



MEETING DATE: NOVEMBER 2, 2022

TO: PINAL COUNTY BOARD OF SUPERVISORS

CASE NO.: **PZ-PA-008-22, MILITARY COMPATIBILITY CHAPTER**

CASE COORDINATOR: LARRY HARMER, SR. PLANNER

Executive Summary:

This is a 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 apply accompanying updates to the Plan's minor Comprehensive plan amendment regulations.

If This Request is Approved:

If this major amendment to the Pinal County Comprehensive Plan is approved, the action will provide for military and community compatibility planning and long-term sustainability of military operations at all Pinal County AZ Army National Guard (AZARNG) training facilities and operational areas. 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.

Staff Recommendation/Issues for Consideration/Concern:

Staff recommends approval of the request.

LEGAL DESCRIPTION: -NA-

TAX PARCEL: Multiple Locations

LANDOWNER/APPLICANT: Pinal County, Department of Emergency and Military Affairs, Arizona Army National Guard

REQUESTED ACTION/PURPOSE: **PZ-PA-008-22 – PUBLIC HEARING/ACTION:** Pinal County, requesting approval of a 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 Comprehensive Plan Amendment regulations. The proposed amendment, Military Compatibility - Chapter 10, addresses military and community compatibility planning and long-term sustainability of military operations at all Pinal County AZARNG training facilities and operational areas.

LOCATION: The Rittenhouse Training Site, Florence Military Reservation, Picacho Peak Stagefield and Silverbell Heliport.

STAFF FINDINGS

PUBLIC COMMENT:

Comments have been received from:

- Arizona State Land Department (ASLD)
- City of Eloy
- Citizen Advisory Committee (CAC)
- Compatibility Use Implementation Committee (CUIC)

Comments received have been addressed in the final document.

PUBLIC PARTICIPATION:

60 Day Review Ended:	8/12/2022
P&Z Work Session:	7/21/2022
BOS Work Session:	8/10/2022
Citizen Advisory Committee:	9/01/2022
P&Z Public Hearing/Action:	9/15/2022
Newspaper Ad:	Week of 10/3/2022
Web Posting:	10/4/2022

OTHER REVIEW AGENCY COMMENTS:

As of the writing of this report no additional agency comments have been received.

PLAN AMENDMENT DISCUSSION:

Pinal County is requesting approval of a 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. The proposed amendment, Military Compatibility - Chapter 10, addresses military and community compatibility planning and long-term sustainability of military operations at all Pinal County AZARNG training facilities and operational areas.

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 national missions. Pinal County is home to one of the two AZARNG primary training sites, the Florence Military Reservation (FMR) and Silverbell Army Heliport (SBAH), one of only four Army National Guard aviation training sites in the country, as well as two ancillary locations, Picacho Peak Stagefield (PPS) and Rittenhouse Training Site (RTS). Approximately 5,300 military personnel train and prepare to respond to state and national security emergencies at these facilities.

Sustaining AZARNG mission's at all four sites is an overarching goal of Pinal County. To reflect this commitment, the County sponsored and is administering 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 comprise an implementation plan for reducing or eliminating compatibility issues due to impacts the installations have on surrounding communities, or vice versa, and ensuring mission sustainability.

The proposed Pinal County Comprehensive Plan 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 communities.

The adoption of this MCPA will replace the current Chapter 10: “Implementation”. The displaced “Implementation” chapter would then be Chapter 11 as to ensure the correct order of chapters in the Comprehensive Plan.

COMPATIBLE USE IMPLEMENTATION COMMITTEE:

The Compatible Use Implementation Committee (CUIC) consists of representatives from Pinal County and local municipalities, State of Arizona agencies, Arizona Army National Guard, and others. After several meetings and detailed discussions, the CUIC concurs with the final draft of Military Compatibility Chapter 10.

CITIZENS ADVISORY COMMITTEE ACTION:

After a detailed discussion, the Citizen’s Advisory Committee (CAC) voted 10-0 to recommend approval of case PZ-PA-008-22. Staff notes the consensus of the CAC Committee was that the Military Compatibility Chapter would be beneficial to the National Guard and Citizens of Pinal County.

PLANNING AND ZONING COMMISSION ACTION:

On September 15, 2022, after a detailed discussion, the Planning and Zoning Commission voted 7-1 to recommend approval of case PZ-PA-008-22 to the Board of Supervisors.

Date Prepared: 10/12/22 LH

Date Updated: 10/25/22 SD

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PINAL COUNTY PLANNING AND ZONING COMMISSION
(PO NUMBER 247994)

Regular Meeting
9:00 a.m.
Thursday, September 15, 2022
Pinal County Administrative Complex
Board of Supervisors Chambers Historic Courthouse
135 N. Pinal Street, Florence, Arizona

INDEX:

CALL TO ORDER & ROLL CALL: p. 1

PLANNING MANAGER DISCUSSION ITEMS: - None

NEW CASES: No Action

- SUP-005-22 - pp. 2-9
- SUP-006-22 - pp. 9-23

MAJOR COMPREHENSIVE PLAN AMENDMENT CASES:

- PZ-PA-006-22 - pp. Withdrawn
- PZ-PA-007-22 - pp. 55-93
- PZ-PA-008-22 - pp. 94-113
- PZ-PA-009-22 - pp. 113-163
- PZ-PA-011-22 - pp. 163-190
- PZ-PD-048-21 & PZ-043-22 - pp. 191-204
- PZ-PA-049-21 & PZ-PD-049-21 - pp. 204-209
- PZ-042-21 & PZ-PD-042-21 - pp. 24-54

WORKSESSION: Rescheduled

TRANSCRIPTION PROVIDED BY

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ORIGINAL PREPARED FOR:
PINAL COUNTY, ARIZONA

1 RIGGINS: Lizarraga, are you here?

2 LIZARRAGA: I'm here.

3 RIGGINS: Heaton, are you here?

4 HEATON: I'm here.

5 RIGGINS: Okay. That's all that was here to begin
6 with. So, Hartman and Mennenga were never here, but we've got
7 eight people, so we have a quorum. So our next case is PZ-PA-
8 008-22. Major Comprehensive Plan Amendment.

