

5.6 FUTURE LAND USE PLANS AND ZONING

The discussion of future land use plans and zoning in this EIS is confined to the vicinities of the existing airport and the proposed replacement airport site, representing the areas where future development and land use patterns are most likely to be influenced by the development of the proposed replacement airport; and where future development and land uses are most likely to have implications for the operation of the proposed replacement airport. Please see Section 5.3.4 in the Final EIS for a discussion of the NPS lands management plans.

5.6.1 EXISTING AIRPORT STUDY AREA

If the proposed replacement airport is approved, the City of St. George plans to redevelop the existing airport site for a mix of residential, commercial, administrative and professional, light industry, and/or campus land uses after the proposed replacement airport becomes fully operational. See Appendix D, *Existing Airport Redevelopment Plan*, in the Final EIS. The redevelopment plan is intended to provide a balance of community development through the provision of services and employment opportunities that are centrally located for the convenience of potential adjacent residents, while taking advantage of the picturesque panoramic views of downtown St. George, the Redrocks, Pine Valley Mountain Range, Zion National Park, and the Beaver Dam Mountains.

Single-family homes and multi-family residences, such as town-homes, condominiums, and apartments, would be developed through the residential plan for the area. The commercial development would include retail commercial, office, and professional businesses.⁷⁷

5.6.2 PROPOSED REPLACEMENT AIRPORT STUDY AREA

Exhibit 5.9 (in the Final EIS) shows the proposed future land uses throughout the St. George and Washington City area, based on the current general plans of the local jurisdictions. Most of the property in the area is in private ownership and is potentially available for development, subject to development permits by local governments and the provision of utilities and roads.

Within their respective land use designations, both St. George and Washington City have considered the potential effects of the proposed replacement airport. St. George has designated its lands on the plateau area in the immediate vicinity (to the west and south) of the proposed replacement airport site as a Business-Research Park for development of light manufacturing and professional office uses. Land use designations for property beyond the ridgeline to the west and northwest of the plateau are low-density residential. However, most of those areas are more than 100 feet lower than the proposed replacement airport site and therefore, do not have direct visual or physical connection to the site.⁷⁸

⁷⁷ *St. George City Municipal Airport Redevelopment Plan*. Prepared by URS Corporation. October 2005.

⁷⁸ *General Plan, City of St. George, Utah*. Prepared by St. George Department of Community Development. 2002.

The City of St. George is conducting an airport vicinity land use planning process concurrently with this EIS. The intent of the planning effort is to develop a land use plan and regulations that promote compatible land uses in the proposed replacement airport environs while also establishing a planning framework that would enable local governments to capitalize on potential economic development opportunities. The study is considering the effects of aircraft noise, potential safety issues, and airspace protection in determining the best locations for various land uses.

On March 9, 2005, Washington City approved a General Plan update that identifies a Special Study Area in the vicinity of the proposed replacement airport. The Preferred Land Use Alternative described in the Washington City General Plan shows the designation of industrial land uses adjacent to the proposed replacement airport site with open space uses designated adjacent to the northwest corner of the site.⁷⁹ However, no designations for these areas will be official until after August 1, 2005.⁸⁰

Both St. George and Washington City have shown the unincorporated Washington County lands in their General Plans as business/industrial land uses in anticipation of potential future annexation, which has not yet been determined. The Washington County General Plan does not designate future land uses for this area because county policy requires annexation of these areas to a municipality in order to be developed.

South of the proposed replacement airport site, within the State of Arizona, the Mohave County General Plan ascribes a default of classification as a Rural Development Area within the proposed replacement airport study area.⁸¹ This area is not currently anticipated to have near term development, in part due to the current lack of water and other utility services in this area of Mohave County.

Potential economic development in the area that may be spurred by the opening of the proposed replacement airport and the planned Southern Corridor is also being considered. It is possible that St. George and Washington City may revise designations for planned future land uses in the proposed replacement airport study area after the Airport Vicinity Land Use Plan is developed and approved by the local governments.

The City of St. George and Washington County have each adopted resolutions to pursue multi-jurisdictional land use compatibility planning in association with the development of the Proposed Replacement Airport at St. George. The city adopted the resolution on April 6, 2000 and the county on April 10, 2000.^{82, 83}

⁷⁹ Washington City General Plan. Prepared by Winston Associates. 2005.

⁸⁰ Jim McGuire, City Planner, Washington City, phone conversation 3 March 2005.

⁸¹ Mohave County General Plan. Released May 7, 2004. On-line at: <http://www.co.mohave.az.us/>.

⁸² City of St. George Resolution 1-4-00R, *Resolution to Pursue Land Use Compatibility with the Development of a Replacement Airport*. April 6, 2000.

