the southwest portion of the DWR plan area. DWR acreage tables include the whole area. If the 802 acre, SF-18 zoned area to the northwest was included here, the total maximum dwelling units allowed under the current zoning (developed as PADs) would be 15,069.*

Most undeveloped areas in Prescott are now developed as Planned Area Developments (PADs). We presume that if the proposed Deep Well Ranch Master Plan was not adopted, the area would develop as PADs, as has been the trend. Our current Land Development Code sets a maximum number of dwelling units per acre for PADs for each residential and commercial zone. The estimates presented are simple calculations of the land acreage for each zone within the project area, multiplied by the maximum number of dwelling units in the zone.

Under Current Zoning

Acres

X

Maximum Dwelling Units Per Acre =

Dwelling units allowed under current zoning

Example: MF-H zone

204.3 acres in the project area

Land Development Code Maximum Dwelling Units per Acre = 32 units

204.3 x 32 = 6,500 units

Comparison

With these calculations, the current zoning would allow **12,565 dwelling units** over time, as the land is developed under Planned Area Developments.

The Deep Well Ranch Master Plan would allow **10,500 dwelling units**.

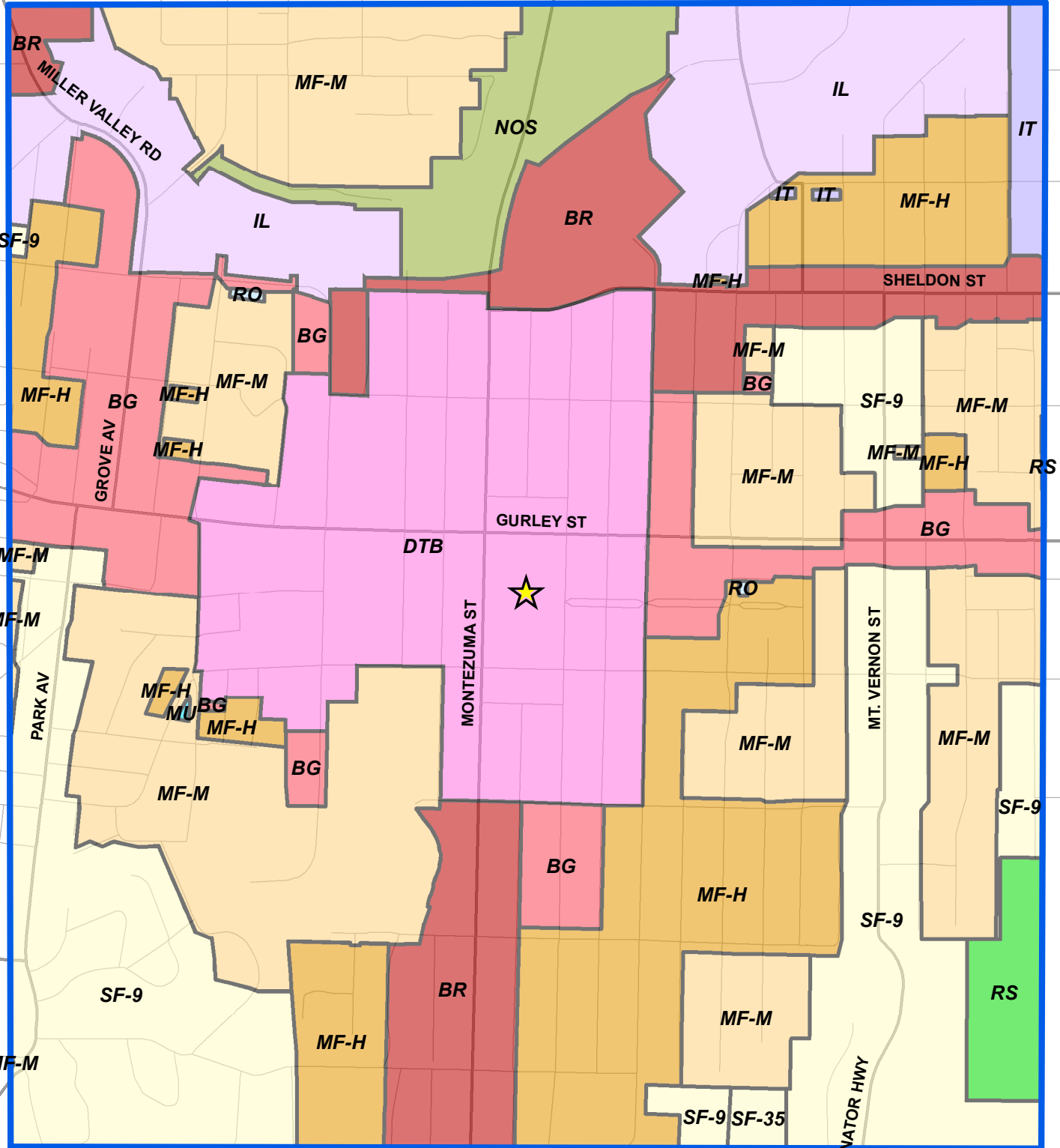
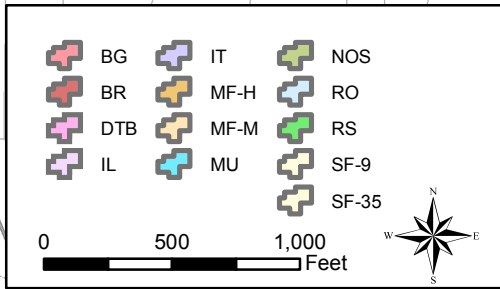
Maximum Housing Unit Density Allowed by Current Zoning in Downtown Prescott Area