9 OLGIN: Chair, Vice Chair, Commission, good
10 afternoon. Gilbert Olgin, I'll be giving you the presentation
11 on this next case. It's for the Compatible Use
12 Implementation. It's a request to amend select portions of
13 the Comprehensive Plan to allow for the creation of land use
14 classifications for Pinal County Compatible Use Implementation
15 to apply to accompany updates to the Plan's minor company to
16 plan amendment regulations. So real quickly, to give you some
17 quick history on this project, I kind of mentioned it before
18 at a work session, but this project is a long time coming.
19 Back in 2017, they started - the National Guard came to us and
20 asked us to help them kind of champion or spearhead a movement
21 to look into compatibility issues with the four installations
22 that we have here in the County. Encroachment issues, houses
23 that are being built right next to them, and this is causing a
24 lot of headache and problems because we get a lot of calls,
25 code compliance calls, planning calls, about these helicopters

1 and whatever. There's training that happens quite often at
2 these installations. Now keep in mind the installations,
3 we'll give you more detail as to where, but they've been
4 around for 50, 60, 80 years, and the intent is for them not to
5 go away. We train not only people from Arizona, but everybody
6 around the U.S. and in other countries as well. The Florence
7 military installation, it has various uses, everything from
8 shooting ammunition to exploding ordnances, flybys, and
9 there's also plans to someday expand that all the way down to
10 the junction. So the thought here is to provide land use
11 designations that are going to help keep them there to
12 continue training people here in the state. So what this case
13 is about is the development of a new chapter in our land use
14 designations. It's going to establish goals, objective,
15 policies that define specific actions to be taken by the
16 County and other stakeholders to achieve broad objective to
17 community and military compatibility. Now today, when the
18 planners get cases we review and look at the policy guide,
19 that we call the Comprehensive Plan/Area Plan, and that
20 provides guidance and direction to us as to what to tell the
21 developer. Yes, we support this project, go do multifamily
22 there. This is going to be the same thing. It's going to
23 allow us to tell these developers no, this type of density
24 will not fit, we won't support the case. This is also going
25 to be followed up - not today, but in the future - with

1 another meeting, the zoning ordinance that would give us all
2 those details on what exactly can and can't happen there. But
3 this is the starting point. This is where it begins. And as
4 I said, it started back in 2017. We finished at the end of
5 2019. We did when a - we actually developed and we got a,
6 through resolution, got a vision statement that was produced,
7 because it was not just the County, but it was several
8 stakeholders throughout the State that contributed: town,
9 cities, organizations, and this vision statement provides the
10 details of what causes the issues with compatibility and some,
11 at least some concepts on how to deal with it. Now, today
12 we're actually putting those ideas into a working document
13 that staff can use/. The installations that we're talking
14 about are Rittenhouse Training Site, the Florence Military
15 Reservation, a Picacho Peak Stagefield, and Silverbell
16 Heliport. This map gives you kind of an overall of the
17 County, but more specifically shows you exactly where these
18 locations are at. Obviously, the big one being the Florence
19 Military. To the south over by the Pinal County Airpark, or
20 the airport, is the Picacho Peak and the Silverbell, but to
21 the north we have Rittenhouse, and I would say Rittenhouse
22 Training Site probably receives the most complaints. They do
23 everything from - as you can see, the canal actually - the CAP
24 canal, I believe it cross - it actually traverses through
25 there, actually impacts the area on one of the sides. And

1 there's a lot of what they call bucket training with the
2 helicopters, there's all kinds of training that they do there,
3 and we get a lot of complaints on that one, specifically,
4 because of everybody who lives around it. This is a better
5 image, more perspective of the site and how the houses have
6 encroached all over the place now. One of the reasons why
7 there's not more encroachment around it is because a lot of
8 the land that's in question is State Land. So that has to be
9 auctioned off and then eventually sold to the highest bidder,
10 and then more housing or whatever that type of use would be
11 would come into play. We're trying to provide more detail,
12 more policies and guidelines that would limit the density and
13 possibly focus on lower density in these areas, more
14 compatible type of houses, which would be like farms and large
15 lots and, you know, densities like zero to 1 dwelling units
16 per acre, or even preserve some of the areas of Open Space.
17 That's another option that's come up. This image here is the
18 Florence Military Reservation. As you can see, everything in
19 pink is the actual reservation itself, but they do plan to
20 expand it all the way to the north where you can see the
21 blue's at, but - and that's that blue circle that's around it
22 on top. As I said, it's going almost all the way to the
23 junction. This is (inaudible) Army heliport, and this one is
24 right across from - I shouldn't say across, but it's within
25 proximity to the other installation that we talked about

1 that's at the Pinal County Park. And a lot of training
2 happens between these two sites where it's back and forth with
3 helicopter training and other types of training as well.
4 Plus, it's an area where they store different military flying
5 devices. So the implementation itself, it's to make it
6 simpler for leaders and property owners to incorporate
7 Comprehensive Plan goals, objectives and policies into
8 amendments and development proposals. The policies have been
9 divided into two categories. You've got the public
10 responsibility and you got the shared possibility.
11 Essentially, I have brought Dorenda, who does work for
12 National Guard, she's their entitlement specialist. It was
13 their group, her herself, who reached out to us to continue
14 the process, past the vision statement, and try to develop
15 these rules, these policy guides, to have in their future
16 development for future generations. So if it wasn't with her
17 lead that this would ever happen, but she's here to answer any
18 questions. I think we still might have a link with one of the
19 consultants online that can answer more specific questions if
20 you have any.

