

When recorded return to:
Clerk of the Board
P.O. Box 827
Florence AZ 85132

RESOLUTION NO. 2022-PZ-PA-008-22

A RESOLUTION OF THE PINAL COUNTY, ARIZONA, BOARD OF SUPERVISORS APPROVING A 2022 MAJOR COMPREHENSIVE PLAN AMENDMENT AND TO ALLOW FOR THE CREATION OF A MILITARY COMPATIBILITY CHAPTER FOR THE PINAL COUNTY COMPATIBILITY USE IMPLEMENTATION AND APPLY ACCOMPANYING UPDATES TO THE PLAN'S MINOR COMPREHENSIVE PLAN AMENDMENT REGULATIONS; IN CONNECTION WITH PINAL COUNTY COMMUNITY DEVELOPMENT DEPARTMENT CASE NO. PZ-PA-008-22

WHEREAS, the Pinal County Board of Supervisors ("Board") is authorized pursuant to Arizona Revised Statutes § 11-805 and Pinal County Development Services Code § 2.170.110 to approve Major Comprehensive Plan Amendments; and

WHEREAS, on April 29, 2020, the Pinal County Board of Supervisors approved and adopted the Pinal County Joint Land Use Study (JLUS) dated March 2020; and

WHEREAS, on September 1, 2022, the Pinal County Citizens Advisory Committee met and approved Case No. PZ-PA-008-22 by a vote of 10-0, Major Comprehensive Plan Amendment to the 2019 Pinal County Comprehensive Plan to allow for the creation of a Military Compatibility Chapter for the Pinal County Compatible Use Implementation and to apply accompanying updates to the Plan's minor Comprehensive plan amendment regulations; and

WHEREAS, on September 15, 2022, the Pinal County Planning and Zoning Commission held a public hearing on Case No. PZ-PA-008-22, after providing notice pursuant to statutory requirements, and following the public hearing voted 7-1 in favor of forwarding a recommendation of approval to the Board to allow for the creation of a Military Compatibility Chapter for the Pinal County Compatible Use Implementation and to apply accompanying updates to the Plan's minor Comprehensive plan amendment regulations; and

WHEREAS, on November 2, 2022, the Board held a public hearing on Case No. PZ-PA-008-22, after providing notice pursuant to statutory requirements, and considered the application for the Major Comprehensive Plan Amendment.

NOW, THEREFORE, BE IT RESOLVED by the Pinal County Board of Supervisors that the application for the Major Comprehensive Plan Amendment in Case No. PZ-PA-008-22, as described in "Exhibit A", is hereby approved.

PASSED AND ADOPTED this 2nd day of November, 2022, by the PINAL COUNTY BOARD OF SUPERVISORS.

Chairman of the Board

ATTEST:

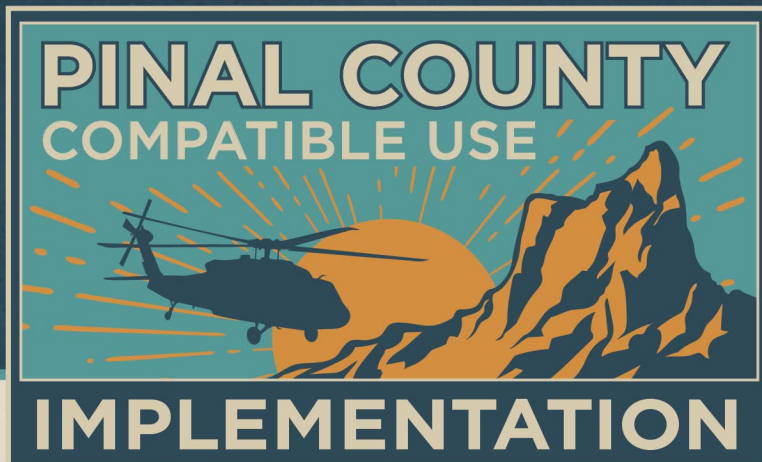
Clerk/Deputy Clerk of the Board

APPROVED AS TO FORM:

Deputy County Attorney

EXHIBIT A

PZ-PA-008-22
Compatible Use Implementation
Military Compatibility
Chapter 10
Board of Supervisors Final Draft

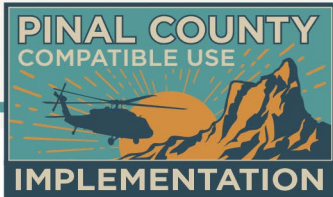


in partnership with the Arizona National Guard

Military Compatibility

Chapter 10

BOARD OF SUPERVISORS FINAL DRAFT



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Acronyms & Definitions

Acronyms

ATCAA	Air Traffic Control Assigned Airspace
APZ	Accident Potential Zone
AASF	Army Aviation Support Facility
ASLD	Arizona State Land Department
AZARNG	Arizona Army National Guard
CZ	Clear Zone
DoD	Department of Defense
FMR	Florence Military Reservation
MCA	Military Compatibility Area
MCAOD	Military Compatibility Area Overlay District
MOA	Memorandum of Agreement
MTR	Military Training Route
PPS	Picacho Peak Stagefield
RA	Restricted Airspace
RTS	Rittenhouse Training Site
SBAH	Silverbell Army Heliport
TFTA	Tactical Flight Training Area
USBR	U.S. Bureau of Reclamation
UAS	Unmanned Aerial System



Definitions

An **Accident Potential Zone** is the area of an airfield that extends away from the runway beginning at the far end of Clear Zone. Department of Defense Instruction (DODI) 4165.57 explains APZ requirements for heliports.

Bambi bucket training is a training exercise in which a helicopter transports a 660-gallon bucket of water suspended beneath the helicopter; conducted at RTS.

A **Clear Zone** is the area of land that is just beyond the runway where the potential for accidents is greatest. The standards for Clear Zones are set out in DODI 4165.57.

Dust landings are a Helicopter training style that intentionally creates swirling dust and debris due to rotor wash during landing as a method of training pilots to land in suboptimal environments.

A **heliport** is a small airport suitable for use by helicopters and some other vertical lift aircraft.

Imaginary surfaces are multiple, three-dimensional surfaces that build upon one another and indicate where objects of specific heights should be prohibited to avoid vertical obstructions to flight and communications operations.

Low-level flight training is conducted at altitudes below 10,000 feet above mean sea level and sometimes below 200 feet above ground level.

A **Military Compatibility Area** is a formal designation of a geographical area where military operations may impact local communities, and conversely, where local activities and uses may affect the military's ability to conduct its mission. An MCA delineates a geographic area where strategies are recommended to support compatibility planning between local governments and the military installation.

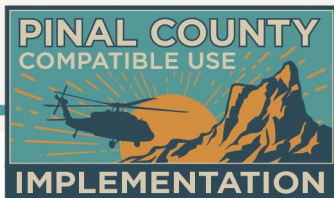
Touch-and-go landing is an operation by an aircraft in which it lands and departs on a runway without stopping or exiting the runway.

Sling load transportation is the transportation by helicopter of cargo attached by specialized hooks that secure loads to aircraft.

A **stagefield** is a paved training field that serves as an auxiliary training facility.

Unmanned aerial systems are aerial vehicles and associated equipment that don't carry a human operator but instead are remotely piloted or fly autonomously; includes drones.

A **utility-scale renewable energy facility** is an energy system with the actual or planned ability to generate at least one megawatt of energy that is used to generate electricity for off-site customers tied into the local electrical grid. These facilities do not include stand-alone wind or solar electricity generating systems that are primarily for on-site residential, institutional, or agricultural uses and that do not feed residual power into the electrical grid, as defined by the Arizona Corporation Commission.



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Introduction

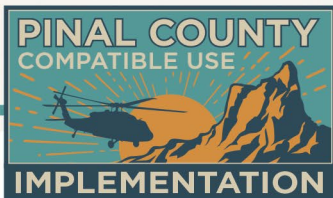
Pinal County residents and the Arizona Army National Guard (AZARNG) have a long history of coexistence, and, as such, the AZARNG is integral to the County's sense of community. The AZARNG is "Always Ready - Always There," providing military forces to conduct community, state, and federal missions. Pinal County is home to one of the two AZARNG primary training sites — Florence Military Reservation and Silverbell Army Heliport, one of only four Army National Guard aviation training sites in the country — as well as two ancillary locations — Picacho Peak Stagefield and Rittenhouse Training Site. Approximately 5,300 soldiers train and prepare to respond to state and national security emergencies at these facilities.

In addition to being critical state and national defense assets, AZARNG training sites contribute significantly to the local and regional economy. Overall, the benefits of AZARNG to the State of Arizona are significant, accounting for \$484.2 million in economic impact annually, according to the 2017 Economic Impact of Arizona's Principal Military Operations report.

Ensuring the sustainment of AZARNG missions at all four sites is an overarching goal of Pinal County. To reflect this commitment, the County sponsored and administered a grant to complete a Joint Land Use Study (JLUS), a compatibility planning process that identifies existing and future compatibility issues between military installations and communities. The Pinal County JLUS was a collaborative process between the County, AZARNG, partner jurisdictions, businesses, industry, the public, and other stakeholders and was adopted by the County in 2020. The JLUS defined a set of strategic, tailored recommendations that make up an implementation plan for reducing or eliminating compatibility issues due to impacts the installations have on surrounding communities, or vice versa, and for ensuring mission sustainability.

Purpose This chapter addresses military and community compatibility planning and long-term sustainability of military operations at all Pinal County AZARNG training facilities and operational areas. Including military compatibility in the Comprehensive Plan implements one of the recommendations from the 2020 JLUS. The chapter establishes goals, objectives, and policies that define specific actions to be taken by the County and other stakeholders to achieve the broad objective of community and military compatibility. It includes methods and approaches to reduce or eliminate compatibility issues and provides a framework for informed decision-making about impacts on the four AZARNG sites and the local community.