(approximately same number of acres as area referenced in Deep Well Ranch)

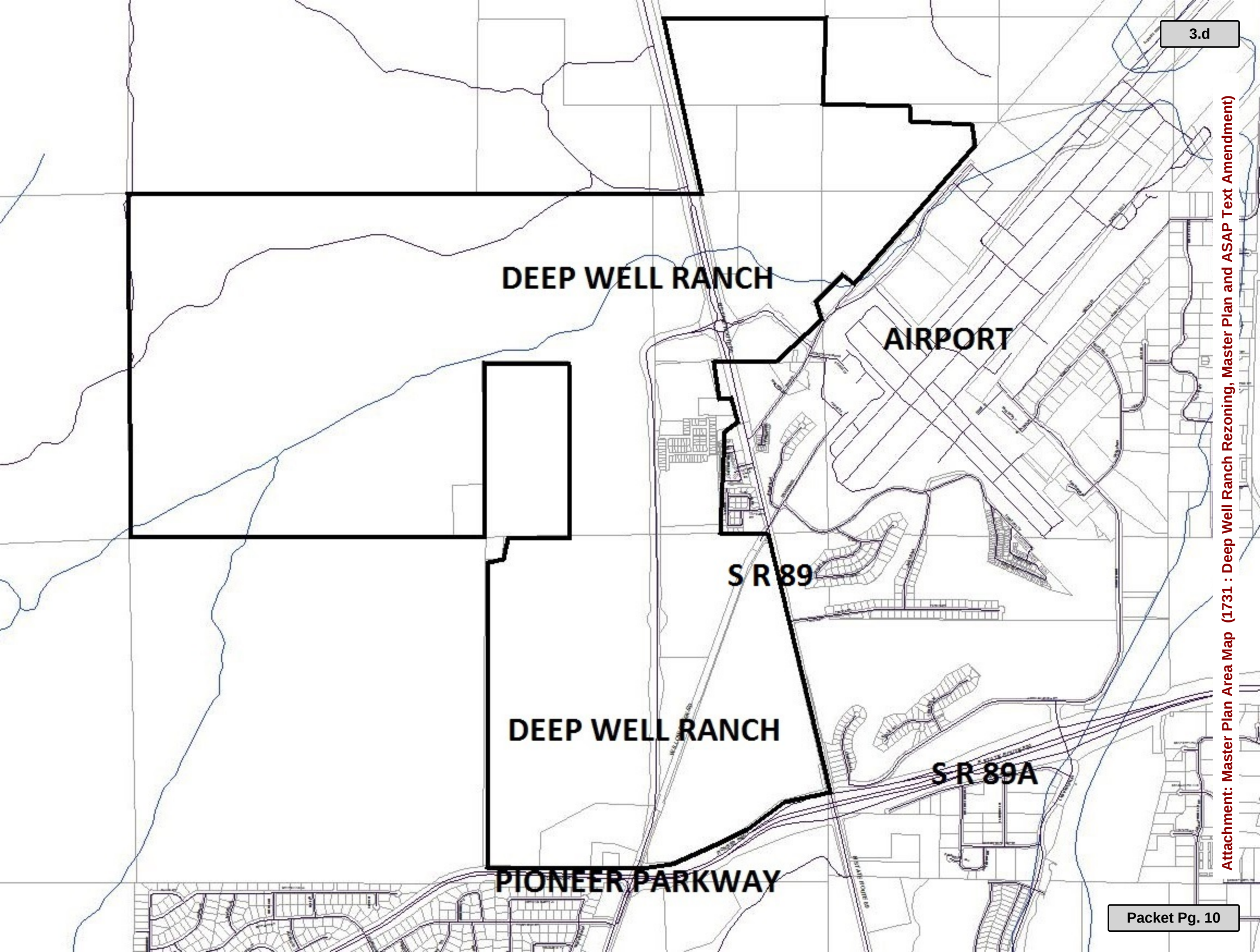
Current Zone	Acres	Maximum Dwelling Units Per Acre Allowed by Planned Area Development (PAD) Under Existing Zoning (Land Development Code)***	Maximum Dwelling Units Allowed Under Existing Zoning (Land Development Code) in Downtown Prescott Area
SF-9	119.03	4.4	524
SF-18	0	2.2	0
SF-35 (PAD)	2.15	1.1	2
MF-H	98.8	32	3,162
MF-M	138.61	21	2,911
MF-M (MH)	35.2	21	739
MU	0.12	10	1
BR	69.94	32	2,238
NOS	24.07	0	0
DTB	111.39	58	6,461
RO	0.29	10	3
RS	9.98	0	0
BG	61.73	32	1,975
IL	66.69	0	0
IT	6.06	0	0
TOTAL	744.06		18,016

Data Source: City of Prescott GIS, October 2017.