21 RIGGINS: Okay. Questions, Commissioners, for
22 Gilbert?

23 FLISS: Mr. Chair?

24 RIGGINS: Commissioner Fliss.

25 FLISS: Gilbert, so would this changed the current

1 land uses surrounding, in the area that we have? And I'm
2 assuming obviously these property owners, these current
3 property owners have bought the land with the hope of
4 developing them and everything else, how does this affect
5 those current property owners?

6 OLGIN: So current zoning is, it's a law, so we're
7 not changing the current zoning. So even if we adopt this, if
8 they were going to develop this with more than, say, one per
9 acre, they could still do that. Yes.

10 FLISS: It's only if they were going to sell it?

11 OLGIN: If they if they decide, hey, you know right
12 now the zoning is GR, which allows an acre and a quarter,
13 right? (Inaudible) that. And let's say the new designations
14 push for even a bigger, or less density than that. If they
15 wanted to rezone, that's where this takes - this kicks in.
16 But currently the law's the law and it stays as is.

17 FLISS: Okay.

18 OLGIN: So we're not changing the law, we're
19 changing the vision statement for the area, the actual
20 suggestions and guidelines, that's what we're going to change.

21 FLISS: Right now, with the intent of changing the
22 law.

23 OLGIN: Right. Yes. We're going to wait on the
24 ordinance portion of it. It's going to kick in when the
25 overall update kicks in, it'll be a perfect fit. So we'll add

1 - we're trying to meet closer to that timeframe, so it's not a
2 shock, it's all together when they do the update for the Pinal
3 County ordinance.

4 FLISS: But even at this point, it wouldn't
5 necessarily be a shock, I'm assuming we've talked to -

6 OLGIN: Right.

7 FLISS: To the current stakeholders surrounding this
8 area.

9 OLGIN: Correct.

10 FLISS: And the input has been what?

11 OLGIN: Currently one of the big, I should say the
12 stakeholders, is State Land and they provided a letter. So
13 the letter gave us some direction and some guidelines as to
14 what they want to do. And we went through the process of
15 actually - we've had probably about four or five entities that
16 provided comments and we went through the process of reviewing
17 the comments and trying to meet what they asked or, if it's
18 applicable. In some cases you can't. But so far I believe
19 we've been able to meet in the middle with most of these
20 stakeholders, and that's where it's at right now. So we
21 haven't, like I said, we didn't get - it was all cities and
22 towns that provided comments, and our own Pinal County staff,
23 like the Parks and Rec, he had a lot to say in regards to
24 preservation of Open Space and how it plays into this. So
25 that's where most of the comments have come and we, to be

1 totally upfront and frank with you, based on the vision
2 statement that we did, it was a huge process, a lot of the
3 public didn't come. So our focus on this one was we invited
4 the public, it's an open forum for public, but it was more
5 focused on getting cities, towns and government agencies
6 involved because they do, whether they have to or not, but
7 they do provide you comments that you can use. So that was my
8 goal when we put this together was to open it to the public so
9 anybody who owns private property could make comments, and
10 they didn't. But most of our comments are coming from the
11 surrounding cities and towns and State Land.

12 FLISS: Yeah. And they're going to adopt the
13 cities, towns, State Land (inaudible)?

14 OLGIN: Yes. So we took in recommendations, and
15 like I said, we incorporated them into the document. So
16 that's -

17 FLISS: For us, but are adopting similar vision
18 statements in their own time?

19 OLGIN: We're hoping. That's also the intent, is
20 because when they annex property from Pinal County, it turns
21 into incorporated property. They have to give them what's
22 called comp zoning. So the zoning, once the zoning's done, if
23 the zoning is a certain density, they have to give them the
24 same type of density when they adopt, it's called comp zoning.
25 So yes, this is essentially what will happen. They can be

1 designed under a different policy, under a different general
2 plan versus the Comprehensive Plan, but anyways, the idea here
3 is at least state the areas, start this process, give some
4 policies, some guidance. And as you said, it will also lead
5 to future decisions for other cities and towns that bring them
6 in. So we're excited - I'm real excited - that we're finally
7 are here. It's been a long time coming. We give a lot of
8 advice on subdivisions everywhere, but not so much when it
9 comes to military. So this is going to be a definite plus for
10 the County.

11 FLISS: You know, it seems to be needed, it's just
12 it's concerning to me that it sounds like any private land -
13 current private landowners really had any input or anything
14 when absolutely it would be dramatically impacted by this.

15 OLGIN: There wasn't a whole lot of property owners
16 that were involved. And normally when you deal with a -
17 because a lot of this was State Land, I mean I would say more
18 than 70 percent, maybe even more than that, was all State Land
19 property. So the biggest property owner was the State, for
20 sure.

21 FLISS: Right. But there are certainly private
22 landowners.

23 OLGIN: Yes.

24 FLISS: I mean there's no way to quantify how much
25 are we talking?

1 OLGIN: I don't have that number in front of me, I
2 could tell you at the next meeting if you'd like. But what I
3 can do is, yes?

4 COLEMAN: When we did the original joint land use
5 study, which was 17, 18, 19, we would have open meetings - I'm
6 sorry, (inaudible) stand up instead of yelling it.

7 FLISS: Is that - we're going to have you sign in .

8 RIGGINS: If you could, please go and sign in -

9 COLEMAN: That were open to the community.

10 RIGGINS: And your address and then let us know who
11 you are before you begin.

12 COLEMAN: Okay. Dorenda Coleman, Arizona Army
13 National Guard, 9824 North 29th Street, Phoenix, Arizona. When
14 we did the original JLUS - because right now we're in the
15 implementation phase - so when we did the original JLUS, which
16 is a joint land use study, we actually have community outreach
17 meetings, and if I recall correctly, there were a total of six
18 of them and a lot of them had like the local community
19 members, families and people (inaudible). We had some
20 meetings here, and then some down by Silverbell, because those
21 are our two biggest installations, and at those time we had
22 private citizens, landowners, private landowners, attend those
23 meetings and go over, you know, different questions they had,
24 different suggestions we had. So they were involved in that
25 original process.