Relationship to Pinal County's Vision Military compatibility impacts all the Comprehensive Plan vision components listed in Chapter 2. Ensuring appropriate land use around military installations affects AZARNG and existing and future residents, visitors, and businesses. Pinal County residents and community leaders recognize the



importance of a balanced and healthy economy, which is supported by AZARNG’s economic impacts. The Military Compatibility chapter prioritizes Pinal County residents’ health, safety, and welfare while supporting military training today and into the future. These goals align with the promotion of land use compatibility around military installations and operational areas.

Strategic Areas

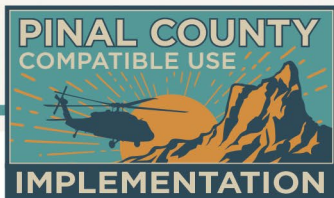
Mission activities conducted on and around each AZARNG training site can impact on areas in Pinal County if incompatible uses are developed near operational areas. Examples of potential mission impacts include noise and vibration from rotary-wing aircraft (helicopter) flights and the risk of an aircraft accident. Conversely, the military mission is susceptible to hazards and other incompatibilities created by private development or civilian activities, such as light pollution, obstructions to airspace, and frequency interference or noise complaints that arise when noise-sensitive uses are constructed in high-noise zones.

The JLUS identified site-specific Military Compatibility Areas (MCAs) associated with military operational areas. When combined, the MCAs for each AZARNG site create a Military Compatibility Area Overlay District (MCAOD). The AZARNG MCAs define geographic areas with specific goals, objectives, and policies related to each training site’s individual “mission footprint” and helicopter training asset. The MCAs are a planning tool that help:

- Promote awareness of military activities in and near surrounding communities;
- Establish compatible development and design standards; and
- Maintain the training and operating capabilities of the AZARNG in Pinal County.

Each of the site-specific MCAODs and MCAs are depicted in **Figure 1**. MCAs specific to helicopter training are separated from the site-specific MCAs due to the geographic expanse and nature of operations in these areas. These areas are depicted in **Figures 6 and 7**, after the Helicopter Training MCA descriptions. The boundary of each MCA is defined in the subsections following each site description and are presented in order of location from north to south, followed by the helicopter training MCAs.

In the event that the AZARNG permanently vacates or discontinues use of one of the sites, Pinal County may amend this chapter to remove applicable MCAs, goals, objectives, and policies, and may further amend any regulatory measures related to the MCAs to remove them.



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Rittenhouse Training Site (RTS)

RTS is a 480-acre site roughly six miles east of downtown Queen Creek. The site is in Pinal County, nearly 12 miles southeast of Phoenix-Mesa Gateway Airport, and is surrounded to the north and northeast by Arizona State Trust Land managed by the Arizona State Land Department (ASLD). RTS is primarily utilized for helicopter operations in coordination with Papago Park Military Reservation in Phoenix. The site plays a critical role in regional helicopter training for aircraft stationed at Papago Park Military Reservation in Phoenix. It is the closest training site that specialized helicopter training such as sling load transportation and Bambi bucket training can occur, which reduces fuel costs that would be needed to fly to sites further away.

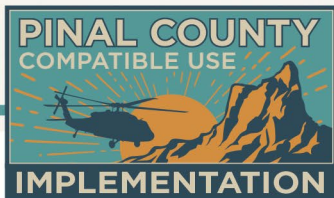
Training at the site includes touch-and-go landings, dust landings, emergency procedures, multi-ship training, slope operations, sling load transportation, Bambi bucket training, and occasional non-live-fire, small-caliber weapons target training. Additionally, the site supports pre-mobilization field exercises by soldiers from Papago Park Military Reservation preparing for deployment. The RTS MCAOD comprises two MCAs, as shown in **Figure 2**, focused on the protection of these key training activities. The following summarizes how each MCA for RTS was developed and mapped and provides information on the jurisdictions located in the MCA.

RTS Land Use MCA

The RTS Land Use MCA is made up of all land within one-half mile of the boundary of RTS, with the exception to the west and south where it aligns with the Helicopter Overflight MCA. The RTS Land Use MCA is transected by the U.S. Bureau of Reclamation (USBR) Central Arizona Project (CAP) canal that runs roughly north to south through the middle of the MCA. The land north of and adjacent to RTS is within the city limits of Queen Creek and is zoned for a mix of residential densities. The rest of the land in the MCA is Arizona State Trust Lands to the north and east and land within unincorporated Pinal County to the south and west, some of which is developed with residential uses.

Helicopter Overflight MCA

The Helicopter Overflight MCA encompasses approximately 3 square miles to the north, east, and south of RTS. The installation is in the far southwestern part of the MCA. This MCA encompasses a half-mile area around the Bambi bucket and sling load helicopter flight patterns. This MCA demarcates areas where operational noise and the potential for helicopter accidents are greatest to limit land uses that would be impacted by these variables and thereby promote noise compatibility and community and pilot safety. The CAP canal runs north to south through the middle of the MCA. The land north of and adjacent to RTS is within the city limits of Queen Creek and is zoned for a mix of residential densities. The rest of the land in the MCA is Arizona State Trust Lands to the north and east and



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land within unincorporated Pinal County to the south and west, some of which is developed with residential uses.

Florence Military Reservation (FMR)

FMR is directly north of the Town of Florence. The FMR MCAOD and its three MCAs are shown in **Figure 3**. The site is adjacent to Arizona State Trust Land to the north. FMR provides the facilities necessary to train AZARNG units and other National Guard troops and is Arizona's primary training site for individual weapons qualifications. The facilities include firing ranges, maneuver areas, and other activity areas. Approximately 5,100 National Guard Soldiers train at FMR each year.

Training capabilities include small arms ranges, grenade ranges, machine gun ranges, land navigation courses, maneuver areas, mine detection lanes, improvised explosive device defeat lanes, rock crusher training, drop zones, landing zones, high mobility multi-wheeled vehicle driver training, bivouac, obstacle courses, a Military Operations on Urban Terrain village, and restricted airspace (RA) to test and train unmanned aerial systems (UAS). The following text summarizes how each MCA for FMR was developed and mapped and describes land jurisdictions in the MCA.

Land Use MCA

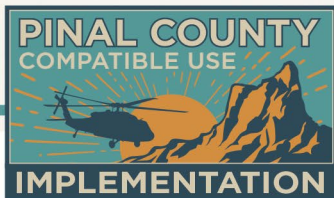
The FMR Land Use MCA is made up of all land within one-half mile of the boundary of FMR. This MCA crosses into unincorporated areas of Pinal County to the north and northwest and into Bureau of Land Management (BLM) land to the northeast. The southern boundary extends into the northeast part of Florence, some land within unincorporated Pinal County, and additional BLM land. The southeast, east, and west parts of the FMR Land Use MCA extend into publicly and privately held land within unincorporated Pinal County as well as Arizona State Trust land.

Impact Noise MCA

The FMR Impact Noise MCA includes land just outside the primary training area at FMR and within the Noise Zone II (87-104 dB) area associated with live weapons firing ranges. This MCA is intended to reduce the impacts of noise generated at these ranges. Primarily to the northeast of FMR, the boundaries of the Impact Noise MCA extend into land leased from the ASLD and BLM, including publicly and privately held land within unincorporated Pinal County, as well as BLM land along the southern border of the MCA.

Airspace Protection MCA

The FMR Airspace Protection MCA protects and preserves the RA directly over FMR. This MCA includes two subzones. Subzone A includes lands below the RA directly over FMR, extending ½ mile from the site boundary. It preserves airspace



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functionality and minimizes community impacts from air operations while promoting compatible development to protect FMR training and mission capabilities. Subzone B is a one-mile buffer around the RA, serving as a traditional buffer to encourage compatible development around the RA. The Airspace Protection MCA extends to the northeast of FMR, like the Impact Noise MCA; however, it is much larger. This MCA encompasses most of FMR, northeast portions of the Town of Florence, private land, and land owned or managed by USBR, BLM, and ASLD, within unincorporated Pinal County.

Picacho Peak Stagefield (PPS)

PPS is located approximately 2.3 miles east of the City of Eloy. The PPS MCAOD and its two MCAs are shown in **Figure 4**. The 730-acre site is a satellite facility that directly supports SBAH aviation training missions, including pilot training on touch and goes, brown outs, instrument training, night vision goggle training and more.

It is surrounded by Arizona State Trust Land and primarily used for rotary wing aircraft and UAS training for the AZARNG and Singapore Peace Vanguard.

Additionally, PPS has designated Air Traffic Control Assigned Airspace (ATCAA) to ensure the safe, orderly, and expeditious flow of aircraft within the ATCAA. Overall, PPS has three identified mission footprints: the ATCAA, Helipad Imaginary Surfaces, and Helipad Accident Potential Zones (APZs).

Land Use MCA

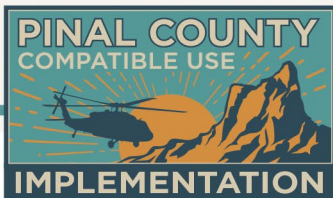
The PPS Land Use MCA is made up of all land within one-half mile of the boundary of PPS. As explained above, PPS is surrounded by ASLD land; the MCA also encompasses ASLD land, with a minor portion in the northeast being privately owned land within unincorporated Pinal County.