*** Although the maximum number of dwelling units per acre allowed by current zoning, under PADs in the downtown area are as noted here, realistically, the downtown area development will change more slowly over time, because it is already built. There are also historic buildings that present some limitations with some types of higher density development. The total number 18,016, therefore, may be higher than what will realistically be built for the foreseeable future. This also illustrates how "zoning capacity" does not always indicate how the density of an area will evolve, nor what is on the ground at any given time.



Attachment: Downtown Zoning (1731 : Deep Well Ranch Rezoning, Master Plan and ASAP Text Amendment)



A map showing the boundaries of Deep Well Ranch and an adjacent Airport. The map includes labels for 'DEEP WELL RANCH' in two locations, 'AIRPORT', 'S R 89', 'S R 89A', and 'PIONEER PARKWAY'. The map also shows various roads, including 'WILSON BLVD', 'PIONEER PARKWAY', and 'S R 89'. The map is divided into sections by a thick black line, with one section labeled 'DEEP WELL RANCH' and another section labeled 'AIRPORT'. The map also shows a section labeled 'S R 89' and another section labeled 'S R 89A'. The map includes a grid of streets and a network of roads. The map is oriented with North at the top.

DEEP WELL RANCH

AIRPORT

S R 89

DEEP WELL RANCH

S R 89A

PIONEER PARKWAY

6.16 LAND USE BUDGET

The Budget, included at **Exhibit 6.34 – Land Use Budget**, sets forth the minimum and maximum amount of intensities and densities for the community as a whole. The intensity and density amounts are subject to designation at the time of site plan and/or subdivision plat approval and dependent on several conditions including drainage, topography, and pedestrian and vehicular circulation. The Master Plan Administrator shall have the sole right to assign/designate density and intensity requirements/allotments from the Budget to individual parcels, lots or tracts. The assignment/designation shall be tracked with a Land Use Budget Tracker ("Budget Tracker"), which shall be submitted to the City with each subdivision plat and/or site plan.

Exhibit 6.34 – Land Use Budget

Land Use	Residential	Commercial / Non-Residential	Hospitality	Open Space / Civic ⁶
<i>Unit</i>	<i>dwelling units</i>	<i>gross square feet</i>	<i>keys</i>	<i>acres</i>
Maximum Permitted	10,500	2,900,000	900	
Minimum Required – Airport Protection				199
Minimum Required – Bottleneck Wash				54
Minimum Required - Other				181

Notes:

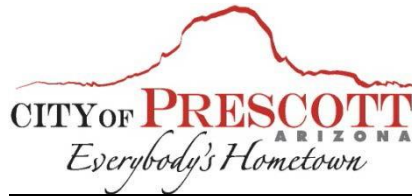
1. Granny flats or guest units that are subordinate to a main dwelling unit do not count against the maximum dwelling units permitted.
2. Residential uses that are subordinate to resorts / hospitality including but not limited to timeshare, interval ownership, condominium hotel units and resort residences associated with a resort or hotel use shall count against the total commercial / non-residential square feet permitted.
3. Schools, recreation facilities, congregate care facilities, churches, community centers, and similar uses in LUG OS or LUG CS shall not count against the total non-residential square feet permitted, but may be counted against the open space / civic uses required.
4. Bed and breakfast uses are subordinate to primary residential uses and do not count against the total G.F.A. of commercial / non-residential uses, the total hospitality keys, or the total number of dwelling units.
5. Open space / civic uses required to meet the minimum requirements shall be designated LUG OS or LUG CS.

Possible Conditions of Approval

1. The Planning & Zoning Commission recommends to the City Council that they negotiate a reduction of 50% of the number of dwelling units, overall density and commercial square footage, all of which we feel to be excessive.
2. The Master Plan shall comply with the City Land Development Code (LDC) within the Specially Planned Community (SPC) zoning as approved with amendments. Any major variation to this shall be spelled out in the Development Agreement with the City Council. The Master Plan shall also comply with all aspects of the General Plan.
3. All City rules, regulations, policies and codes shall apply to the Master Plan unless specifically waived or allowed to be amended in the Development Agreement with the City Council. None will automatically supersede.
4. The Public Works Department will provide a comprehensive report, including traffic and circulation, to the Planning Staff and City Council to include their appraisal of the Master Plan and any recommendation or conditions of approval including engineering standards.
5. The Airport authority, with input from Airport stakeholders, shall provide a comprehensive report relating to the potential impact of the Master Plan on the Airport.
6. Site plan review by the Planning and Zoning Commission shall be required for all individual commercial and multi-family projects.
7. All City, County and State subdivision approval rules, procedures and submissions shall apply.
8. The current General Plan calls for only commercial and opens space in the Airport's zone 3. Therefore, there should be no separate residential. Mixed use projects may be allowed with a Site Plan review.
9. A maximum building height shall be 50' or less as noted in Exhibit 6.26 of the Master Plan. Only Land Use Group (LUG)-GU (General Urban) shall have the option of a Special Use Permit (SUP) approval of additional height, within FAA allowances applied at the time of the Site Plan review.