1 FLISS: Okay, so not too many surprises then.

2 COLEMAN: I don't think so.

3 FLISS: Thank you, guys.

4 COLEMAN: Okay, thanks.

5 SCHNEPF: I have a question.

6 RIGGINS: Why don't you just stay up now?

7 COLEMAN: Okay.

8 RIGGINS: Yeah, because we'll transition between you
9 and Gilbert. Yes, Commissioner Schnepf.

10 SCHNEPF: What was the public feedback around the
11 Rittenhouse portion? Because I am in that area and I know
12 that area well.

13 COLEMAN: Usually the comments we get, because we do
14 boots on the ground training there, so we have soldiers that
15 will do driver training or, you know, practicing checkpoint
16 checking and stuff like that. And then we train Blackhawk
17 pilots out there, so the black pilots will do Bambi bucket
18 training out of the CAP canal to practice for firefighting and
19 stuff like that, or they'll do sling load training, heavy load
20 trainings, so they have a weight that's about 4,000 pounds.
21 So sometimes people will complain about the noise or the
22 incoming flight. You know, a lot of times people get kind of
23 freaked out if they see a Blackhawk hovering over their
24 neighborhood. Which, you know, we've had calls of people kind
25 of freaking out, hey are we getting invaded or something like

1 that. So I think sometimes just more of a concern that we're
2 actually there and not necessarily the training.

3 SCHNEPF: Did any of them attend the public meeting
4 by chance?

5 COLEMAN: Yeah, we had - yeah, I - for the
6 implementation phases, we've had civilians, landowners attend,
7 and then for when we actually created the JLUS, I would say
8 probably an average of 15-20 people at each meeting.

9 SCHNEPF: Are they from that particular area?

10 OLGIN: So that was for the vision statement. For
11 this project itself, we had them advertised in the newspaper
12 and had the meeting over here at - here in the County, and we
13 got no one from the public to show up. So we have other ones
14 coming up that we're trying different ways to get the word
15 out. When we even reached out to - they've got the newspaper
16 does a free announcement type deal works not - so we paid
17 money to advertise, but also went that route to like a free
18 event to get people to show up, and we just don't have the
19 public interest right now.

20 SCHNEPF: It's just interesting because that was the
21 area you said you got the most complaints.

22 OLGIN: And that's over years of time. The one
23 thing that we try to tell the customers that call us is this
24 isn't like a NIMBY where they just showed up, it's the other
25 way around. They were there first, there was no homes around

1 there, except small farms. And today you've got some
2 residential development, so we're hoping that this will limit
3 that issue as we go on.

4 SCHNEPF: Okay. Thank you.

5 COLEMAN: And the whole process is really more of a
6 preventive measure. Because I've worked for the guard for 18
7 years and I've sat in on some committees where I worked with
8 big Army installations, where - and I'll give you an
9 explanation of one, or an example for Fort McChord up in the
10 Seattle area - it's Joint Base Lewis-McChord now. They had
11 somebody build a school up to one of their fence lines, and it
12 just happened to be where the parachutists would come practice
13 parachuting, landing on targets and stuff like that. And then
14 one time one of the guys kind of over blew his target and
15 landed into the schoolyard. So the kids think it's really
16 great because there's a guy dressed up as a soldier landing in
17 their playground, the parents weren't so happy about it. And
18 so that's the kind of encroachment that we're just trying to
19 avoid, having, you know, a schoolhouse or something that's not
20 compatible up to our fence line. There are other businesses
21 that are compatible with what we do, we're just trying to be
22 proactive and not end up like an Army installation where now
23 all of a sudden all four sides of their base are encroached
24 upon and it limits their training. So it's kind of the whole
25 nexus behind this whole joint land use study of the

1 Comprehensive Plan. Any other questions?

2 RIGGINS: Commissioners, questions? Okay.

3 COLEMAN: You guys are thinking.

4 RIGGINS: Okay, very good.

5 COLEMAN: Okay, thank you.

6 RIGGINS: Gilbert, anything else?

7 OLGIN: I thank you for your time. As I said, this
8 is really important to staff and the County, and hopefully if
9 it gets recommended for approval, it'll get approved
10 eventually, and then we can bring you the ordinances would
11 give a little more teeth to the matter.

12 RIGGINS: Okay. Well, at this point in time, we
13 will open up the public participation portion of this case and
14 ask if anybody from the audience would like to come up and
15 speak to it. Anybody at all? Anybody like to come up and
16 speak to it? There none being, we'll close the public
17 participation portion of the case and we'll turn this back
18 over to the Commission for discussion or questions of staff,
19 or a motion.

20 FLISS: Mr. Chair? Over here. Can I ask Gilbert
21 one more question?

22 RIGGINS: Oh yes, certainly. Certainly.

23 FLISS: Not to extend this too long.

24 RIGGINS: Commissioner Fliss.

25 FLISS: Thank you, sir. So you said a couple of

1 times this is incredibly important for the County and
2 something we've worked on for a long time. Can you say fairly
3 succinctly why, just what's - why is this important?