Airfield Safety MCA

The PPS Airfield Safety MCA includes two subzones, clear zones (CZs) and APZs associated with existing and potential helicopter landing lanes. These zones are defined by the military and recognize the increased potential for aircraft accidents associated with the CZs and APZs, based on approach/departure studies for accidents that occur within 10 miles of an airfield. This MCA extends just beyond the boundary of PPS in land within unincorporated Pinal County.

Airfield Obstructions MCA

The Airfield Obstruction MCA was developed to protect lands within the imaginary surfaces that extend beyond the PPS site boundary. Imaginary surfaces are defined by Federal Aviation Administration (FAA) and Department of Defense guidance as three-dimensional geographic areas comprising approach-departure airspace corridors and safety buffers. Like the Airfield Safety MCA, this MCA has



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two subzones. Subzone A encompasses the approach/departure clearance surface, which begins at the airfield and extends for 1,200 feet at a slope of 8:1. Subzone B includes the existing and potential transitional surfaces, which extend outward and upward at a right angle from the primary airfield at a slope of 2:1, eventually rising vertically to an elevation of 150 feet above ground level (AGL). This MCA includes PPS-owned land and extends just north and south of the site's boundary into publicly and privately held land within unincorporated Pinal County.

Airspace Protection MCA

The PPS Airspace Protection MCA extends four nautical miles from the center of and surrounding the airfield to encompass the designated ATCAA. This MCA consists of airspace up to 2,500 feet AGL. Most of the Airspace Protection MCA overlays unincorporated areas of Pinal County to the north, east, and south, as well as Picacho Peak State Park. The western portion of the MCA primarily encompasses the City of Eloy and privately held land within unincorporated Pinal County.

Silverbell Army Heliport (SBAH)

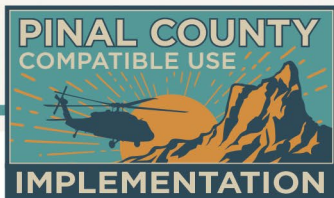
SBAH is in southern Pinal County, just north of the Pima County border and approximately three miles north/northwest of the Town of Marana. The SBAH MCAOD and its four MCAs are shown in **Figure 5**. SBAH is adjacent to the Pinal Airpark, less than three miles west of I-10. Arizona State Trust Land adjoins the site to the north. SBAH serves as AZARNG's primary aviation facility, supporting individual and unit-level training. Additional missions include providing aviation support operations for the Army, the State of Arizona, and international military customers. Over 300 helicopters from the National Guard, active-duty Army, and Army Reserves are flown annually for training at the site. This secondary Army Aviation Support Facility further provides emergency management operations for the State and serves as an aviation support location for airlift and combat operations when called into service by the President.

Land Use MCA

The SBAH Land Use MCA is made up of all land within one-half mile of the boundary of the site. The northern half of the MCA encompasses ASLD land, while the southern portion includes SBAH, Pinal Airpark, and privately owned land within unincorporated Pinal County.

Airfield Safety MCA

The SBAH Airfield Safety MCA includes two subzones, one for the CZ extending into Pinal Airpark, and one for the APZs, extending beyond the site's boundaries. on either side of the site's boundaries. These zones are defined by the military and recognize the increased potential for aircraft accidents associated with the CZs



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and APZs. This MCA extends just beyond the northern boundary of Silverbell into ASLD land; the remainder of the MCA encompasses Pinal Airpark property.

Airfield Obstructions MCA

The SBAH Airfield Obstructions MCA includes two subzones. Subzone A includes the approach/departure clearance surface, which begins at the airfield and extends for 1,200 feet at a slope of 8:1. Subzone B includes the existing and potential transitional surfaces, which extend outward and upward at a right angle from the primary airfield, at a slope of 2:1, eventually rising vertically to an elevation of 150 feet AGL. The north half of the Airfield Obstruction MCA encompasses ASLD land, with the south half encompassing Pinal Airpark property.

Helicopter Training MCAs

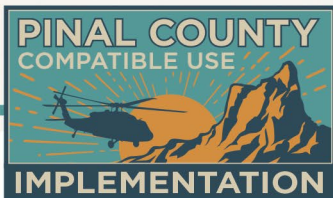
While most MCAs are associated directly with the four AZARNG sites, three helicopter training-related MCAs were developed to address compatibility specific to helicopter training operations. The first MCA is the PPS Primary Helicopter Training Route Corridor, depicted in **Figure 6**. The second and third MCAs are the SBAH Helicopter Tactical Flight Training Area and the Helicopter Night Training corridor, depicted in **Figure 7**. Below is a detailed description of each helicopter training MCA.

Primary Helicopter Training Route MCA

The Primary Helicopter Training Route MCA captures the 3-mile-wide flight corridor between PPS and SBHA and a ½-mile buffer at each site (Subzone A). This subzone overlays publicly and privately held land within unincorporated Pinal County, including in Picacho Peak State Park. An additional buffer (Subzone B) extends 5 miles from the center of both PPS and SBAH and is intended to encourage the development of local UAS ordinances regulating the use of the devices near these operations. The PPS buffer covers publicly and privately held land within unincorporated Pinal County, Picacho Peak State Park, and eastern portions of Eloy. The SBAH buffer overlays publicly and privately held land within unincorporated Pinal County, including parts of the Florence Canal (USBR land).

Helicopter Tactical Flight Training Area (TFTA) MCA

The SBAH Helicopter TFTA MCA encompasses the 3,600-square-mile airspace that SBAH pilots and students use for low-level flight training over different types of terrain, including terrain contour and nap-of-the-earth flights. This training is typically conducted below 300 feet AGL but may exceed that height based on circumstance. Other operations typically occur between 500 and 1,200 feet AGL. The TFTA is not restricted or protected airspace exclusive to military use. Portions of the TFTA extend southeast into Graham and Cochise Counties and west into Maricopa County, near Gila Bend. The TFTA also extends north toward FMR and south into



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Ironwood Forest National Monument and the Tohono O’odham Nation in Pima County. The central portion of the TFTA MCA encompasses the entirety of Eloy.

Helicopter Night Training MCA

The SBAH Helicopter Night Training MCA includes general flight corridors for specialized night training. The flight corridors are five miles wide and reflect the typical night training routes used by AZRNG. This MCA indicates where lighting levels may affect night training missions and operations. Two flight corridors make up this MCA and overlay most of Pinal County. The MCA also encompasses part of the Sonoran Desert National Monument in Maricopa County to the west. The Night Training MCA covers the southeast portion of Eloy, as well as private and ASLD property.

Goals, Objectives, and Policies

To make it simpler for leaders and property owners to incorporate Comprehensive Plan goals, objectives, and policies into amendments and development proposals, the policies have been divided into two categories based on stakeholder responsibility:

- **Public Responsibilities (County)** are those policies that are primarily incumbent on the County to implement through its policy development and planning .
- **Private and Public Shared Responsibilities (Landowners/Developers and County)** are those policies for which all entities, private and public, share the responsibility of implementing.

Private development applicants should be aware of Shared Responsibilities throughout the development process. They should focus their applications as specified in the implementation section of the Comprehensive Plan or other relevant documents that set criteria for different development applications.

Goals, objectives, and policies for general military compatibility in Pinal County stem from JLUS recommendations and are designed to accomplish the following:

- Protect public health, safety, and welfare
- Promote an orderly transition between community and military activities so that land uses remain compatible
- Maintain operational capabilities of AZARNG sites and training areas
- Promote an awareness of the size and scope of military activities to protect areas outside the AZARNG site boundaries that are used for military operations (e.g., flight training areas and weapons training areas)
- Acknowledge and support compatible economic development objectives in surrounding communities



Military Compatibility — General

The following goals, objectives, and policies aim to promote military compatibility in Pinal County. These objectives are intended to formalize communication, encourage partnerships, develop local zoning guidelines to protect military operational areas, and ensure AZARNG MCAs are integrated into local planning documents. These goals do not apply to specific AZARNG sites but rather address compatibility throughout the county.

10.1 Goal: Support proactive partnership opportunities aimed at promoting military compatibility.

10.1.1 Objective: Encourage proactive partnerships and other measures to promote military compatibility while meeting economic and community goals.

Policies:

10.1.1.1: Establish a partnership committee of local planners and AZARNG representatives to discuss (a) upcoming community developments that may affect military operational areas and (b) military operational changes that may affect future development. Create a charter for this committee to promote continuity as members change.

10.1.1.2: Formalize agreements with AZARNG for future development proposal reviews through a memorandum of agreement (MOA). Review timeframes will correspond to existing guidelines.

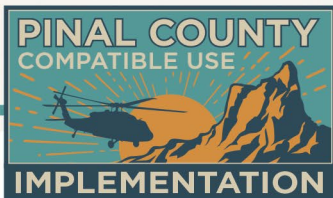
10.1.1.3: Formalize agreements with AZARNG to communicate changes in operational or municipal policy through an MOA.

Public Responsibilities, those that are primarily incumbent on the County to implement through its policy development and planning, appear *italicized*.

Private and Public Shared Responsibilities, all entities, private and public, share the responsibility of implementing these Policies and these policies appear in **plain text**.

10.2 Goal: Supports land uses and policies compatible with AZARNG missions.

10.2.1 Objective: Include AZARNG MCAs in local planning documents to encourage land uses are compatible with military operations.



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Policies:

10.2.1.1: Define, establish, and incorporate AZARNG MCAs in local planning policy documents that identify compatible future land uses for these areas.

10.2.1.2: Incorporate cooperative compatibility planning guidelines in capital improvement plans and infrastructure master plans as outlined in the Pinal County JLUS.

10.2.1.3: Incorporate real estate disclosure notifications for the sale or transfer of property in the AZARNG MCAs.