10. A landscape buffer of 100' minimum shall be provided along Pioneer Parkway and any proposed development. It shall be landscaped, irrigated and maintained by the Developer(s).
11. All street landscaping to be maintained by the Developer(s), including recreation, park areas and street dividers and islands. Park and open recreation areas shall be open to the public.
12. Cell towers and utility sites shall be handled through the existing Special Use Permit (SUP) process for cell tower approval.
13. Trail systems throughout the various LUGs shall be designed for connectivity with new and existing trails. Trail construction and maintenance shall be the responsibility of the Master Plan Administrator/Developer(s).
14. All existing City parking standards shall apply, per the LDC.
15. A plant pallet or list similar to the City recommended list and Arizona Department of Water Resources (ADWR), shall be included in the Master Plan for common use.
16. Water saving methods in irrigation and water feature shall be utilized throughout all LUGs. Landscaping shall meet all requirements of the Prescott Active Management Area.
17. All areas of the Master Plan shall follow the City's rules for night sky protections regarding lighting restrictions. A comprehensive lighting plan may be considered for lighting alternatives.
18. Wildlife movement shall be accommodated as much as possible in the Master Plan and individual LUGs and every effort is to be made to coordinate with ADOT for access.
19. The Master Plan shall take future transit systems development into consideration and provide a street network along arterial and district corridors that can support transit bus use for vehicles of up to 40 feet in length. These would include options for bus pull-outs, appropriately sized intersections with adequate turning radii and good sight lines, and park and ride facilities which might support bus transfers at some future time.

20. Residential protection standards per Section 6.13 of the Land Development Code shall be included.
21. Open Space designated areas shall not permit habitable buildings per Prescott General Plan and LDC definitions, including 50% Open Space and 50% Civic Space.



**Ernest A. Love Field
Prescott Municipal Airport
City of Prescott**

6546 Crystal Lane
Phone: (928) 777-1114

Prescott, AZ 86301
Fax: (928) 771-5861

9/20/2017

Re: Deep Wells Ranch Master Plan

The Airport and the City have a responsibility to ensure compatible land use around the Airport and to protect the Airport from incompatible development that may impact its business or negatively affect its stakeholders. The current zoning is as much as a threat to the Airport as what is being proposed in the Deep Well Ranch Master Plan. Therefore, it is important to recognize the benefits vs. the risks in their proposal.

The Master Plan is allowing more “open space” in zones 1-3 than the current zoning potentially allows. This is a great benefit in Airport protection, specifically for pilots. This open space provides some protection in regards to noise and potential impacts. However, the Master Plan does request a large commercial corridor that would allow for limited residential atop of the commercial property. This is not compatible with the findings of the Airport Master Plan as proper land use, however, does not contradict many of the situations that would be allowed in the current “Light Industrial” zoning. The Airport would prefer no residential development in Zone 3, but feel it is a decent compromise for the Open Space that is being allowed in the Airport vicinity.

We do recommend for City Council to make the following requirements, to not only the Deep Well Ranch Master Plan, but also for any future development surrounding Prescott Municipal Airport, in regards to Noise Attenuation. We would like to see this requirement for all development in zones 1-6.

- Windows shall have a laboratory sound transmission class (STC) rating of at least 28.
- Doors shall have a laboratory sound transmission class (STC) rating of at least 26.
- Brick veneer, masonry blocks or stucco exterior walls will be constructed airtight.
- At the penetration of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts or conduits shall be caulked or filled with mortar.
- Window and/or through-the-wall ventilation units shall not be used.
- All sleeping spaces shall be provided with a carpeted floor.
- Through-the-wall mailboxes shall not be used.
- Exterior walls shall have a laboratory sound transmission class (STC) rating of at least 30.

The Airport also proposes that all potential buyers receive and sign an avigation easement that seller and buyers will be required to comply with Arizona Revised Statue (ARS) 28-8486.

Lastly, the Airport wishes to inform the City Council, that any development in the Airport Zones propose a risk of impact. These Airport Zones identified in the Airport Master Plan, and also the report attached, indicate that over 85 impacts have been identified in and around Prescott Municipal Airport, with twenty being severe and resulting in fatalities. Any development also will increase the demand on the Airport Staff and fund in regards to noise investigations, low flying aircraft investigations, and air traffic pattern inquiries, all which are under federal control and not the direct jurisdiction of the Prescott Municipal Airport. These inquiries and investigations may have downstream effects on local businesses or entities such as the Unites States Forest Service and Air Traffic Control.

Sincerely,

Jessie R. Baker
Assistant Airport Manager
Prescott Municipal Airport

Attachment: Airport Letter (1731 : Deep Well Ranch Rezoning, Master Plan and ASAP Text Amendment)

Deep Well Ranch – Airport Protection Plan

Jessie R. Baker, Asst. Manager

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1. Introduction

This report is intended to assist the Planning and Zoning Commission and/or City Council to understand the concerns of the Prescott Municipal Airport, its users and stakeholders. Contained in this report is information useful for the understanding of FAA requirements and potential future conflicts with the Airport Specific Area Plan. It should provide a starting point for determining if the benefits outweigh the risks, what subjects need to be addressed, and what methods and techniques might be used.