4 OLGIN: There isn't any current rules or policy on
5 installations in our County. I mean there is some, but not to
6 this level. So this now allows us to bring it out in the
7 forefront before - it talks about it, but not to where I could
8 actually say no, I'm not going to support your project because
9 you've got high density next to this military installation.
10 Not only does it put it on the map, but we've also used new
11 technology that is in play today. We have an online portal,
12 if you will, a website, where this information is currently
13 there. The vision statement's there, but once this has been
14 approved, you can just click on this map, it's on Pinal
15 County's website, and you can review and see, if I want to
16 live here, what's around me? It's pretty cool. It gives a
17 lot of detail, it's well done. It was established per the
18 2017 vision statement, but now that we're going to have these
19 designations, if they get approved, that will also be on
20 there. So it provides more detail and policy that we don't
21 have today, not to this level. So it's needed, because it
22 also, when people look at coming to the counties for
23 development, this is going to stick out. They're going to
24 say, well we don't want to build this master planned
25 subdivision next to all this noise, because it's a military.

1 So that's what it's going to do is actually make our four
2 installations kind of a - make a statement and announce that
3 they're there, and all developers that come to us will see
4 that now. And to us, and Dorenda, it's extremely important,
5 because we need a place to train our military and we don't
6 want that to go away.

7 SCHNEPF: Okay, and that's the other side of the
8 coin. So there's one side where it's the developers, but
9 we're also, obviously the military themselves have quite a
10 stake in this. And when we're saying they're encroaching, you
11 know, the people that own the land around them.

12 OLGIN: Yes.

13 SCHNEPF: Well, yes and no. I mean they're using
14 the land the way they can (inaudible) to.

15 OLGIN: And just to be clear, for our lawyer and
16 also for the Commission, they were the ones that came to us
17 and said we need help with encroachment. Can you help us?
18 There's a government grant that if we win it, we can put you
19 at the lead with your planning skill set and move this thing
20 forward, and that's where we're at today.

21 SCHNEPF: Right.

22 OLGIN: Go to step one, and this is step two.

23 SCHNEPF: And please don't understand as opposition,
24 it's just clear that this is actually probably being driven,
25 it seems, by the military.

1 OLGIN: Yes.

2 SCHNEPF: And I'm just trying to understand why is
3 that? I mean if people want to live next to, you know, to a
4 military installation and use the land the way it's been
5 designated, that's their decision.

6 OLGIN: Yes.

7 SCHNEPF: Right? So, I mean, that's - I'm sure you
8 get calls once in a while.

9 OLGIN: Yes.

10 SCHNEPF: It's very simple, well you decided to live
11 there.

12 OLGIN: Correct.

13 SCHNEPF: So I'm trying to understand what is at
14 stake here from the military side, and if it's expansion -

15 RIGGINS: If I may.

16 SCHNEPF: Yeah.

17 RIGGINS: Various installations, military and
18 civilian, airports being very much among them, Air Force bases
19 being very much among them, a great number of examples of a
20 legal infill close to them, everybody understood there was an
21 overlay district, it was all there, you know, but the density
22 was still allowed to establish itself. And then all of a
23 sudden there's enough people there where they all start
24 complaining and the military facility disappears. So even
25 though you have informed consent to go there, the very nature

1 of getting more and more people engaged in that and around it,
2 jeopardizes the original facility.

3 SCHNEPF: Yeah. No, that makes sense, but these
4 four areas are areas that would - I'm assuming, eventually,
5 we're moving towards these areas basically, and development is
6 moving towards these bases.

7 RIGGINS: I wouldn't think that, other than
8 Rittenhouse, I don't think development is moving very fast to
9 them.

10 SCHNEPF: It sounds like they'd be good areas for
11 solar projects, but (inaudible).

12 COLEMAN: I wanted to give you like one kind of
13 example. Out at Rittenhouse you guys have like a little five
14 acre plot of land. So Pinal County reached out to us and
15 said, hey, we want to put a 911 tower there. So then I
16 reached out to our pilots and said, hey, here's this project
17 that Pinal County wants to happen, what do you guys think?
18 And they came back with me and said if they put a 911 tower
19 there, that ends our training there because the electronics in
20 the tower would impact the electronics in the Blackhawk, plus
21 the height of it would have been into our flight paths. So
22 that's really just one example of what this whole plan that
23 we're working out would address. We would be able to look at
24 projects and say, yeah, that's good for us. As we did with
25 Box Canyon Solar, that works for us because it's compatible

1 development; or there's some that are not compatible, and
2 that's really just one example of stuff that happens. And you
3 kid about Silverbell. Silverbell's got - we have Red Rock,
4 which is literally a mile and a half north, maybe, maybe two
5 miles. So I have pilots that are training in Blackhawk and
6 Apaches that are flying back and forth over their houses all
7 the time, so they're getting closer and closer, closer. So,
8 well, we're going nowhere right now, in another five years,
9 we're not in the middle of nowhere anymore. So that's kind of
10 what this (inaudible) address.

11 SCHNEPF: No, and again, these questions aren't
12 expressing the opposition. It's just to make sure we're doing
13 this, we're weighing the growth of the community and the
14 health of the community, with the advantages of these military
15 installations in the community. And what's happening five,
16 10, 15, 20 years down the road with our expansion and growth
17 here in Pinal County.

18 COLEMAN: Right.

19 SCHNEPF: And is this more beneficial to have these
20 overlay areas, than to have that growth? And that's all I'm
21 trying to understand?

22 COLEMAN: It's also very proactive. A lot of
23 military installations aren't thinking this way, they're not
24 thinking 5, 10. Because the military itself is very reactive
25 to situations, so this is a very proactive measure. So I'm

1 not taking your questions wrong at all. I welcome the
2 questions.

3 RIGGINS: Any other Commissioners, questions? There
4 none being, we'll again put it back to the Commission, if we
5 have any discussion among ourselves, any further questions for
6 staff, or a motion.

7 SCHNEPF: Commissioner Riggins.

8 RIGGINS: Commissioner Schnepf.

9 SCHNEPF: I'd like to make a motion. I'd like to
10 move the Planning and Zoning Commission to forward PZ-PA-008-
11 22 to the Board of Supervisors with a favorable
12 recommendation.