10.2.1.4: Stipulate, as a condition for approval of any new plats in the AZARNG MCAs, the inclusion of a note on the plat documentation stating the property is in an area that may be affected by AZARNG military activity, including potential nuisances such as noise, vibration, and dust.

10.2.2 Objective: Update or add local planning documents and zoning regulations that promote military compatibility through appropriate land uses or guidelines.

Policies:

10.2.2.1: Update comprehensive/general plans to incorporate military compatibility policies for utility-scale renewable energy facilities to ensure that jurisdictions, AZARNG, and other relevant agencies are included in potential development discussions.

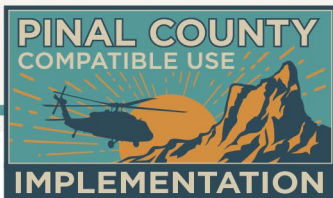
10.2.2.2: Develop or update solar energy ordinances and siting guidelines to avoid the development of these systems near air traffic control towers or low-level helicopter operational areas with input from AZARNG within MCA boundaries.

10.2.2.3: Develop or update outdoor advertising control laws and regulations to minimize electronic billboards in the AZARNG MCAs.

10.2.2.4: Develop a Zoning Ordinance Overlay for each AZARNG installation.

Public Responsibilities, those that are primarily incumbent on the County to implement through its policy development and planning, appear *italicized*.

Private and Public Shared Responsibilities, all entities, private and public, share the responsibility of implementing these Policies and these policies appear in **plain text**.



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10.2.2.5: Adopt local guidelines or policies for the use of UASs to establish and enforce rules and regulations against unauthorized UAS usage, including in areas where UASs may or may not be permissible owing to their potential impacts on flight operations. Incorporate FAA regulations for recreational, commercial, and other uses in the local guidelines and/or policies.

10.2.2.6: Restrict overflight of UASs over AZARNG sites.

Public Responsibilities, those that are primarily incumbent on the County to implement through its policy development and planning, appear *italicized*.

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Military Compatibility — Development Specific

The purpose of the following goals, objectives, and policies is to carefully manage and guide growth to promote economic development in Pinal County while also encouraging compatibility with military training and operations. Within the MCAs, future development opportunities may adversely affect military operational areas, or conversely, the latter may negatively affect proposed development.

10.3 Goal: The County supports the protection of the Rittenhouse Training Site from incompatible development.

10.3.1 Objective: Promote compatible zoning and future land use in the **RTS Land Use MCA** to protect the land immediately surrounding the site.

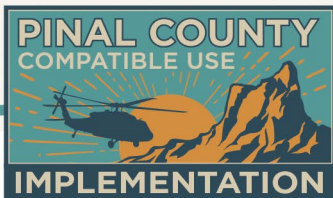
Policies:

10.3.1.1: Encourage land uses compatible with the RTS and associated operational areas.

10.3.1.2: Support lower-density/lower-intensity zoning within the MCA boundaries, such as one dwelling unit per acre for residential uses, restricting uses such as educational facilities, and large healthcare facilities, and minimizing the intensity of uses such as commercial and office space.

10.3.1.3: Encourage the protection, preservation, and maintenance of existing rural land uses and rural character in the MCA.

10.3.2 Objective: Minimize incompatible development under the **RTS Helicopter Overflight MCA** that may be impacted by noise or that include tall structures that jeopardize pilot safety.



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Policies:

10.3.2.1: Discourage residential and other noise-sensitive development in the heliport approach and departure zones where increased noise levels will be high.

10.3.2.2: *Update the communication tower approval process to require developers to submit proof that a proposed development was submitted through the Federal Acquisition Regulations (FAR) Part 77 obstruction evaluation process and was found to have no known impact on airspace navigation.*

10.3.2.3: *Install signs to enhance notification along key roads and in campgrounds and recreational areas indicating possible low-level overflight of helicopters.*

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10.4 Goal: The County supports Protecting Florence Military Reservation from incompatible development.

10.4.1 Objective: Promote compatible zoning and future land use in the **FMR Land Use MCA** to protect the lands immediately surrounding the site.

Policies:

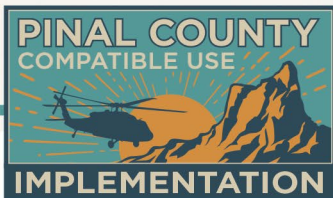
10.4.1.1: *Encourage land uses compatible with the FMR site and associated operational areas.*

10.4.1.2: *Support lower-density/lower-intensity zoning within the MCA boundaries, such as one dwelling unit per acre for residential uses, restricting uses such as educational facilities, and large healthcare facilities, and minimizing the intensity of uses such as commercial and office space.*

10.4.1.3: Develop real estate disclosure notifications informing property owners about the missions and operations at FMR.

10.4.1.4: Encourage the protection, preservation, and maintenance of existing rural land uses and the rural character of the MCA.

10.4.2 Objective: Restrict certain development in the **FMR Impact Noise MCA** to ensure noise-sensitive uses are not impacted by activities in the Noise Zone II (87 to 104 dB) area associated with live weapons firing at FMR, as described in the AZARNG Statewide Operational Noise Management Plan.



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Policies:

10.4.2.1: Discourage residential and other noise-sensitive development in the heliport approach and departure zones where increased noise levels will be high due to military operations.

10.4.2.2: *Adopt recommended land use standards described in the AZARNG Statewide Operational Noise Management Plan.*

10.4.2.3: *Incorporate compatibility planning concepts in capital improvement plans and infrastructure master plans for extensions and improvements. When possible, avoid or discourage the extension of infrastructure into undeveloped areas.*

10.4.2.4: *Work with regional conservation organizations, landowners, and land management entities such as ASLD to apply for Readiness and Environmental Protection Integration funding to minimize development by acquiring development rights or conservation easements and thereby create nuisance buffers and promote land conservation. The efforts should focus on safeguarding AZARNG mission capabilities while protecting known or potentially important wildlife habitat areas adjacent to AZARNG sites.*

10.4.2.5: *Require information to be recorded on titles for real property located within a mile of FMR as part of any discretionary development permit or approval. The information should state that the property is close to an active military training facility that performs training operations, including ground and air operations throughout the day and night. The information should further state that military operations may produce noise, vibration, dust, or other nuisances.*

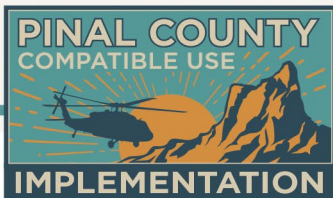
Public Responsibilities, those that are primarily incumbent on the County to implement through its policy development and planning, appear *italicized*.

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10.4.3 Objective: Protect and preserve the restricted airspace within the **FMR Airspace Protection MCA**.

Policies:

10.4.3.1: *Add policies to local comprehensive and general plans to support the protection of restricted airspace by addressing uses that may interfere with safe flight operations.*



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10.4.3.2: Add an overlay zone per JLUS recommendations (in applicable zoning ordinances) to limit development heights to 199 feet on any land in jurisdictions located beneath the restricted airspace.

10.4.3.3: Regulate communication towers through zoning ordinances to ensure that they generate no vertical obstructions or frequency impacts in the restricted airspace.

10.4.3.4: Develop new guidance on installation overflight and rules of engagement; publicize it on local community web pages.

10.4.3.5: Require proof from the developer of compliance with FAR Part 77 for new, redeveloped, or rehabilitated structures, including electrical transmission towers/lines, cellular and radio transmission towers, etc.

10.4.3.6: Continue to coordinate with electric utility companies and AZARNG on proposed new utility infrastructure, such as power lines and transmission corridors, as well as commercial generating developments, such as solar farms and wind turbines, to mitigate potential impacts and minimize vertical obstruction concerns for AZARNG aviation operations.

10.4.3.7: Update communication tower approval processes to require developers to submit proof that a proposed development was submitted through the FAR Part 77 obstruction evaluation process.

10.4.3.8: Include opportunities for an AZARNG representative to comment on the siting and review process for any proposed communication towers. Any comments from AZARNG will be used only to consider potential impacts associated with the proposal and not to approve or deny the proposal.

10.5 Goal: The County supports protecting PPS from incompatible development.

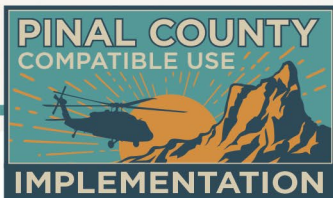
10.5.1 Objective: Promote compatible zoning and future land use in the **PPS Land Use MCA** to protect the lands surrounding the site.

Policies:

*10.5.1.1: Encourage land uses compatible with military activities in the **PPS Land Use MCA** and associated operational areas.*

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10.5.1.2: Support lower-density/lower-intensity zoning within the MCA boundaries, such as one dwelling unit per acre for residential uses, restricting uses such as educational facilities, and large healthcare facilities, and minimizing the intensity of uses such as commercial and office space.

*10.5.1.3: Encourage the protection, preservation, and maintenance of existing rural land uses and rural character in the **PPS Land Use MCA**.*

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10.5.2 Objective: Prevent the development of incompatible land uses in areas with the greatest potential for an aircraft mishap in the **PPS Airfield Safety MCA**.

Policies:

10.5.2.1: Promote land uses that are compatible with aircraft operations in the approach/departure clearance surface.

10.5.2.2: Encourage open space areas in the PPS CZs to ensure maximum public health and property protection.

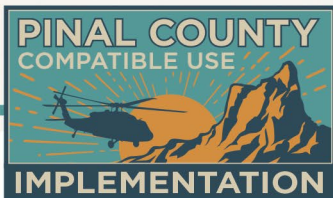
10.5.2.3: Encourage low-density land uses in the PPS APZs.

