APPENDIX 3

Land Use Plan
Prescott Municipal Airport

INTRODUCTION

The primary objective of the Airport Land Use Plan is to provide a review of the current land use and to develop guidelines for the future land use at and surrounding Prescott Municipal Airport (PRC). The guidelines are formulated in agreement with the need of maintaining the viability of PRC (a.k.a., Earnest A. Love Field), Federal Aviation Administration (FAA) guidelines, industry standards with regards to noise and safety and same land use planning's goals and objectives stipulated in the Prescott General Plan and Airport Specific Area Plan (ASAP).

This document is intended as a tool to assist City Officials and Airport Management in the evaluation and creation of adequate and compatible airport land uses, which will guarantee the future viability of PRC and foster the economic development of nearby communities. This document supplements, but does not replace the current ASAP.

As a tool to determine the appropriate land use around the airport, the use of specific Airport Impact Zones is introduced. The Airport Impact Zones (AIZ) are widely adopted and recommended by the FAA to protect airports from encroaching non-compatible land uses.

Furthermore, specific focus is given to the parcels identified in the ASAP as "Ranching Holding Designation" west of the airport. For those parcel, this plan indicates a variety of compatible land uses that gives the adjacent land owner the opportunity to develop their lands according to market demands and economic value.

The following criterion was used as guidelines during the preparation of this Airport Land Use Plan:

- Minimize the number of people exposed to frequent and/or high levels of airport noise or high cumulative noise levels of which airport noise is one component by identifying typical land uses that are particularly sensitive to noise;
- Preserve the airport airspace to minimize the risk of potential aircraft accidents in the vicinity of the Airport by avoiding the development of land uses and land use conditions, which pose hazards to aircraft in flight;
- Provide sufficient information to prospective airport area land users on the activity at the Airport with its associated noise and safety impacts allowing them to make an informed decision as to whether or not they wish to live and/or work in the Airport area; and
- Adhere to the goals and objectives stipulated in the Prescott General Plan and Airport Specific Area Plan (ASAP) and follow FAA land use requirements and guidelines.

The study is based on the review of relevant planning and zoning documents including:

- City of Prescott General Plan ;
- Airport Specific Area Plan (ASAP);

- City of Prescott land use and zoning ordinances;
- Airport noise contours maps;
- FAA Airport Land Use Compatibility Guide;
- FAA 14 CFR Part 150;
- FAA Advisory Circular 150/5020-1
- California Airport Land Use Planning Handbook;
- Washington state Airport Land Use Compatibility Guidebook; and
- Related other FAA Advisory Circulars.

The following Land Use Plan is organized in the following sections:

Section 1 Coverage Area;
Section 2 Definition of Sensitive Land Uses;
Section 3 Inventory of Existing Condition;
Section 4 Airport Safety Impact Zones;
Section 5 Airport Impact Zones Impact on Future Development; and
Section 6 Ranching (Holding Designation) Parcels.

SECTION 1 COVERAGE AREA

Geographic Coverage

The Airport Land Use Plan encompasses a geographic area defined by a combination of factors that include the ultimate runway layout, as per the 1997 Airport Master Plan, as well as the application of Airport Impact Zones and by current noise contours. The Airport Land Use Impact Zones Boundaries encompasses approximately 17 square miles.

Noise contours are determined by using the Federal Aviation Administration's (FAA) Integrated Noise Model (INM). This land use plan has defined the 65 dB Community Noise Equivalent Level (CNEL), at the capacity of the airfield, as a noise standard; however, do to the rural nature of the area the 55 db CNEL is also shown for information purposes. CNEL measurements are a weighted average of sound levels gathered throughout a 24-hour period. This is essentially a measure of ambient noise. Different weighting factors apply to day, evening, and nighttime periods. This recognizes that community members are most sensitive to noise in late night hours and are more sensitive during evening hours than in daytime hours. CNEL depends not only on the noise level of individual approaches, but also on the number of approaches during the measurement period.

Airport Setting

Prescott Municipal Airport (PRC) is situated on approximately 760 acres and located in the West-Central Region of Arizona in Yavapai County, Sections 24 and 25, Township 15 North, Range 2 West, and Section 19, Township 15 North, Range 1 West.

Highway 89 is adjacent to and west of the airport property, and approximately 2,300 feet from the threshold of Runway 3R-21L; and Highway 89A is directly south of Runway 12-30.