⁸³ Washington County Commission Resolution No. 751, *Resolution to Pursue Land Use Compatibility through the Formation of a Joint Planning Board Regarding the Development of a Replacement Airport*. April 10, 2000.

5.6.3 EXISTING ZONING

Table 5.5 lists the zoning districts of each jurisdiction in the proposed replacement airport study area (i.e. the City of St. George, Washington City, and Washington County, Utah; and Mohave County, Arizona). They are classified into generalized categories that are mapped in **Exhibit 5.10** (in the Draft EIS). For the most part, the existing zoning corresponds with the land use designations shown on the future land use map (**Exhibit 5.9** in the Final EIS).

Table 5.5
CLASSIFICATION OF ZONING DISTRICTS INTO GENERALIZED CATEGORIES

GENERALIZED ZONING CATEGORY	ZONING DISTRICTS BY JURISDICTION			
	CITY OF ST GEORGE, UTAH	WASHINGTON CITY, UTAH	WASHINGTON COUNTY, UTAH	MOHAVE COUNTY, ARIZONA
Agriculture	A-1, A-5, A-10, A-20 Agricultural M-G, Mining and Grazing (.05) OS, Open Space	A, Agricultural	A-Agriculture OST, Open Space Transition	A, General
Rural Residential, 1 dwelling unit per acre	RE-5, RE-12.5, RE-20, RE-37.5 Residential Estate (0.2 max)	RA, Residential Agricultural (0.2 to 2)	RA, Residential Agricultural FR-Forest Residential RE, Residential Estate	A-R, Agricultural Residential (1) R-OA, Single-family Residential, Houses Only/ Limited Animal Use (1) A-D, Airport Development (1) RE, Residential Recreation (2)
Low-Density Residential	R-1-6, R-1-7, R-1-8, R-1-10, R-1-12, R-1-20, R-1-40 Single Family Residential R-1, Conservation	R-1, Single Family Residences (1.1 to 7.26)	SF, Single Family Residential	R-1, Single-family (7.26) Residential R-O, Single-family Residential, Houses Only (7.26)
Medium/High Density Residential	R-2, R-3, R-4 Multiple Family Residential (13.6) RCC, Residential Central City	R-2, One and Two Family Residences (7.26) R-3, Multiple Family Residential (14.52)	R-2, R-3, MF, Multiple Family Residential	R-M, Multi-family Residential (7.26)
Mobile Home	MH-6, MH-8, MH-10, MH-12, MH-20, MH-40 Mobile Home (16)	MH, Mobile Home-Recreational Vehicle (36.3 to 7.26)	MH, Manufactured Housing & Recreational Vehicle	R-MH, Residential Mobile Home (7.26) R-TT, Residential Mobile Home and Travel Trailers

Table 5.5 Continued
CLASSIFICATION OF ZONING DISTRICTS INTO GENERALIZED CATEGORIES

GENERALIZED ZONING CATEGORY	ZONING DISTRICTS BY JURISDICTION			
	CITY OF ST GEORGE, UTAH	WASHINGTON CITY, UTAH	WASHINGTON COUNTY, UTAH	MOHAVE COUNTY, ARIZONA
Planned Development	PD, Planned Development	PUD, Planned Unit Development PCD, Planned Community Development	PD, Planned Development	
Commercial, Office	C-1, Commercial C-2, Commercial C-3, Commercial C-4, Commercial A-P, Administrative and Professional Office	C-1, Community Commercial C-2, Service Commercial C-3, General Commercial Sexually Oriented Businesses AP, Administrative and Professional	C-1, Commercial C-2, Commercial C-3, Commercial Wireless Communication Facilities	C-1, Neighborhood Commercial C-2, General Commercial C-2H, Highway Commercial C-RE, Commercial Recreation
Industrial	M-1, Manufacturing M-2, Manufacturing	I, Industrial	M-1, M-2, Manufacturing I-1, Industrial	C-M, Commercial Manufacturing C-MO, Commercial Manufacturing – Open Lot Storage M, General Manufacturing M-X Heavy Manufacturing
Park and Open Space		OS, Open Space	OSC, Open Space Conservation SFR-Seasonal Forest Residential	R-P, Regional Parks C-P, Community Parks N-P, Neighborhood Parks
Overlay Zones	Overlay Zones Resort Overlay Zone Historic District Overlay Zone Airport Overlay Zone	HP, Hillside Protection Overlay IC, Interstate Corridor Overlay		

Sources: Washington City, Utah Zoning Ordinance, Adopted March 1, 1995.
 Mohave County Planning and Zoning Department, Zoning Ordinance, Adopted September 7, 1965; Revised November 6, 2003.
 Washington County Zoning Ordinance, December 12, 2001.
 Zoning Ordinance of the City of St. George Utah, 1998.