2. Height Requirements Near Prescott Municipal Airport

The Federal Aviation Administration (FAA) requires a minimum clear space between objects and operating aircraft.

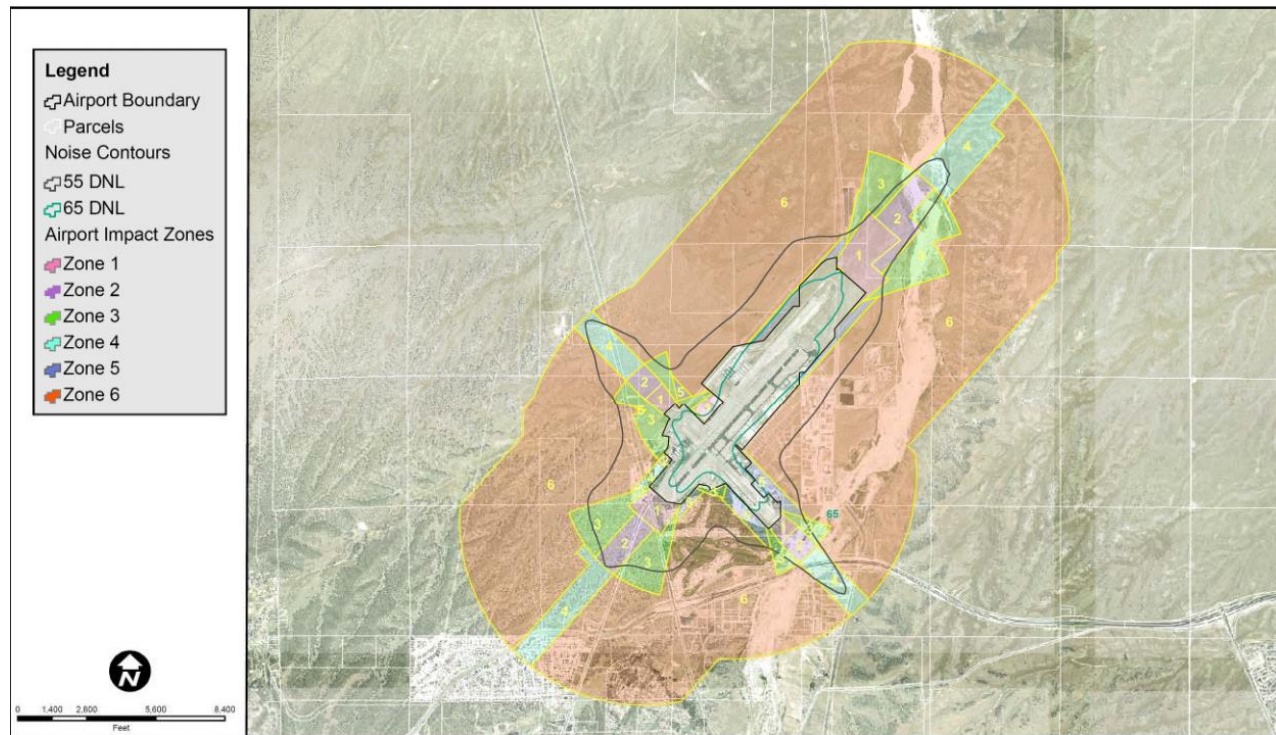
Espiritu Loci has considered all FAA requirements in regard to the runway protection zones (RPZ), 14 CFR Part 77 (Obstructions to Navigation), and distances. It will be expected that the 7460-1 or 7460-2 (Notice of construction) will be filed with the FAA and approval received prior to any building permits being approved through the City of Prescott.

3. Noise Contours at Prescott Municipal Airport

The Noise Contours referenced in the Deep Wells Ranch Master Plan were updated in the 2010 Airport Master Plan Update and are approximately 8 years

old. Noise Contours are determined by using the FAA's Integrated Noise Model. The model is calculated by the fleet mix located at the Airport on an average for the year. The Noise Contour does not take into account any special circumstances that are not a regular occurrence. Examples of these include:

- USFS Operations
- Aerial Demonstrations/Air Shows
- Military Aircraft

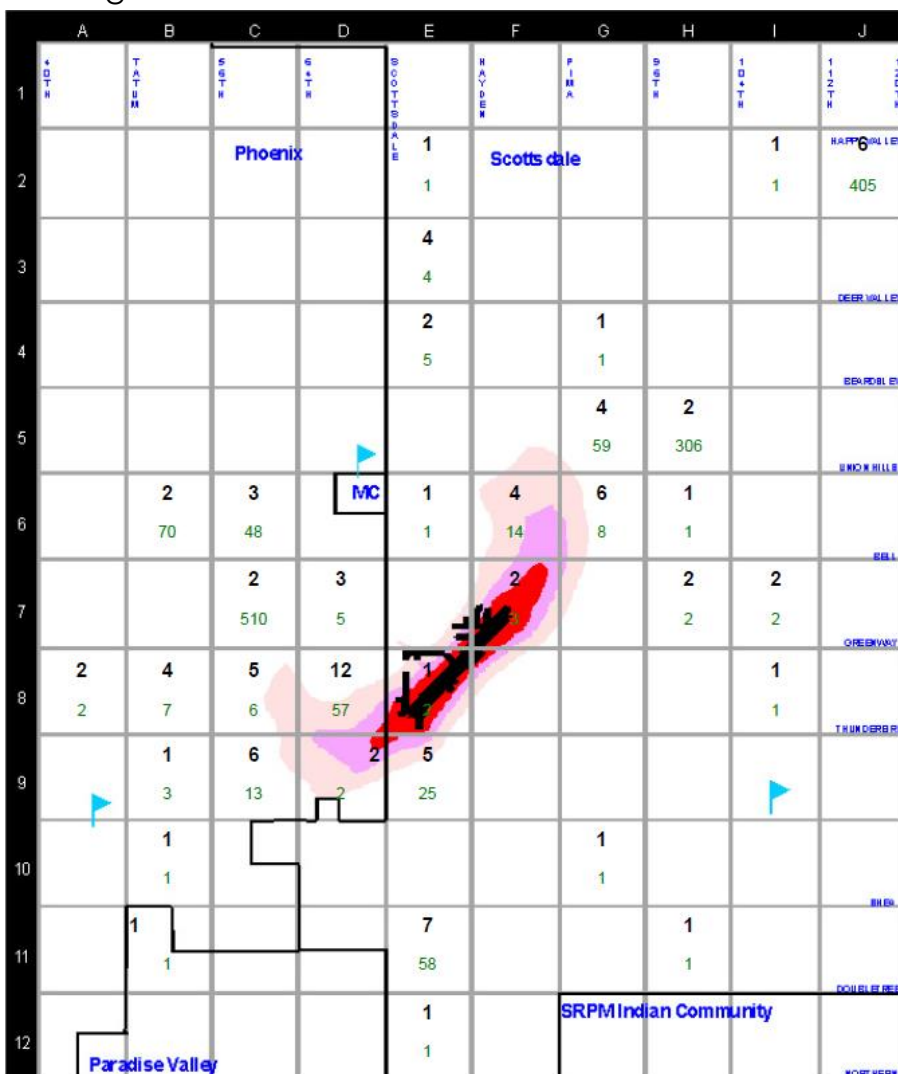


The proposed development for both mixed use and residential falls outside of the 65 DNL, which is the heaviest restricted areas by the Federal Aviation Administration as these zones often coincide with Runway Protection Zones.

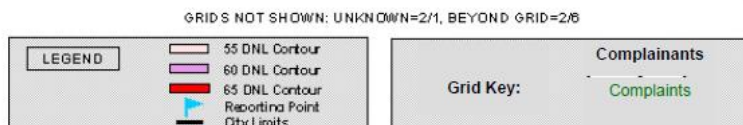
Espirtu Loci has placed in the master plan that an aviation easement would be required for the entire development. The Airport would have made this recommendation as we currently require an aviation easement for all property within approximately 2 miles of the Airport, which would include all of the Noise Contours and Impact Zones. The current aviation easement will be reviewed by the Airport Department, as well as the legal department to ensure this provides proper protection for the City of Prescott and Prescott Municipal Airport. It is the Airport's recommendation that it will be required that any owner/developer will utilize the aviation documents approved by the City of Prescott.

Espirtu Loci utilized Scottsdale as an example for the basis of the Deep Wells

Ranch Master Plan. It should be noted that Scottsdale Airport is not a commercial service airport, however currently receives approximately 6,500 noise complaints per year. The Airport has a dedicated staff that records and investigates noise calls.



The map (left) represents the Scottsdale Airport Influence Area. Each grid block indicates the total number of complaints (green- on bottom) received per square mile for the summary period, and the number of complainants or people (black- on top) who filed them. Please refer to the Map Legend for a description of the other map features. These complaints are for Q2 of 2017. Note the majority of the complaints calls fall outside of the 55 & 65 DNL range.



Prescott Airport currently has a voluntary noise abatement program. All noise complaints for 2016, 2017 have occurred outside of the 65 & 55 DNL range at Prescott Airport.

It is for this reason that the Airport recommends noise attenuation standards be a requirement for all building developments within Impact Zones 1 – 6. We recommend that in addition to complying with the current Energy Code, that development plans should include the following:

- Windows shall have a laboratory sound transmission class (STC) rating of at least 28.
- Doors shall have a laboratory sound transmission class (STC) rating of at least 26.
- Brick veneer, masonry blocks or stucco exterior walls will be constructed airtight.
- At the penetration of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts or conduits shall be caulked or filled with mortar.
- Window and/or through-the-wall ventilation units shall not be used.
- All sleeping spaces shall be provided with a carpeted floor.
- Through-the-wall mailboxes shall not be used.
- Exterior walls shall have a laboratory sound transmission class (STC) rating of at least 30.

4. **Impact Zones at Prescott Municipal Airport**

Airport Impact Zones are identified for each runway in use at the Prescott Municipal Airport. These zones are widely adopted nationwide in order to limit the damages caused by an aviation incident or accident, protect the viability of the airport, and to limit the impact of noise.

The following section describes each Airport Impact Zone.