In 2007, PRC recorded 231,285 operations on three active runways, two of which are parallel runways, Runway 3L-21R and Runway 3R-21L. The other is a crosswind runway, Runway 12-30 (see Table 1.9: Summary of Runway Characteristics of 2008 Airport Master Plan).

City of Prescott General Plan, Airport Specific Area Plan and Zoning Ordinances

PRC and the surrounding area are identified in the General Plan as an economic engine for the City of Prescott and the region. To assure the protection of the Airport's economic vitality, the City adopted the Airport Specific Area Plan (ASAP). The ASAP focuses on the land use in a planning area approximately 50 square-miles around the Airport, and is mostly undeveloped and devoted to cattle ranching. According to the General Plan, the Town of Prescott Valley and Yavapai County have each voluntarily accepted ASAP as the basis of their future land use decisions for lands near the Airport, but within their jurisdictions and planning areas. The ASAP provides specific land use and zoning guidance. Additionally, it identifies issues caused by existing and planned developments and the potential issues that may rise when the designation of the lands to the west of the Airport will change from the current "*Ranching"* designation.

Furthermore, boundary agreements between the City of Prescott and the Town of Prescott Valley and the Town of Chino Valley have set the stage for a large annexation, encompassing approximately 11,000 acres of land east and south of PRC. This annexation has the potential for both major residential and commercial development over the next 20 years. Currently, one of the largest areas set aside for industrial uses is near the Airport.

One goal of the General Plan is to keep Prescott competitive in the regional marketplace and to attract higher paying jobs by creating additional commercial and industrial areas through the anticipated annexation of the large area east of the Airport.

Both the General Plan and the ASAP emphasizes the need to expand the opportunities for appropriate commercial, industrial land use and zoning in proximity to the Airport, and to protect the Airport from encroachment of incompatible land uses through enforcement of land use designations, policies, and zoning designations. The current plan designated the land near the Airport for manufacturing and industrial uses, as well as other intense commercial operation. However, subdivisions, both within the City and in unincorporated areas, are already being planned and built near the Airport.

Specific land use and zoning ordinance are found in the City of Prescott Land Development Code (LDC). LDC Article 2 specifies permitted land use per zoning categories, and the establishment of overlay corridors, such as the Airport Noise Overlay, which is further discussed in LDC Article 5.

The land use categories and designation found in the LDC as well as in the General Plan are used and referred in this Land Use Plan.

SECTION 2 DEFINITIONS OF SENSITIVE LAND USES

The FAA 14 CFR Part 150 defines criteria to indentify the sensitivity to noise pollution of the major land use categories in an effort to mitigate the impact of aircraft noise on nearby communities and to prevent the non-compatible development of such lands. The following section contains a broad description of extremely sensitive, moderately sensitive, and non sensitive land uses.

Extremely Sensitive Land Uses

Extreme Sensitive Land Uses are defined as land areas for which the receptor's, customary or anticipated, activities may be disrupted to a significant degree by aviation noise impacts in excess of 65 DNL, for which sufficient mitigation to ensure compatibility with current or future airport operations is not feasible.

The following land uses categories are typically considered extremely sensitive receptors:

- Low density residential areas, other than mobile home and transient lodging, where there is an expectation of a quiet surrounding and where it is difficult to provide sufficient noise mitigation to achieve outdoor and indoor Noise Level Reduction (NLR).
- Outdoor theatres, amphitheaters, and public assembly areas;
- Campgrounds (with overnight sleeping facilities);
- Schools, libraries, where measures to achieve outdoor and indoor NLR cannot be incorporated; and
- Medical facilities, such as hospitals and nursing homes, assisted living facilities, where measures to achieve outdoor and indoor NLR cannot be incorporated.

Moderately Sensitive Land Uses

Moderately Sensitive Land Uses are land areas for which the receptor's, customary or anticipated, activities may be disrupted to a significant degree by aviation noise impacts in excess of 70 DNL, for which sufficient mitigation to ensure compatibility with current or future airport operations is feasible by the incorporation of special design features and construction techniques. Also, activities associated with the land use are confined exclusively or almost exclusively to indoor areas.

The following land uses categories are typically considered moderately sensitive receptors:

- Schools and libraries;
- Medical facilities, such as hospitals and nursing homes, assisted living facilities;
- Mortuaries and funeral parlors;
- Churches, auditoriums and concert halls;
- Governmental services;

- Offices, business and professional services;
- Wholesale and retails;
- Hotels and motels;
- Indoor theatres, music halls, meeting halls, and other indoor public assembly facilities;
- Studios - radio, television, recording, rehearsal, and performance facilities;
- Schools and day care centers (excluding aviation related); and
- Museums (excluding aviation related).