10.5.3 Objective: Manage the height of all structures and buildings as defined by the Code of Federal Regulations (CFR) Part 77.23, Department of Defense (DOD) Imaginary Surfaces, in the **PPS Airfield Obstructions MCA**.

Policies:

10.5.3.1: Work with the AZARNG to develop a GIS-based, three-dimensional modeling tool that can be used to identify maximum structure heights in areas under the imaginary surfaces for PPS. This modeling should be based on the elevations of the airfield and consider terrain features. The final tool should be accessible to the public to determine maximum heights when considering potential development.

10.5.3.2: Require proof from the developer of compliance with FAR Part 77 for new, redeveloped, or rehabilitated structures, including electrical transmission towers/lines and cellular and radio transmission towers.



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10.5.3.3: Continue coordination with electric utility companies and AZARNG on proposed new utility infrastructure, such as power lines and transmission corridors, to mitigate potential impacts and minimize vertical obstruction concerns for AZARNG aviation operations.

10.5.3.4: Update communication tower and overhead electrical corridor siting approval processes to require developers to submit proof that a proposed development was submitted through the FAR Part 77 obstruction evaluation process.

10.5.3.5: Give an AZARNG representative opportunities to comment on any proposed communication towers during the siting and review process.

10.5.3.6: Develop a universal permit form or update existing permitting regulations so that all jurisdictions can easily capture valuable information for the military to evaluate the impacts of cell towers on the military mission. A copy of the completed permit form should be provided to the AZARNG for review and comment before approval. Any comments from AZARNG will be used only to consider potential impacts associated with the proposal and not to approve or deny the proposal.

10.5.4 Objective: Protect and preserve the designated air traffic control assigned airspace associated with **PPS Airspace Protection MCA** operations.

Policies:

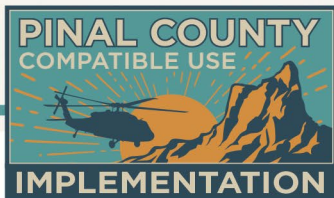
10.5.4.1: Add policies to local comprehensive and general plans to support the protection of restricted airspace by addressing uses that may interfere with safe flight operations.

10.5.4.2: In applicable zoning ordinances, add an overlay zone to limit development heights to 199 feet on any land in jurisdictions located under the restricted airspace.

10.5.4.3: Regulate communication towers in zoning ordinances to ensure that they do not generate vertical obstructions or frequency impacts in the restricted airspace.

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10.5.4.4: Develop new guidance on installation overflight and rules of engagement; publicize it on local community web pages.

10.6 Goal: The County supports the protection of the SBAH from incompatible development.

10.6.1 Objective: Promote compatible zoning and future land use in the **SBAH Land Use MCA** to protect the lands surrounding the site.

Policies:

10.6.1.1: Encourage land uses compatible with the SBAH site and associated operational areas.

10.6.1.2: Support lower-density/lower-intensity zoning within the MCA boundaries, such as one dwelling unit per acre for residential uses, restricting uses such as educational facilities, and large healthcare facilities, and minimizing the intensity of uses such as commercial and office space.

10.6.1.3: Develop real estate disclosure notifications, to inform future property owners about the missions and operations at SBAH.

10.6.1.4: Encourage the protection, preservation, and maintenance of existing rural land uses and rural character in the MCA.

10.6.2 Objective: Prevent the development of incompatible land uses in areas with the greatest potential for an aircraft mishap in the **SBAH Airfield Safety MCA**.

Policies:

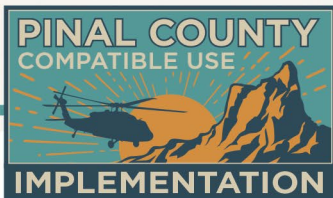
10.6.2.1: Encourage land uses compatible with Accident Potential Zone 1, extending north of SBAH, per Unified Facilities Criteria guidance 3-260-01 Airfield and Heliport Planning and Design.

10.6.2.2: Provide an AZARNG representative opportunities during the siting and review process to comment on any proposed development in the MCA, whether on or off Pinal Airpark property. Any comments from AZARNG will be used only to consider potential impacts associated with the proposal and not to approve or deny the proposal.

10.6.3 Objective: Manage the height of all structures and buildings as defined by CFR Part 77.23, DOD Imaginary Surfaces, in the **SBAH Airfield Obstructions MCA**.

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Policies:

10.6.3.1 Work with the AZARNG to develop a GIS-based, three-dimensional modeling tool that can be used to identify maximum structure heights for land under the imaginary surfaces for PPS. This modeling should be based on the elevations of the airfield and consider terrain features. The final tool should be accessible to the public to determine maximum heights when considering potential development.

Public Responsibilities, those that are primarily incumbent on the County to implement through its policy development and planning, appear *italicized*.

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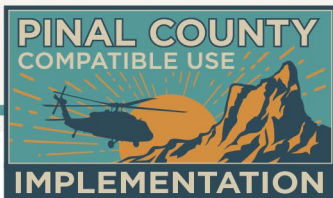
10.6.3.2 Require proof from the developer of compliance with FAR Part 77 for new, redeveloped, or rehabilitated structures, including electrical transmission towers/lines and cellular and radio transmission towers.

10.6.3.3 Continue coordination with electric utility companies and AZARNG on proposed new utility infrastructure, such as power lines and transmission corridors, to mitigate potential impacts and minimize vertical obstruction concerns for AZARNG aviation operations.

10.6.3.4 Update communication tower approval processes to require developers to submit proof that a proposed development was submitted through the FAR Part 77 obstruction evaluation process.

10.6.3.5 Provide an AZARNG representative opportunities to comment on any proposed communication towers during the siting and review process. Any comments from AZARNG will be used only to consider potential impacts associated with the proposal and not to approve or deny the proposal.

10.6.3.6 Develop a universal permit form or update existing permitting regulations so that all jurisdictions can easily capture valuable information for the military to evaluate cell tower impacts on the military mission. A copy of the completed permit form should be provided to the AZARNG for review and comment before approval. Any comments from AZARNG will be used only to consider potential impacts associated with the proposal and not to approve or deny the proposal.



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10.7 Goal: The County supports protecting the helicopter training areas from incompatible development.

10.7.1 Objective: Manage land use development and increase public awareness about compatible uses within the **Primary Helicopter Training Route MCA**.

Policies:

10.7.1.1: Increase property owner and potential property buyer awareness regarding helicopter overflight that occurs in the jurisdictions within the MCA.

10.7.1.2: *Develop real estate disclosure notifications informing potential property owners about the overflight missions within the MCA.*

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10.7.2 Objective: Manage design standards and land use development and increase public awareness about compatible uses within **Tactical Flight Training Area MCA**.

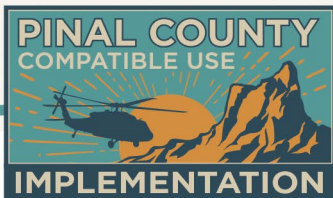
Policies:

10.7.2.1: *Update outdoor lighting regulations or establish new regulations if none exist to accommodate nighttime training needs in the MCA. Requirements should include downward-directed lighting and shielding of light fixtures to minimize light trespass.*

10.7.2.2: *Work with the Arizona Department of Transportation to implement lighting retrofit standards along roadways to balance driver safety with nighttime training needs in the MCA. Requirements should include downward-directed lighting and shielding of light fixtures to minimize light trespass. This would also reduce regional roadway (including freeways and highways) light trespass.*

10.7.2.3: *In local zoning ordinances, add an overlay zone or amend text of an existing ordinance to limit development heights to 199 feet located under the restricted airspace.*

10.7.2.4: *Use zoning ordinances to regulate all communication towers to ensure they do not generate vertical obstructions or frequency impacts in restricted airspace.*



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10.7.2.5: Increase property owner and potential property buyer awareness regarding helicopter overflight that occurs in the MCA through educational brochures and other outreach efforts.

10.7.3 Objective: Manage design standards and land use development and increase public awareness regarding compatible uses within **Helicopter Night Training MCA**.

Policies:

10.7.3.1: *Update outdoor lighting regulations or establish new regulations if none exist to accommodate nighttime training needs in the MCA. Requirements should include downward-directed lighting and shielding of light fixtures to minimize light trespass, as well as define appropriate foot-candle output.*

10.7.3.2: *Amend or create zoning ordinances regulating lighting standards for electronic and light-emitting diode (LED) billboards so that light trespass is minimized. Restrict these billboards from areas where the AZARNG conducts nighttime training as identified in the MCA.*

10.7.3.3: *Work with the Arizona Department of Transportation to implement lighting retrofit standards along existing and proposed highways and freeways to balance driver safety with nighttime training needs in the MCA. Requirements should include downward-directed lighting and shielding of light fixtures to minimize light trespass as well as define appropriate foot-candle output. This would also reduce regional roadway light trespass.*