Airport Impact Zone 1 – Runway Protection Zone The Runway Protection Zones (RPZ) is trapezoidal in shape and centered about the extended runway centerline. It extends from 200 feet beyond the end of the area usable for takeoff and landing. The narrower end of each RPZ is the closest to the runway end. The most critical segment of flight occurs within the RPZ. In this zone aircraft are the most vulnerable and the risk of accident is very high.

Airport Impact Zone 2 – Inner Safety Zone The Inner Safety Zone is rectangular in shape and centered about the extended runway centerline extending from the wider edge of the RPZ. The Inner Safety Zone together with the RPZ encompasses 30% to 50% of all near-airport accident sites.

Airport Impact Zone 3 – Inner Turning Zone The Inner Turning is conical in shape which is encompassed by a 30 degree angle to either side of the extended runway centerline, and a radius of 5,000 feet. Its vertex is situated on the runway centerline 200 feet off the runway end. It encompasses location where especially general aviation aircraft are turning from their final approach legs of the standard traffic pattern and are descending from pattern altitudes, as well as the area where departing aircraft normally complete their transition from takeoff power and flap setting to a climb mode and have begun turning to their en route heading.

Airport Impact Zone 4 – Outer Safety Zone The Outer Safety Zone is rectangular in shape and centered about the extended runway centerline. It extends from the outer edge of the Inner Safety Zone. At airports with high-activity levels, like PRC, it encompasses the areas used by approaching aircraft at an altitude typically less than traffic patterns, also it is applicable to airports with straight-in instrument approach procedures.

Airport Impact Zone 5 – Sideline Safety Zone The Sideline Safety Zone is rectangular in shape and centered on the runway centerline. It is defined by a 1,000 foot centerline offset on each side of the runway that connects the Inner Turning Zone on each end of the runway. While this zone is typically within airport boundaries, and it is not overflow, it is designed to mitigate the damages that could be caused by an aircraft losing directional control on takeoff.

Airport Impact Zone 6 – Traffic Pattern Zone The Traffic Patter Zone is defined by an area 5,000 feet wide, centered on the runway centerline, extending from the Sideline Safety Zone to the edges of the Outer Safety Zone. It encompasses all other portions of regular traffic patterns and pattern entry routes. While the risk of an accident within this zone is low, potential consequences can be severe.

This development proposes residential areas in Zone 3, which is contrary to the FAA recommendation, as well as the last Master Plan update, and the Airport Specific Area Plan. It was noted in the Airport Master Plan update that “All residential development occurring within the Airport Impact Zones shall be clustered as far away from the airport as possible.” While residential is permissible in Airport Impact Zones 4, 5, and 6, it is not recommended.

LAND USE	Zone 1 [#]	Zone 2 [#]	Zone 3 [#]	Zone 4 [#]	Zone 5 [#]	Zone 6 [#]
RESIDENTIAL [†] #						
Single Family Residential	N	N	N	Y*	Y*	Y*
Multi-Family Residential, Mobile Home Parks	N	N	N	Y*	Y*	Y*
Group Homes, Convalescent Facilities, Nursing Homes	N	N	N	Y*	Y*	Y*
Secondary Residence (1,200 square feet or less)	N	N	N	Y*	Y*	Y*
Caretaker Unit (1,200 square feet or less)	N	Y	Y	Y*	Y*	Y*
[†] All residential development occurring within the Airport Impact Zones shall be clustered as far away from the airport as possible. *Residential development within the Airport Impact Zones 4, 5 and 6 outside of the 55 DNL line is permissible [#] Avigation easements ensuring the right of flight and noise generation over every parcel and property within the Airport Impact Zone will be granted at no cost to the City by the property owners. All development in the Airport Impact Zone is to be sound insulated to a 45dnl rating or lower. All development must comply with 14 CFR Part77 reporting requirements and no development will penetrate an established 14 CFR Part 77 surface of the Prescott Municipal Airport as exists or may exist in the future.						

Land Use that is identified as Non-Compatible are “considered to present a significant risk to the safety or person on the ground or to persons in aircraft overflying the land, and/or the anticipated aircraft noise or frequent aircraft overflight is considered not to be acceptable by FAA, State and local standards and regulations. “

- Airport Master Plan (2010 Update)

It should be noted that current zoning could also pose an increased risk for both noise and safety risk for the Prescott Municipal Airport and the City of Prescott.

In the last 25 years, there have been 86 Aircraft Accidents, 20 of them included fatalities. Three of those accidents have been within the proposed Deep Well Ranch development.

The Deep Well Master plan proposes some limited residential in Zone 3. This goes against the Airport Master Plan and FAA recommendations. However, the proposal includes this section to be largely commercial, with the residential only being allowed above any commercial development. Due to the substantial commercial activity, and very limited residential in this area, paired with the large amounts of open space in other zones that the owner is willing to place, the Airport feels this is a good compromise. The open space will allow some protection to pilots.

The FAA can provide assistance and funding to encourage compatible land use, however the FAA has no regulatory authority for controlling land uses outside of the Airport Boundaries.

Pursuant to the Federal Airport and Airway Development Act, as a condition precedent to approval of an FAA-funded airport development project, the airport sponsor must provide the FAA with written assurances that "...appropriate action, including the adoption of zoning laws have been or will be taken, to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations including landing and takeoff of aircraft...."