Non Sensitive Land Use

Non Sensitive Land Uses are land areas for which the receptor, customary or anticipated, activities are not disrupted by aviation noise impacts.

The following land use categories are typically considered non-sensitive receptors:

- Mining, fishing and resources production and extraction;
- Transportation facilities: railroad, rapid rail transit, street railway transportation, motor vehicle transportation, aircraft transportation, highway and street right-of-way; and
- Agriculture (except livestock).

Land use compatibility with regards to noise exposure is summarized in Table 3 - FAA Land Use Compatibility with Yearly Day-Night Average Sound Levels.

Table 3
FAA Land Use Compatibility with Yearly Day-Night Average Sound Levels

LAND USE	Yearly Day-Night Average Sound Level in Decibels					
	< 65	65-70	70-75	75-80	80-85	> 85
Residential						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoria, and concert halls	Y	25	30	N	N	N
Government services	Y	Y	25	30	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 and retail – building materials, hardware, and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade – general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communications	Y	Y	25	30	N	N
Manufacturing and Production						
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(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts, and camps	Y	Y	Y	N	N	N
Golf courses, riding stables, and water recreation	Y	Y	25	30	N	N

Numbers in parentheses refer to notes.

* The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, state, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute Federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise-compatible land uses.

KEY TO TABLE A-1

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 = Land Use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structures.

NOTES FOR TABLE A-1

(1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor-to-indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide an 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 construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low. (3) Measures to achieve NLR 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low. (4) Measures to achieve NLR 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low. (5) Land-use compatible 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.

Source: FAA 14 CRF Part 150 *Airport Noise Compatibility Planning*

SECTION 3 INVENTORY OF EXISTING CONDITION

The following section provides an overview of the current land use designations adopted by the City of Prescott's General Plan and their application in the current planning study area.

Land Use Designations

The following definitions directly relate to the designations used on the General Plan (ratified in May 2004), its Land Use Map, and other additional land uses.

Government/Institutional

This designation denotes areas dedicated for public or semi-public uses which may include government centers, police and fire substations, schools, libraries, community centers, water plants, wastewater treatment plants, as well as college or university campuses and related uses and activities, including student dormitories. In general these areas are not intended for residential uses other than student housing.

Recreation/Open Space

This designation denotes areas that are to be precluded from development except for active and passive public recreational facilities or natural preserves. Open space areas are intended to be left in a natural state due to topographic, drainage, vegetative, and landform constraints or the need to provide buffers between incompatible land uses or to protect viewsheds.

Agricultural/Ranching

The Agricultural/Ranching designation denotes areas intended to remain in agricultural or ranching production over the long-term. However, these areas are anticipated to transition to other land uses over time. Agricultural/Ranching land may allow residential development of up to one dwelling unit per acre depending upon zoning classification. Public service demands are not anticipated to be as great as in residential designations. No commercial or industrial development is anticipated.

Commercial/Recreation

The Commercial/Recreation designation is intended to allow a mix of retail commercial uses, but with an emphasis on recreation related uses such as resorts, campgrounds, equestrian facilities, lodges, hotels/motels, RV parks, fishing camps and swimming pools. This category may also include civic and office uses. Residential uses are not anticipated with this designation.

Mixed-Use

Mixed-Use areas are generally located at an existing or anticipated circulation nexus and/or placed between higher intensity uses and adjoining residential land uses. The Mixed-Use

designation is intended to be compatible with the surrounding area while providing a mix of commercial, employment, public and residential uses. It is anticipated that these areas will support neighborhood oriented commercial uses and may include master-planned and developed mixed communities intended to replicate the traditional downtown mixture of commercial and residential uses of all density categories. Residential uses are permitted, but subject to density and buffering standards set out by the overlying zoning districts.

Commercial

The Commercial designation denotes typical community or regional commercial uses. Intended uses include office, retail, service, civic, lodges, health related and other similar uses as permitted by the appropriate zoning designations. Residential uses of all density categories are permitted, but subject to density and buffering standards set out by the overlying zoning districts.

Commercial/Employment

The Commercial/Employment designation refers to areas where professional offices, tourism, recreation, service uses, warehousing, and light industrial uses are generally appropriate. This use requires appropriate buffering considerations from adjoining residential areas. The specific allowable uses are determined based upon the zoning of each particular site and will consider adjacent land uses, traffic impacts and the intensity of any proposed development. Residential uses are not anticipated in this designation.