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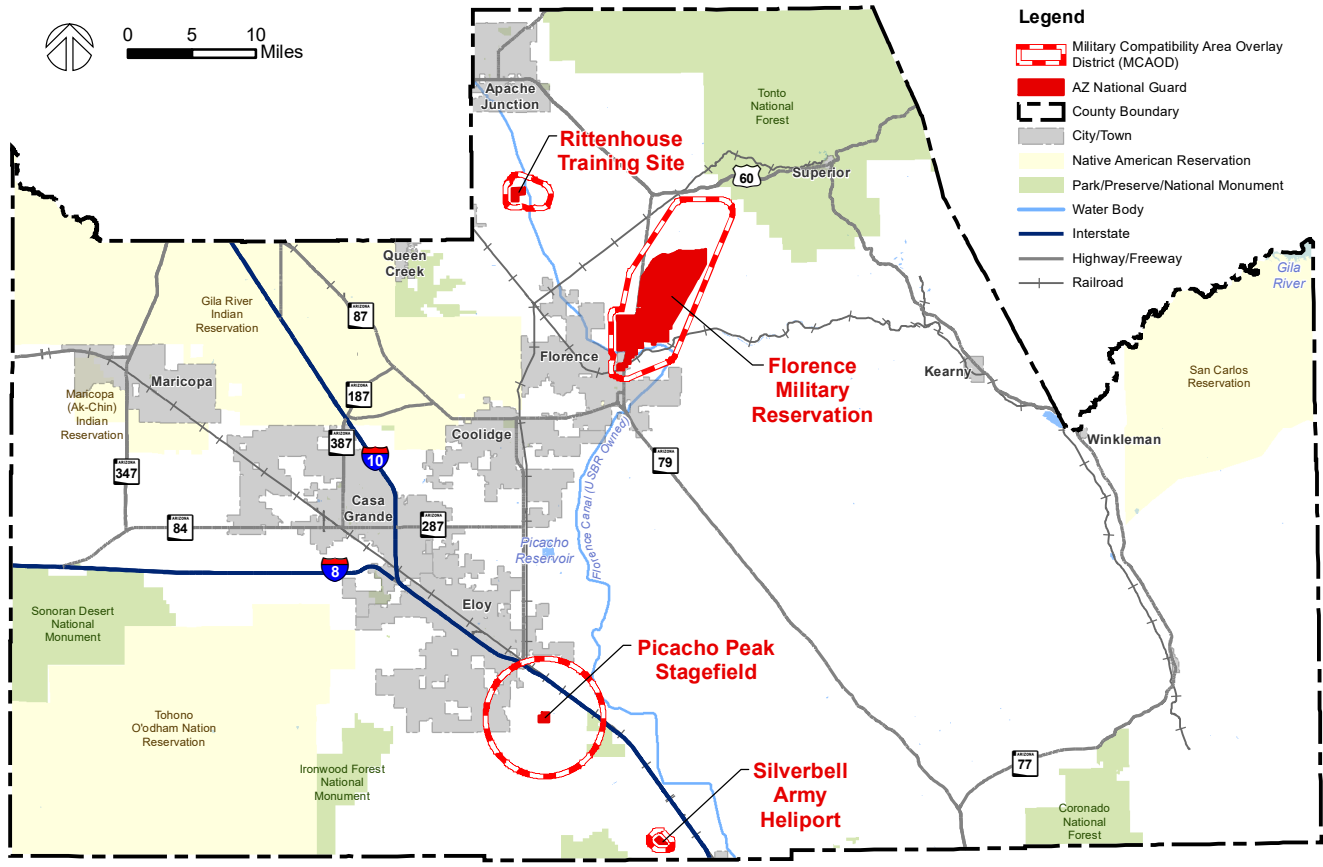
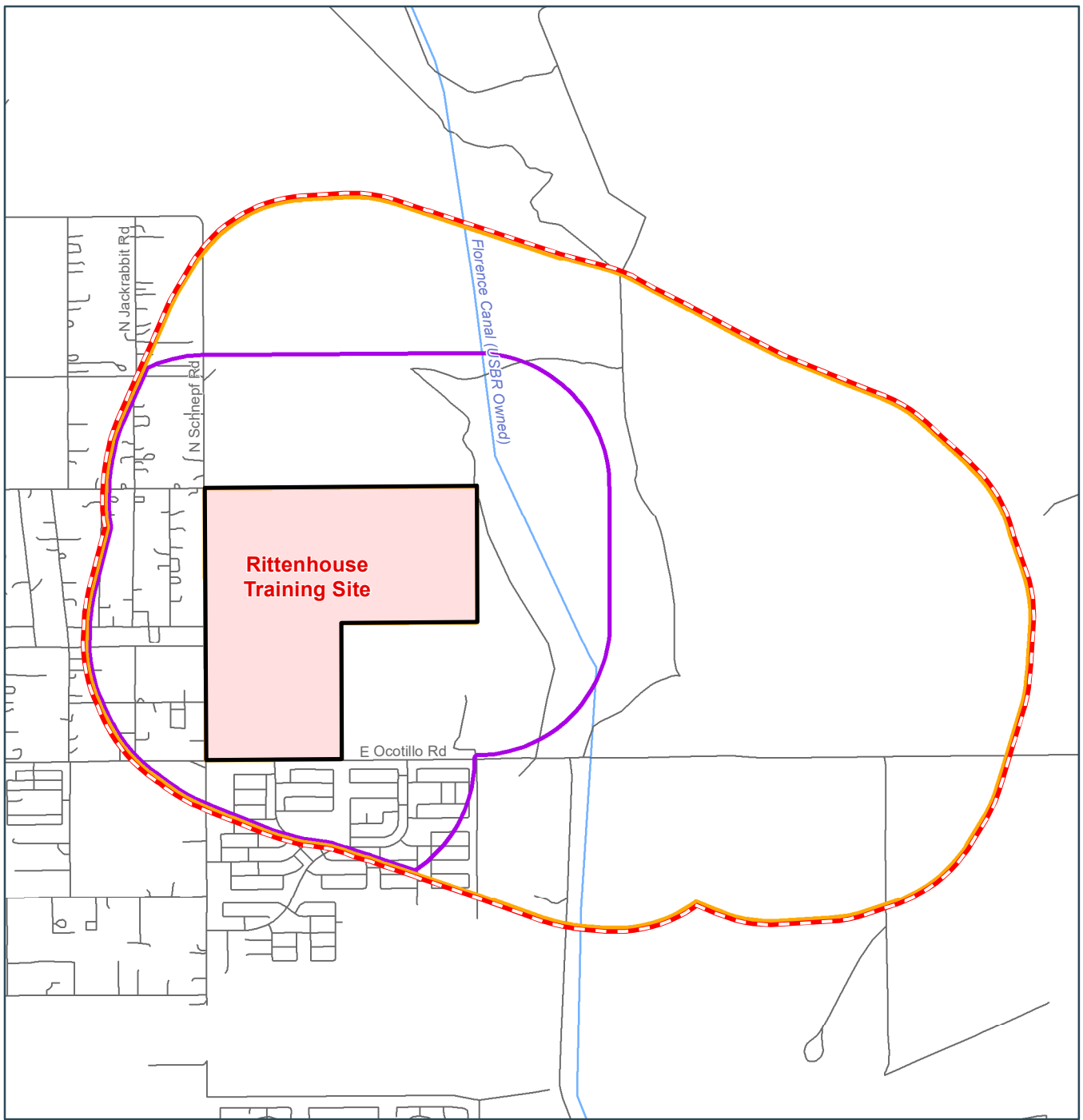


Figure 1
AZARNG Training Sites & MCAODs

Source: AZ National Guard, 2018. USGS, 2017. Maricopa Association of Governments, 2018.



Legend

-  Military Compatibility Area Overlay District (MCAOD)
-  Helicopter Overflight MCA
-  Land Use MCA
-  Rittenhouse Training Site
-  Local Road

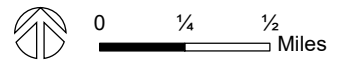
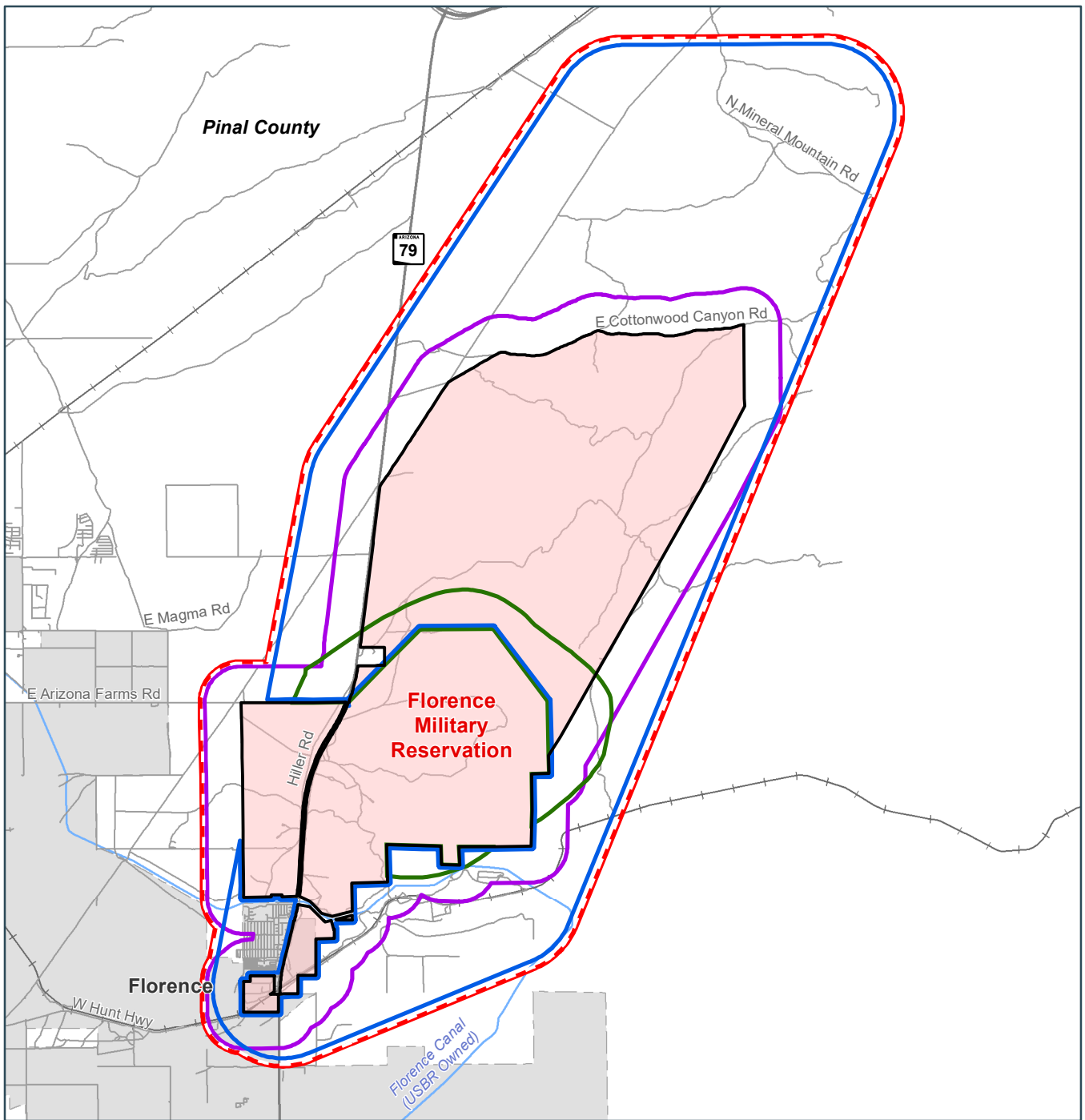