13 RIGGINS: We have a motion, do we have a second?
14 Commissioner Del Cotto seconds. All those in favor signify by
15 saying aye.

16 COLLECTIVE: Aye.

17 RIGGINS: Any opposed? The motion -
18 ?? Nay.

19 RIGGINS: Pardon me?

20 ??: There's one nay, please.

21 RIGGINS: Oh, there is a nay. Okay. It does not
22 pass unanimously then, it passes 7 to 1. So it does pass.

23 OLGIN: Thank you.

24 RIGGINS: Okay, thank you very much. We will move
25 on then, now to case PZ-PA-009-22.

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:

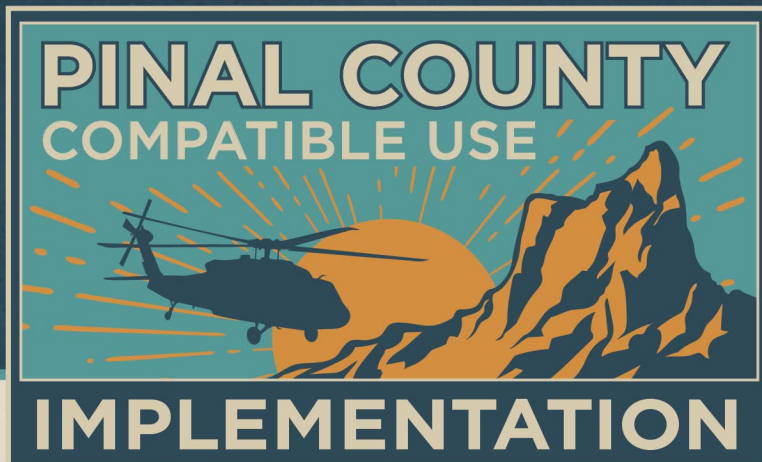
Clerk/Deputy Clerk of the Board

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

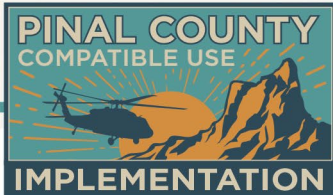


in partnership with the Arizona National Guard

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

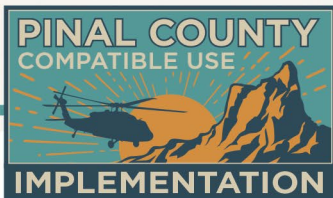
Pinal County residents and the Arizona Army National Guard (AZARNG) have a long history of coexistence, and, as such, the AZARNG is integral to the County's sense of community. The AZARNG is "Always Ready - Always There," providing military forces to conduct community, state, and federal missions. Pinal 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

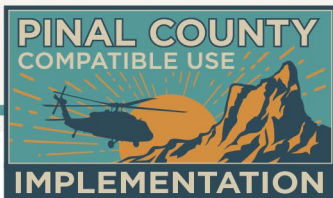
Mission activities conducted on and around each AZARNG training site can impact on areas in Pinal County if incompatible uses are developed near operational areas. Examples of potential mission impacts include noise and vibration from rotary-wing aircraft (helicopter) flights and the risk of an aircraft 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.

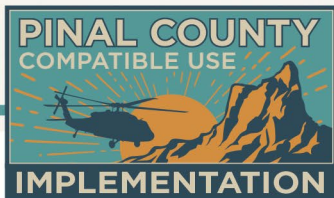
Training at the site includes touch-and-go landings, dust landings, emergency procedures, multi-ship training, slope operations, sling load transportation, Bambi bucket training, and occasional non-live-fire, small-caliber weapons target training. Additionally, the site supports pre-mobilization field 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

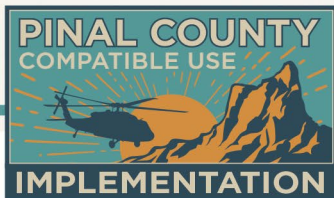
The FMR Land Use MCA is made up of all land within one-half mile of the boundary of FMR. This MCA crosses into unincorporated areas of Pinal County to the north and northwest and into Bureau of Land Management (BLM) land to the northeast. The southern boundary extends into the northeast part of Florence, 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

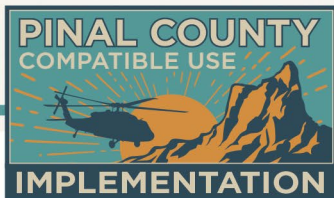
The PPS Land Use MCA is made up of all land within one-half mile of the boundary of PPS. As explained above, PPS is surrounded by ASLD land; the MCA also encompasses ASLD land, with a minor portion in the northeast being privately owned land within unincorporated Pinal County.

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)

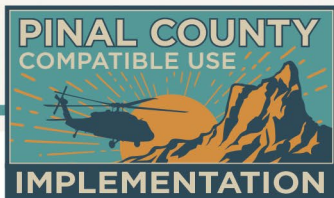
SBAH is in southern Pinal County, just north of the Pima County border and approximately three miles north/northwest of the Town of Marana. The SBAH MCAOD and its four MCAs are shown in **Figure 5**. SBAH is adjacent to the Pinal Airpark, less than three miles west of I-10. Arizona State Trust Land adjoins 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

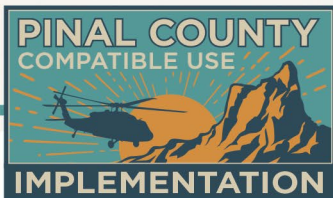
While most MCAs are associated directly with the four AZARNG sites, three helicopter training-related MCAs were developed to address compatibility specific to helicopter training operations. The first MCA is the PPS Primary Helicopter Training Route Corridor, depicted in **Figure 6**. The second and 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.

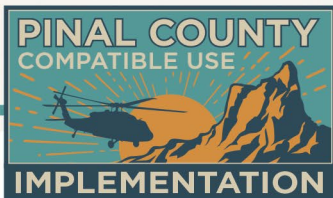
10.1.1.3: Formalize agreements with AZARNG to communicate changes in operational or municipal policy through an MOA.