Industrial

The Industrial designation is intended to include manufacturing, fabrication and processing of durable goods, wholesaling, warehousing, and distributing, printing and publishing and freight terminals. This category may also include civic and office uses. Residential uses are not anticipated in this designation.

Residential

In the General Plan the Residential designation includes three (3) sub-categories: Very Low Density Residential (<1 DU/AC), Low-Medium Density Residential (1-7 DU/AC), and Medium-High Density Residential (8-32 DU/AC).

- *Very Low Density Residential (<1 DU/AC).* The Very Low Density Residential category is intended for large-lot single-family housing in a rural setting. Development in these areas will consist mainly of detached single-family homes on 2-acre minimum sized lots or larger. The basic character of development is rural, with most natural features of the land retained. Typically, keeping of horses or other livestock is permitted, possibly in association with pre-existing and ongoing farming or ranching. Public services demands are not as great as in higher density, more urban development. No commercial or industrial development is anticipated.
- *Low-Medium Density Residential (1-7 DU/AC).* The Low-Medium Density Residential category is intended for predominantly single-family detached residential development.

Residential densities of up to seven dwelling units per acre are typical of this category. In general these areas are quiet residential single-family neighborhoods but in some areas a mix of single-family, duplexes and townhouses would also be appropriate. This designation may also include such supporting land uses as neighborhood shops and services, parks and recreation areas, religious institutions, and schools. A full range of urban services and infrastructure is required. The Low-Medium Density Residential category would also allow residential development as described for the Very Low Density Residential category.

- *Medium-High Density Residential (8-32 DU/AC).* The Medium-High Density Residential category may include duplexes, manufactured and modular homes, apartments, town homes, and other forms of attached or detached housing on smaller lots. The density range for this category is 8 to 32 dwelling units per acre. This category may also include such supporting land uses as neighborhood shops and services, parks and recreation areas, religious institutions, and schools. A full range of urban services and infrastructure is required. The Medium-High Density Residential category would also allow residential development as described for the Low-Medium Density and Very Low Density Residential categories.

Resources Extraction

The Resources Extraction designation is intended to include mining and quarrying activities of material such as sand, gravel, fill dirt and other varied minerals. This category may also include civic and office uses. Residential uses are not anticipated in this designation.

Vacant

The Vacant designation includes all Arizona State and Bureau of Land Managements vacant lands, as well as parcels purposely designated as vacant by the City of Prescott or by the Yavapai County.

Inventory of Existing Land Use

Existing land uses, whether or not such uses are compatible with the Airport, are described below.

A land use is considered to be “existing” if substantial construction investments, by the landowner, make it infeasible for the property to be used for anything other than its current or proposed use; or if the land use physically exists. Existing land uses that are “incompatible” based on the Land Use Plan and the matrix will be considered “non-conforming” uses.