Figure 2
Rittenhouse Training Site
Military Compatibility Area Overlay District

Source: AZ National Guard, 2018; Matrix Design Group, 2018.



Legend

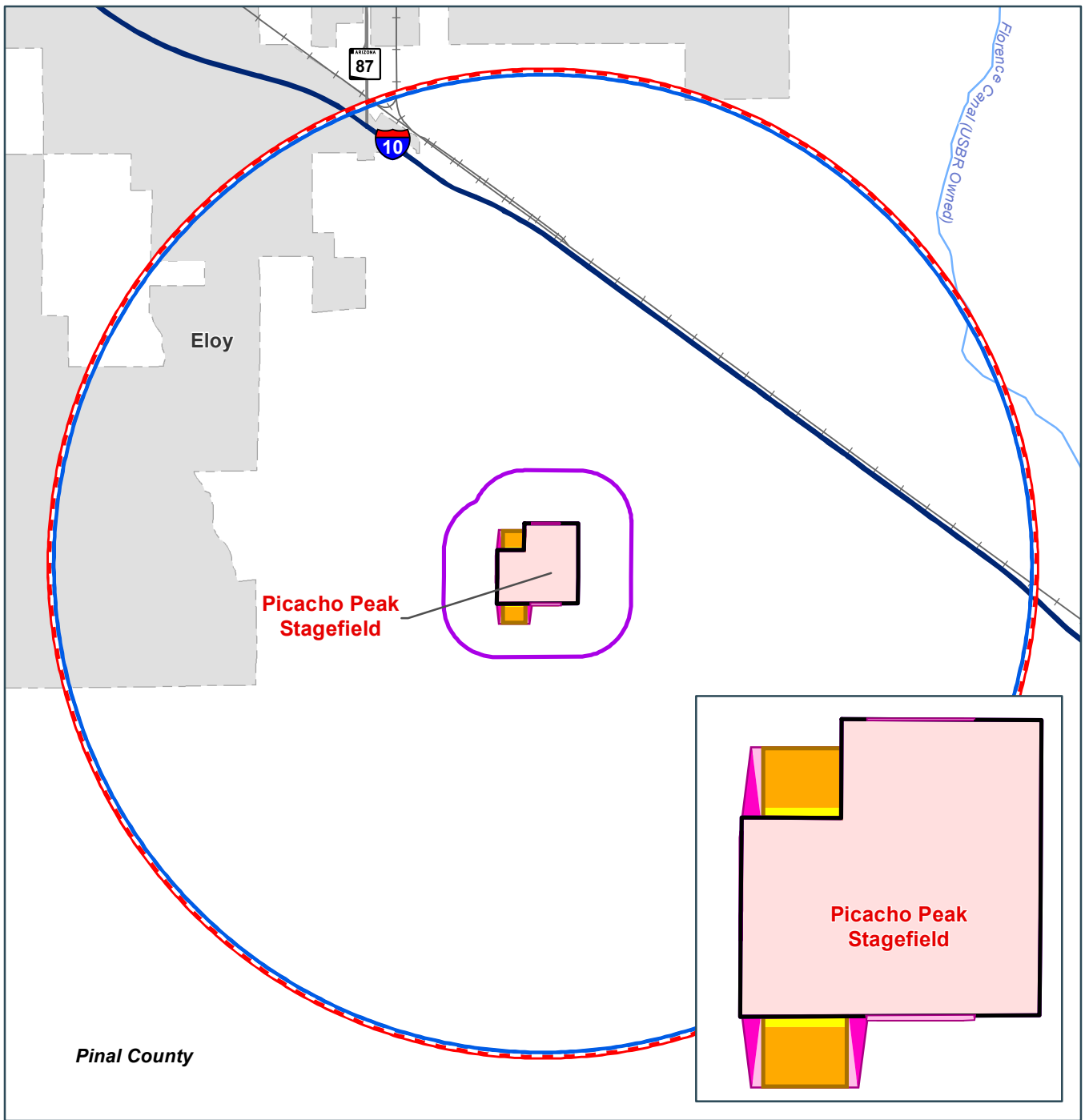
- Military Compatibility Area Overlay District (MCAOD)
- Airspace Protection MCA
- Impact Noise MCA
- Land Use MCA
- Florence Military Reservation
- Town of Florence
- Highway / Freeway
- Local Road
- Railroad



0 1/2 1 2 Miles

Figure 3
Florence Military Reservation
Military Compatibility Area Overlay District

Source: Federal Aviation Administration (FAA), 2017; AZ National Guard, 2018; Matrix Design Group, 2018.



Legend

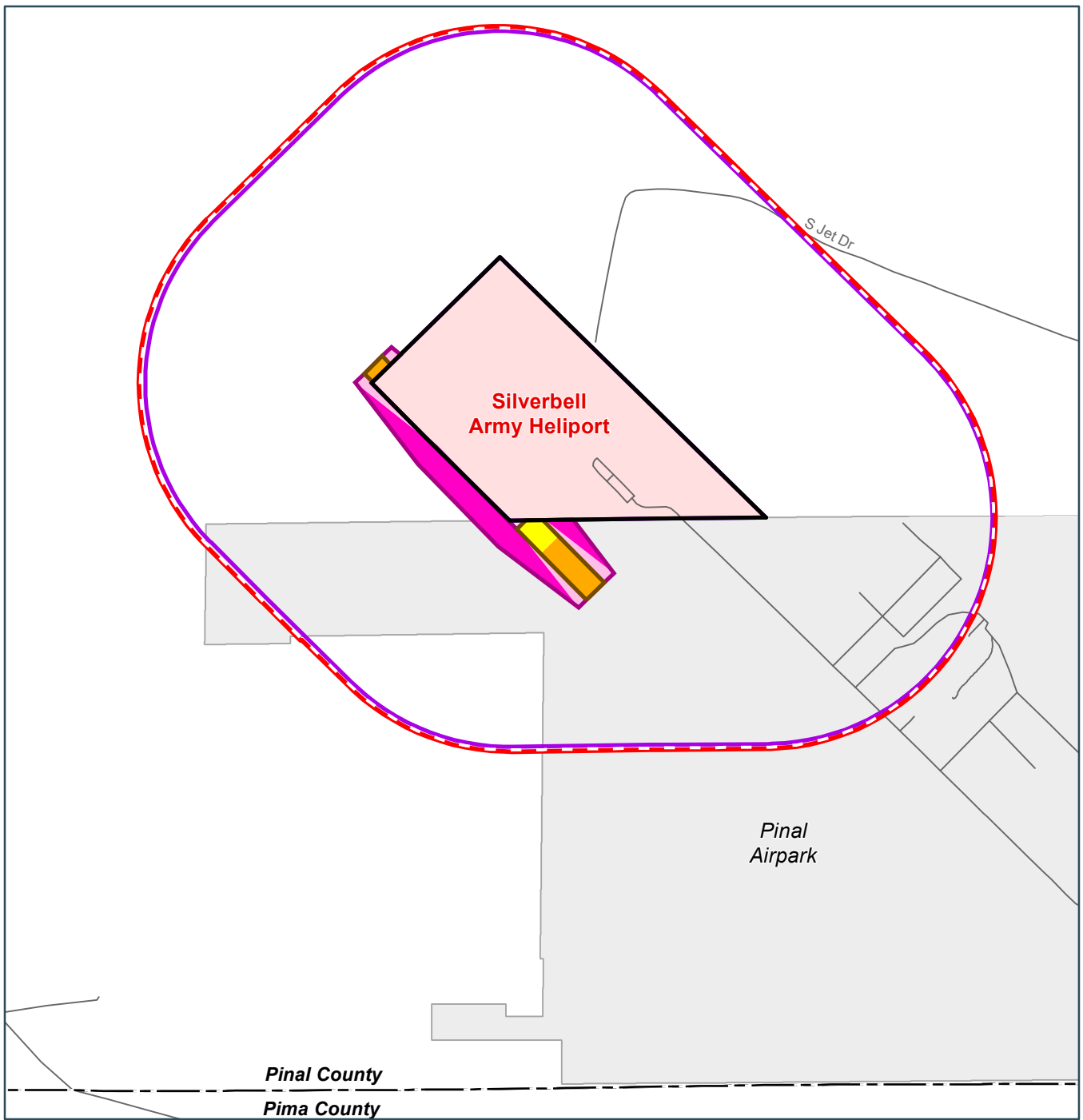
- | | | |
|--|-------------------------------------|-------------------------|
| Military Compatibility Area Overlay District (MCAOD) | Airfield Safety MCA | Picacho Peak Stagefield |
| Airspace Protection MCA | Airfield Safety MCA Subzone A | City of Eloy |
| Land Use MCA | Airfield Safety MCA Subzone B | Interstate |
| | Airfield Obstructions MCA | Highway / Freeway |
| | Airfield Obstructions MCA Subzone A | Railroad |
| | Airfield Obstructions MCA Subzone B | |



0 1/2 1 Miles

Figure 4
Picacho Peak Stagefield
Military Compatibility Area Overlay District

Source: Federal Aviation Administration (FAA), 2017; AZ National Guard, 2019.