Those grant assurances include:

Assurance 6: Consistency with Local Plans – A finding of consistency or inconsistency with local plans based upon the results of the intergovernmental review process is required at the time of application.

Assurance 7: Consideration of Local Interests – The non-airport sponsor certifies that fair consideration has been given to the interests of local communities. This does not require the sponsor to receive concurrence from all local communities, only that during project development their interests have been fairly considered in reaching decisions relative to the project.

Assurance 13: Operation and Maintenance – Applies to federally assisted noise compatibility project items and requires a sponsor to operate and maintain certain noise project items.

Assurance 20: Hazard Removal and Mitigation –When funds are allocated for developing new runways, runway safety areas, or to improve existing runways, the airport sponsor must own, acquire, or agree to acquire adequate property interest.

Assurance 29: Airport Layout Plan – Each project for airport development must provide for updating the airport layout plan unless otherwise authorized by the Administrator of the FAA. By this assurance, the airport sponsor (owner/operator)

agrees to keep the ALP current at all times.

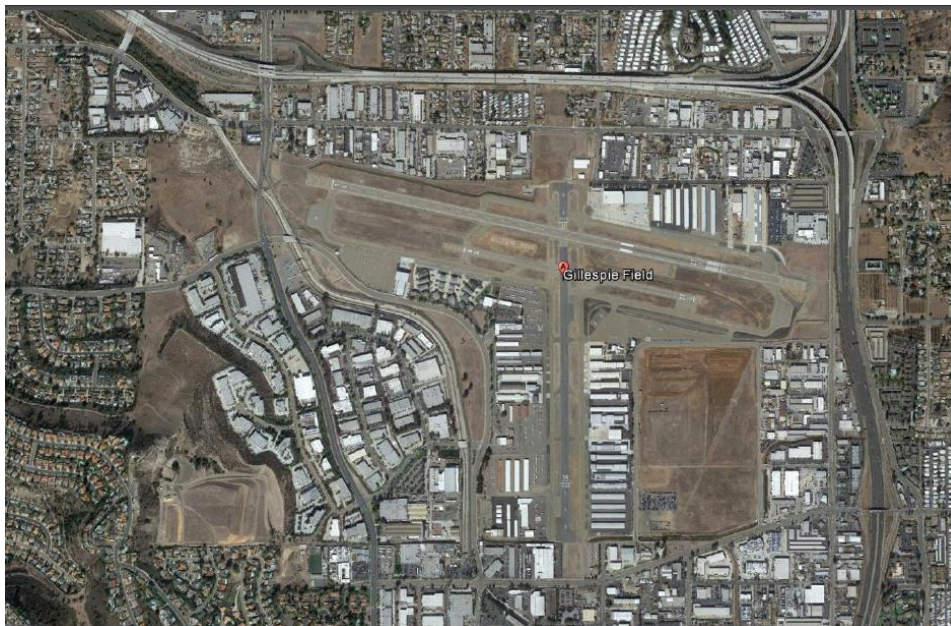
5. **Restriction of Water off the South End of the Runway**

In the Deep Well Ranch Master Plan, it specifically states that Stormwater storage is accepted in the proposed "Open Space." AC 150/5200-33B provides FAA guidance on what should be in and around an airport and specifically mentions that detention and retention ponds or bodies of water should be restricted in Airport vicinities. Water attracts birds and wildlife, which is very dangerous for pilots, especially in the approach and departure ends of the main runway.

6. **Drawing from other communities...**

Gillespie Field , California –

Gillespie Field is #6 in the nation in general aviation, one behind Prescott Municipal Airport at approximately 214,000 operations per year. This airport has several flight training operations and is largely surrounded by industrial use, outside of the residential encroachment on the approach/departure ends of the runway. While this airport has no commercial service, it does have 541 based aircraft and more business aviation use. This Airport supports around 3,000 jobs and \$110 million dollars of direct, indirect and induced revenues into the local economy.



This Airport is facing organized opposition due to the encroachment and improper protection, however. The Citizens Against Gillespie's Expansion & Low Flying Aircraft (C.A.G.E. L.F.A) is an organization that is dedicated to closing the Airport.



The Airport was deeded to the county by the United States Marine Corp in 1956, however was not protected properly. As you can see from the image above, there was very little residential or industrial use surrounding the airport in the late fifties.

Conclusion:

The current zoning allows for the owner to perform much of the development that is contrary to the current Airport Master Plan. The correct thing for the Airport to review is the change of use that is being requested.

The amount of open space that is being dedicated in the Deep Well Ranch master plan is very beneficial to the Airport, with the major concession being the area in Zone 3, to allow a commercial corridor instead of "Light Industrial Use." The first choice would be to allow commercial use only in this small section. However, allowing residential to be placed above commercial development is acceptable as long as the City properly understands the risk.

With approval of the Deep Well Ranch Master Plan, it is accepted that additional noise attenuation be added, so that the recommendations not only meet the energy code, but make an attempt to protect the Airport from the creation of a dedicated Noise Department or more burdensome requirements to pilots, Air Traffic Control, Forest Service Operations, etc. in the future. We recommended that this requirement be for all future development surrounding the airport.