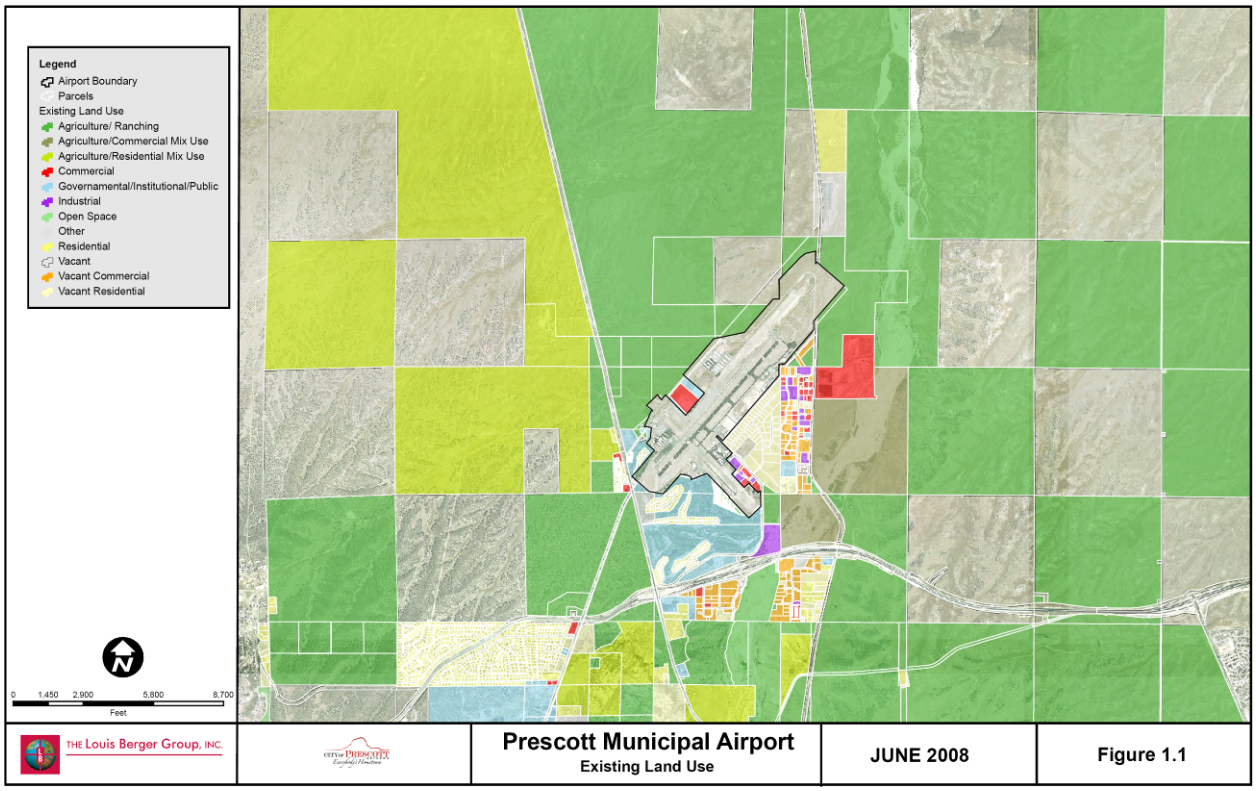
The area surrounding PRC is predominately dedicated to agriculture and ranching. The 2003 City of Prescott General Plan describes the area as mix of residential, commercial, agricultural, and recreational areas. The City of Prescott Zoning Ordinance has designated the Airport as Zone Light Industrial (LI), Industrial Transition (IT), and Business General (BG), as adopted in the City of Prescott Land Development Code, amended January 11, 2005. The Airport includes a

main terminal, hangar buildings, administration and additional structures leased and used by the United States Forest Service, Embry-Riddle and various aviation related businesses and services.

The land use for the areas east and north of the Airport are classified in the General Plan as Commercial/Employment use for up to ½ mile followed by Recreational/Open Space.
The area east of the Airport is classified as Commercial and it falls under the Commercial Corridor Overlay (CCO).

The land use for the areas to the north and to the west of the Airport is classified for Agriculture/Ranching. The area southwest and south of the airport is zoned Residential Single Family, Low-Medium Density Residential and Recreational Open Space. Located in this area is a traffic sensitive area along U.S. Highway 89, which provides direct access to the Airport's terminal area. Additionally, this area includes the Antelope Golf Resort and Community.

Figure 1.1 – Airport Land Use Plan Existing Conditions – illustrates the current land uses within the planning area. The designations listed in the legend represent the major land use categories adopted in the General Plan.