Legend

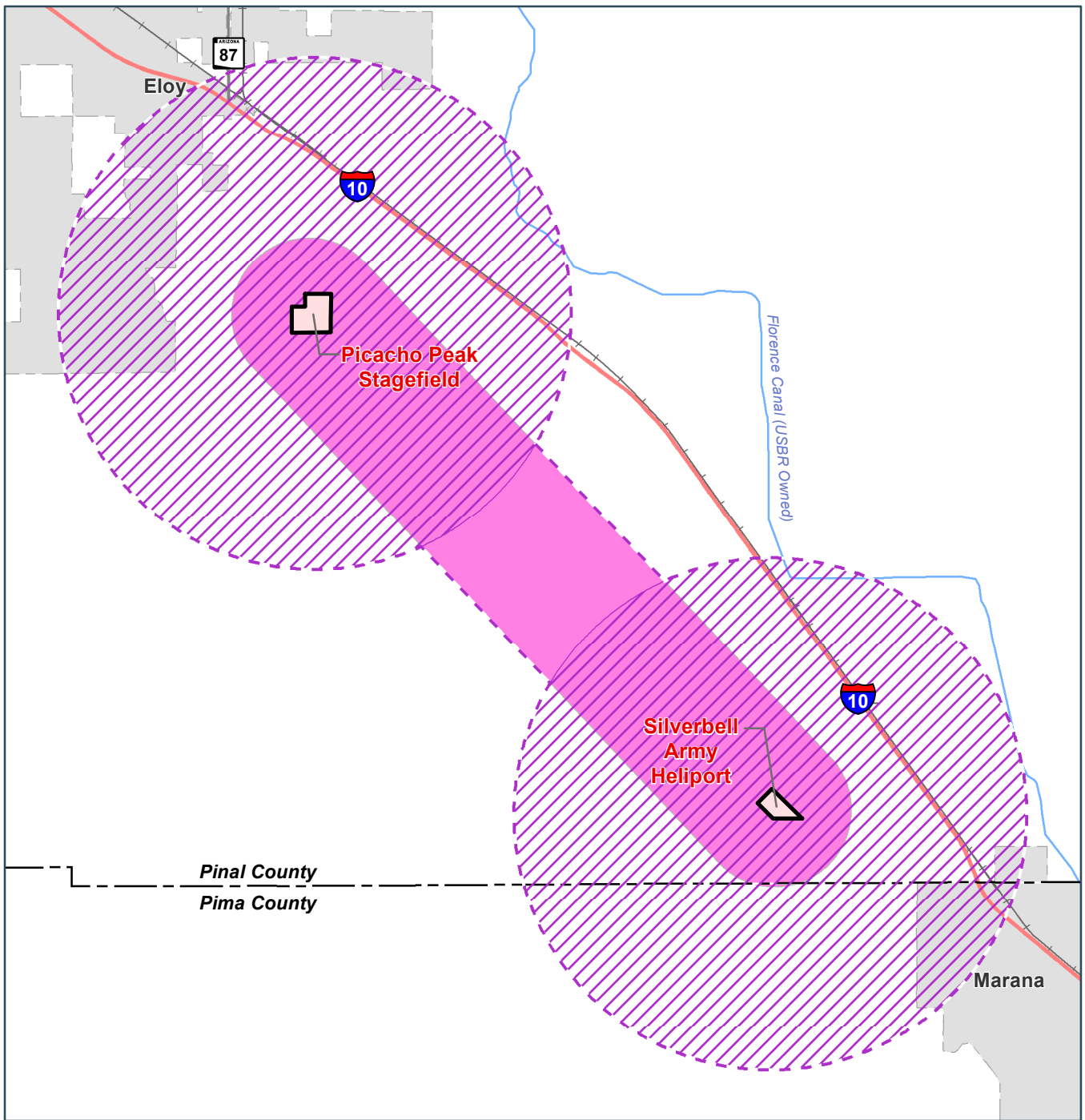
- Military Compatibility Area Overlay District (MCAOD)
- Land Use MCA
- Airfield Safety MCA
- Aviation Safety MCA Subzone A
- Aviation Safety MCA Subzone B
- Airfield Obstructions MCA
- Airfield Obstructions MCA Subzone A
- Airfield Obstructions MCA Subzone B
- Silverbell Army Heliport
- Pinal Airpark
- Local Road

0 1/4 1/2 Miles



Figure 5
Silverbell Army Heliport
Military Compatibility Area Overlay District

Source: AZ National Guard, 2018; Matrix Design Group, 2018.



Legend

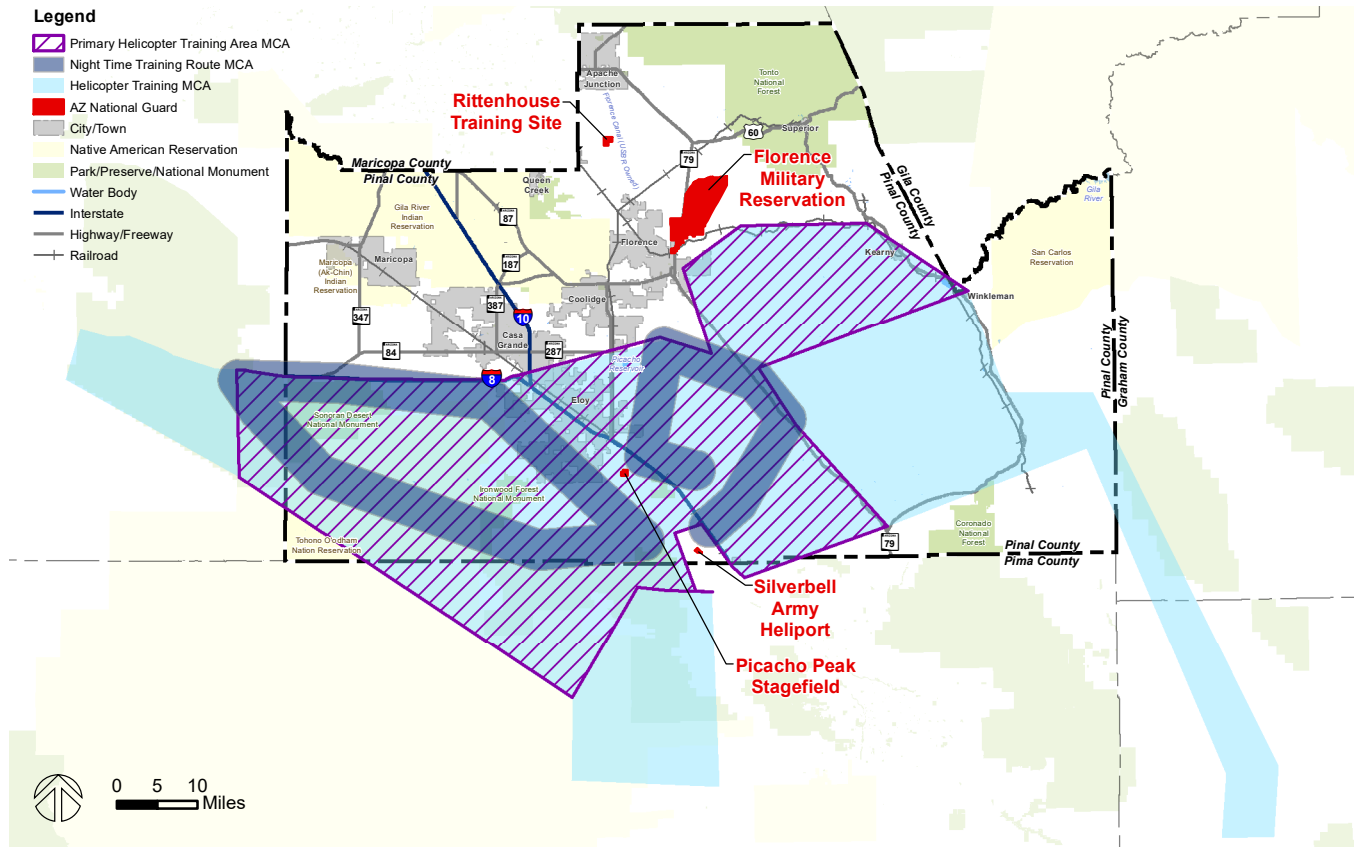
- Primary Helicopter Training Route MCA
- Subzone A (Primary Training Route)
- Subzone B (UAS 5-mile Buffer)
- AZ National Guard Site
- City/Town
- County Boundary
- Interstate
- Highway / Freeway
- Railroad



0 1 2 3 Miles

Figure 6
Primary Helicopter
Training Route MCA

Source: Federal Aviation Administration (FAA), 2017; AZ National Guard, 2018; Matrix Design Group, 2018.



Source: AZ National Guard, 2018. USGS, 2017. Maricopa Association of Governments, 2018.