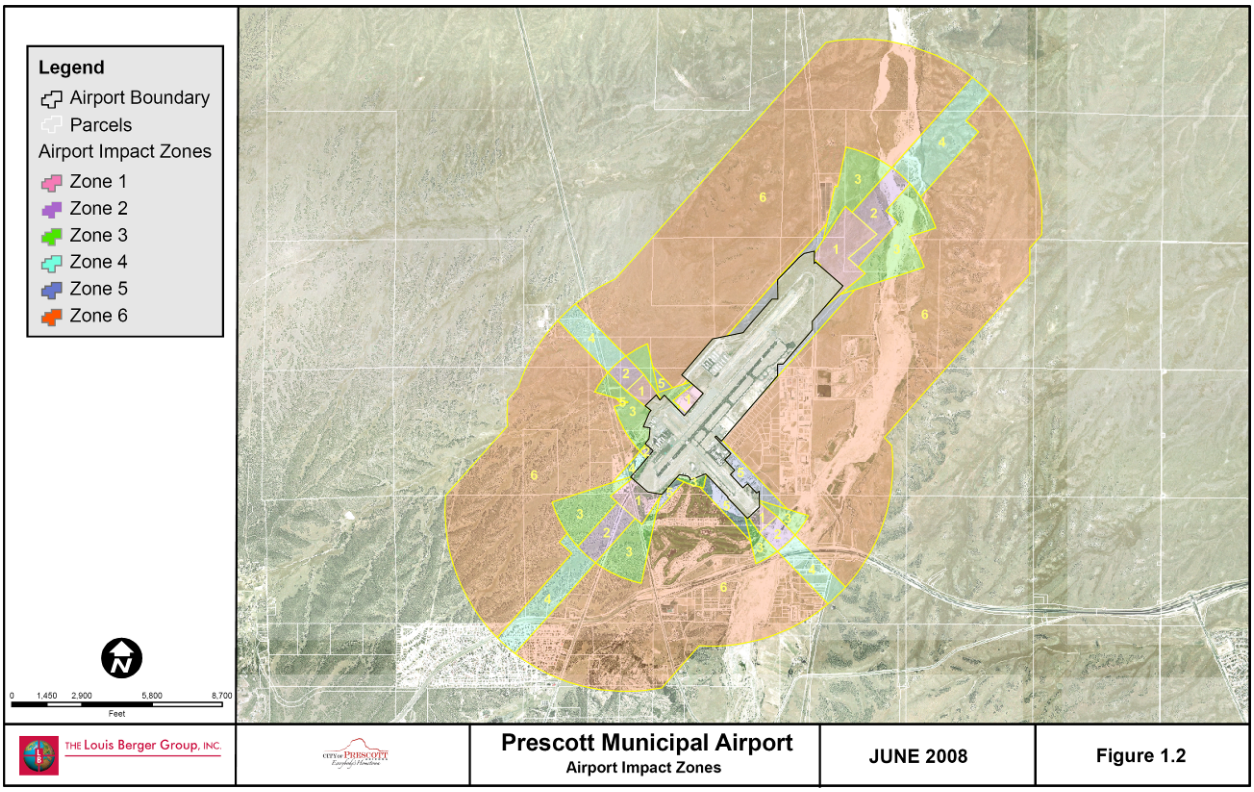


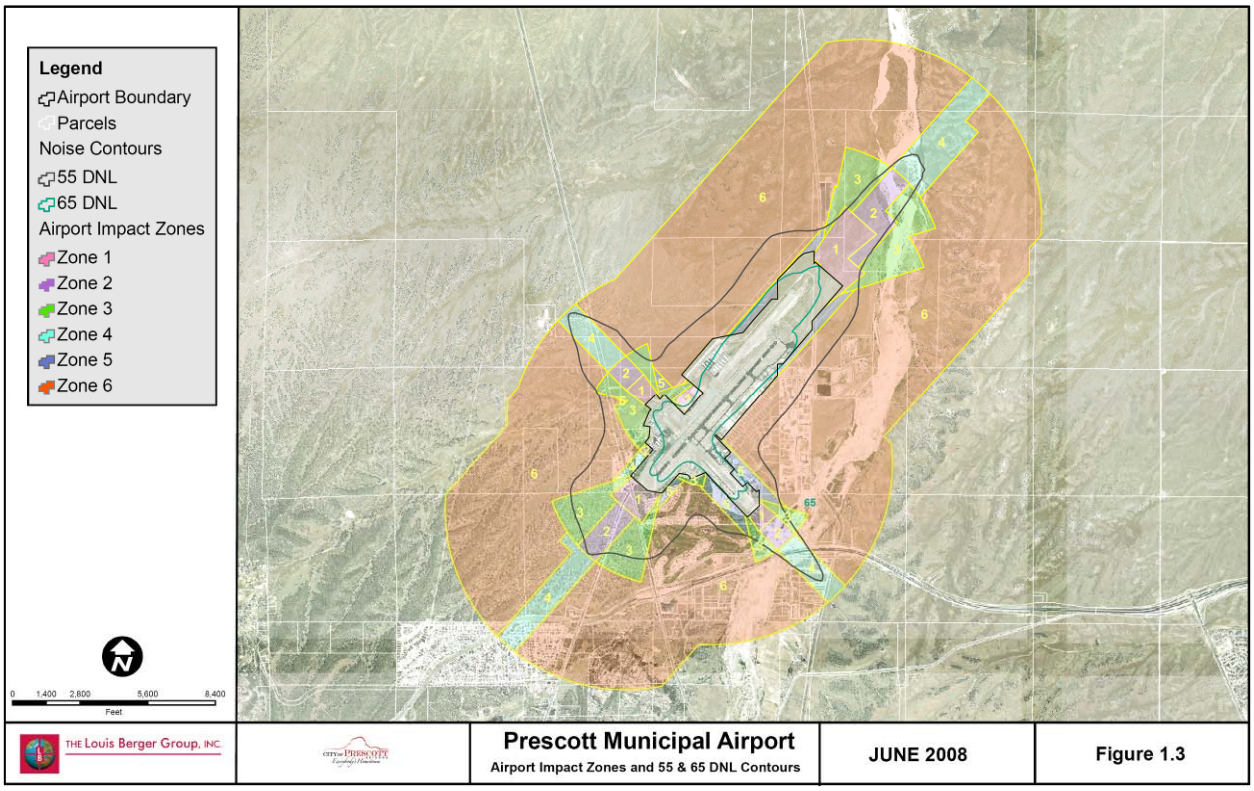
SECTION 4 AIRPORT IMPACT ZONES

The ASAP identified an official Airport Influence Area as the primary and only method of airport protection. It extends three to five miles from the runway intersection based on the length and activity level of each of runway, creating a one mile wide approach/departure corridor where residential use is not generally allowed.

This methodology was adopted by the City of Prescott, Yavapai County and Town of Prescott Valley, to further identify the proper land use for the properties directly and potentially affected by airport operations, in addition to the noise contours.

As per current Federal Administration Aviation (FAA) guideline standards, Airport Impact Zones (AIZ) are identified for each runway in use at PRC. AIZs are widely adopted by airports nationwide, and adopted by states as a standard to limit the damages caused by an aviation accident, to protect the viability of the airport, and to limit the impact of noise on residential areas (see Figure 1.2 – *Airport Impact Zones*; and Figure 1.3 – *Airport Impact Zone and 55 & 65 DNL Contours*).





The following section describes each Airport Impact Zone and provides their dimensions based on each runway configuration.

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 that 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.

Table 4 provides dimensions for each AIZ according to each runway configuration.

Table 4
Airport Impact Zones Dimensions

Airport Impact Zones	Runway 12-30	Runway 3R-21L	Runway 3L-21R
Zone 1	250 ft x 1,700 ft x 500	500 ft x 2,500 ft x 875 ft	500 ft x 2,500 ft x 875 ft
Zone 2	2,800 ft x 1,000 ft	2,500 ft x 1,000 ft	2,500 ft x 1,000 ft
Zone 3	60° Sector, x 4,500 ft Radius	60° Sector, x 5,000 ft Radius	60° Sector, x 5,000 ft Radius
Zone 4	3,000 ft x 1,000 ft	5,000 ft x 1,000 ft	5,000 ft x 1,000 ft
Zone 5	1,000 ft wide	1,000 ft wide	1,000 ft wide
Zone 6	5,000 ft wide	5,000 ft wide	5,000 ft wide

SECTION 5 AIZ IMPACTS ON FUTURE DEVELOPMENT

The following section presents the Land Use Airport Compatibility Matrix, which was created based on current Federal and State guidance and regulations. The references used to define the criteria and used to compile this matrix are the following:

- Arizona ARS Title 28 – Chapter 25 Article 7: Airport Zoning and Regulations;
- FAA Airport Land Use Compatibility Guidebook;
- FAA 14 CFR Part 150 Airport Noise Compatibility Planning;
- California Airport Land Use Planning Handbook; and
- Washington State Airport Land Use Compatibility Program.

Land use identified as "Compatible" are not considered to present a significant risk to the safety of persons on the ground or to persons in aircraft overflying the land, and the anticipated aircraft noise or frequent aircraft overflight is considered to be acceptable by FAA, State and local standards and regulations.

Land uses identified as "Non-Compatible" are considered to present a significant risk to the safety of 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.

Typically the level of risk is correlated with population density, where higher densities pose a higher statistical risk to the safety of persons in the event of an accident. Therefore, land use with high population densities are discouraged in the vicinity of the airport. Table 5: *Recommended Land Use Densities and Open Space* presents the maximum recommended density for each of the Airport Impact Zones.

Based on the criteria mentioned above, Table 6: *Land Use Airport Compatibility Matrix*, is proposed to the City of Prescott as recommended land uses for the parcels within each AIZ from the airport compatibility prospective. Land use groups are identified as being "compatible" or "non-compatible". Compatible land uses are designated by the letter "Y"; while non-compatible land uses are designated by the letter "N".

Table 5
Recommended Land Use Densities and Open Space

Airport Impact Zones	Maximum Recommended Land Use Density (persons/acre)	Maximum Recommended Single Acre Land Use Density (persons/acre)	Minimum Recommended Percent Open Space (% gross area)
Zone 1	0	0	100
Zone 2	20	40	30
Zone 3	60	120	25
Zone 4	40	120	20
Zone 5	150	450	10
Zone 6	150	450	10

Table 6
Prescott Municipal Airport
Airport Impact Zones Land Use Compatibility Matrix

LAND USE	Zone 1#	Zone 2#	Zone 3#	Zone 4#	Zone 5#	Zone 6#
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/EMPLOYEMENT						
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
GOVERNAMENTAL/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

[†] 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.

SECTION 6 RANCHING (HOLDING DESIGNATION) PARCELS

This section addresses the special concerns of the City of Prescott with regards to the future land use designation of the parcels of land located to the west of the Airport, which will be annexed to the City of Prescott.

Currently, the land use designation of the parcels west of the airport is “Ranching”. Based on the Airport Land Use Compatibility Matrix previously presented, Table 7: *Land Use Compatibility for Future Development of Ranching (Holding Designated) Parcels* identifies for each parcels, within the planning area, which land use designation will create the condition for highest economic development, while satisfying the airport’s compatibility’s criteria.

The land use for all the other parcels outside the planning area will follow the land use criteria established by the City of Prescott as specified in the General Plan and other City of Prescott zoning ordinances.

Table 7
Land Use Compatibility for Future Development of Ranching (Holding Designated) Parcels

Parcel No.	Airport Impact Zones*	Agriculture Ranching*	Commercial*	Commercial Employment*	Commercial Recreational*	Governmental Institutional*	Industrial *	Recreational Open Space*	Residential#	Resource Extraction*
13-102-01-001-02-0	4,6	Y	Y [2]	Y [13]	Y [8]	Y [9,10,11]	Y	Y	Y	N
13-102-01-002-01-4	2,3,6	Y [1]	Y [2,3,4]	Y [5,6, 13]	N [7]	Y [9,10,11]	N	Y	Y	N
13-102-01-002-02-3	4,6	Y	Y [2]	Y [13]	Y [8]	Y [9,10,11]	Y	Y	Y	N
13-102-01-002-02-3	4,6	Y	Y [2]	Y [13]	Y [8]	Y [9,10,11]	Y	Y	Y	N
13-102-01-213-14-4	6	Y	Y	Y [13]	Y	Y	Y	Y	Y	Y
13-102-01-213-14-4	6	Y	Y	Y [13]	Y	Y	Y	Y	Y	Y
13-102-04-001-01-0	2,3,4	Y [1]	Y [2,3,4]	Y [5,6, 13]	N [7]	Y [9,10,11]	N	Y	Y	N
13-102-04-010-01-6	3,6	Y	Y [2]	Y [13]	Y [8]	Y [9,10,11]	Y	Y	Y	N
13-102-04-001-02-9	3,6	Y	Y [2]	Y [13]	Y [8]	Y [9,10,11]	Y	Y	Y	N
13-102-04-001-02-9	3,4	Y	Y [2]	Y [13]	Y [8]	Y [9,10,11]	Y	Y	Y	N
13-102-04-010-02-5	6	Y	Y	Y [13]	Y	Y	Y	Y	Y	Y
13-102-05-324-08-4	4,6	Y	Y [2]	Y [13]	Y [8]	Y [9,10,11]	Y	Y	Y	N
13-102-05-324-10-9	3,4,6	Y	Y [2]	Y [13]	Y [8]	Y [9,10,11]	Y	Y	Y	N

* The land use compatibility for the above listed parcels is determined by applying criteria based on the most restrictive airport impact zones, regardless of size of actual land impacted by the specific zone.

Exceptions:

1. Commercial Poultry;
2. Shopping Centers;
3. Restaurant and Food Take-out, General Retail Stores, Tasting Rooms;
4. Convention Centers
5. Office Buildings, Public Buildings, Research Laboratories;
6. Personal Service Health Clinics;
7. Golf Courses and. Tennis Courts;
8. RV Park;
9. All Schools, Hospitals, Correctional Facilities;
10. Libraries, Day Care Centers, Social Clubs/Lodges, Churches;
11. Electric Power Plant.

Residential development subject to compliance with Table 6 *Airport Impact Zones Land Use Compatibility Matrix.*