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.

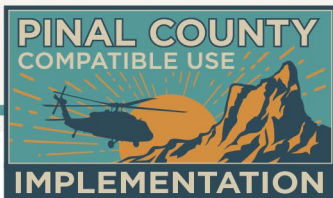
10.2.2.2: Develop or update solar energy ordinances and siting guidelines to avoid the development of these systems near air traffic control towers or low-level helicopter operational areas with input from AZARNG within MCA boundaries.

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.

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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.

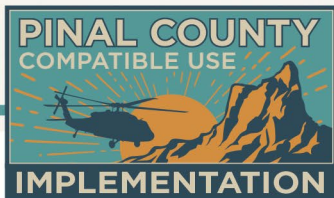
Policies:

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.*

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**.

10.4 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:

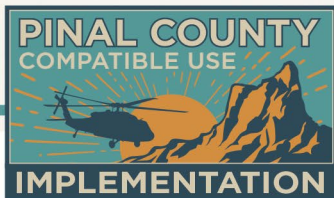
10.4.1.1: *Encourage land uses compatible with the FMR site and associated operational areas.*

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.*

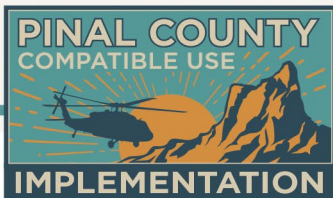
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10.4.3 Objective: Protect and preserve the restricted airspace within the **FMR Airspace Protection MCA**.

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.

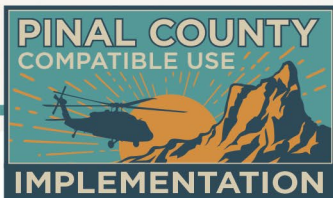
10.5.1 Objective: Promote compatible zoning and future land use in the **PPS Land Use MCA** to protect the lands surrounding the site.

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.

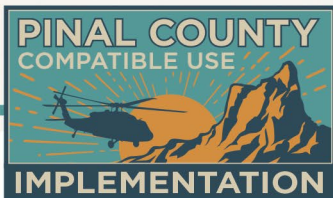
10.5.2.3: Encourage low-density land uses in the PPS APZs.

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:

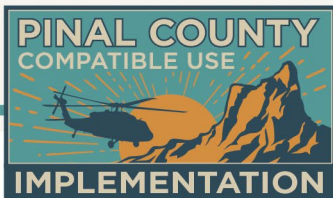
10.5.4.1: Add policies to local comprehensive and general plans to support the protection of restricted airspace by addressing uses that may interfere with safe flight operations.

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:

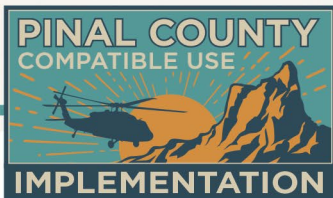
10.6.2.1: Encourage land uses compatible with Accident Potential Zone 1, extending north of SBAH, per Unified Facilities Criteria guidance 3-260-01 Airfield and Heliport Planning and Design.

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.

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.

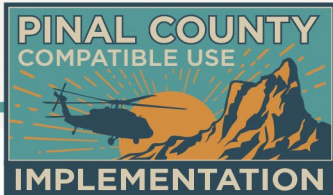
10.6.3.4 Update communication tower approval processes to require developers to submit proof that a proposed development was submitted through the FAR Part 77 obstruction evaluation process.

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

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

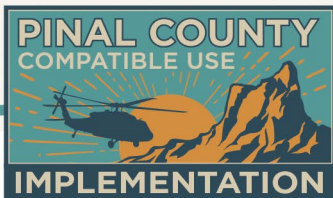
Policies:

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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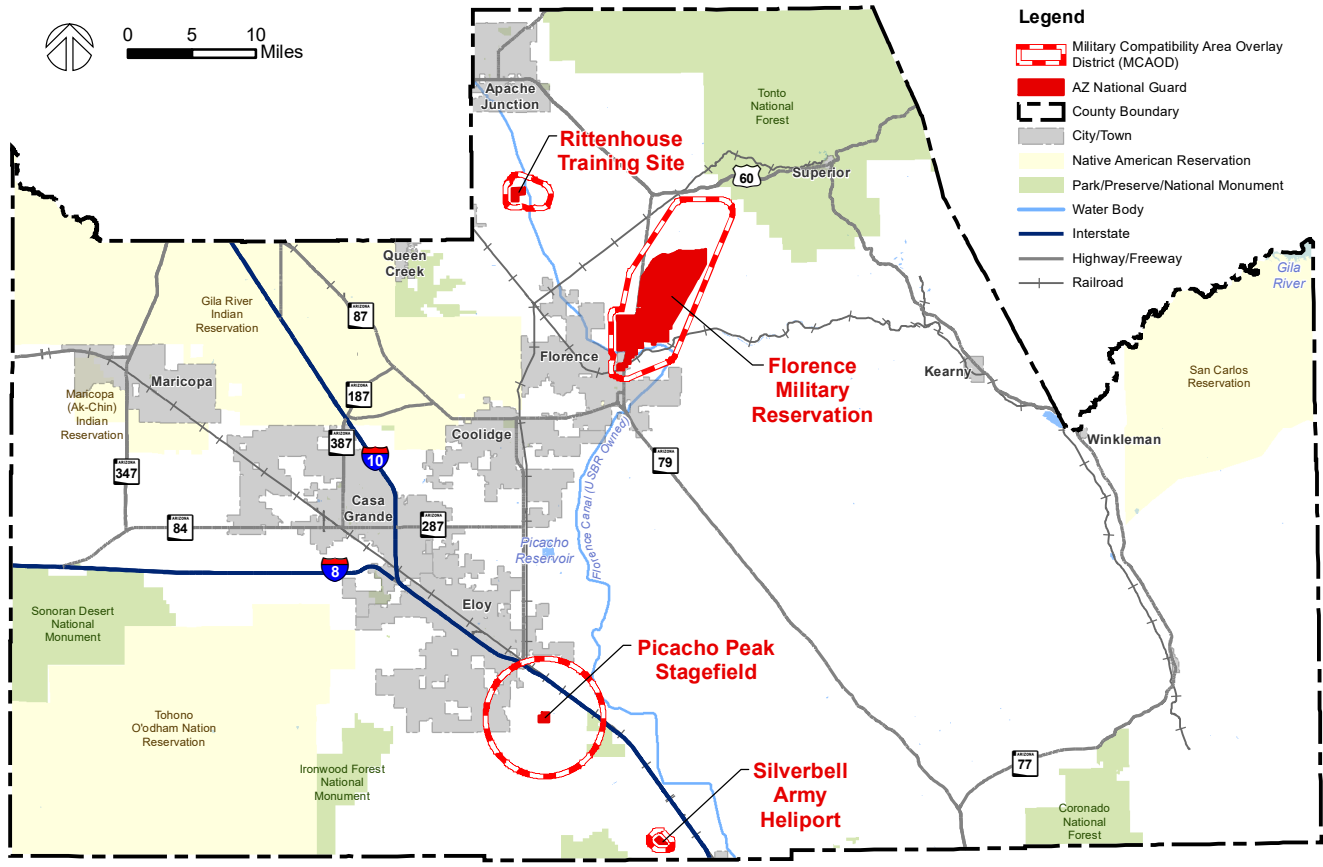
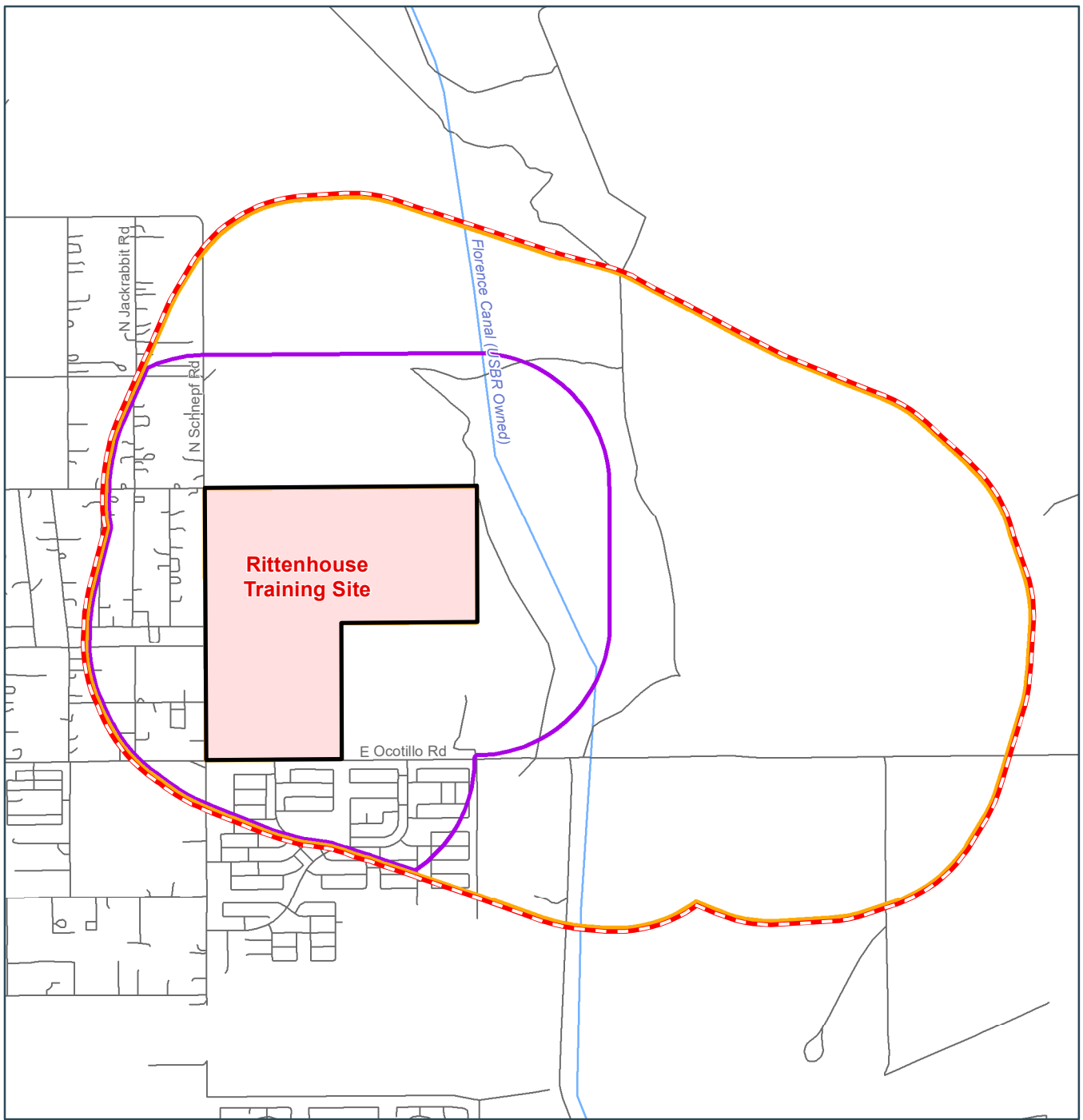


Figure 1
AZARNG Training Sites & MCAODs

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



Legend

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

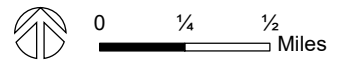
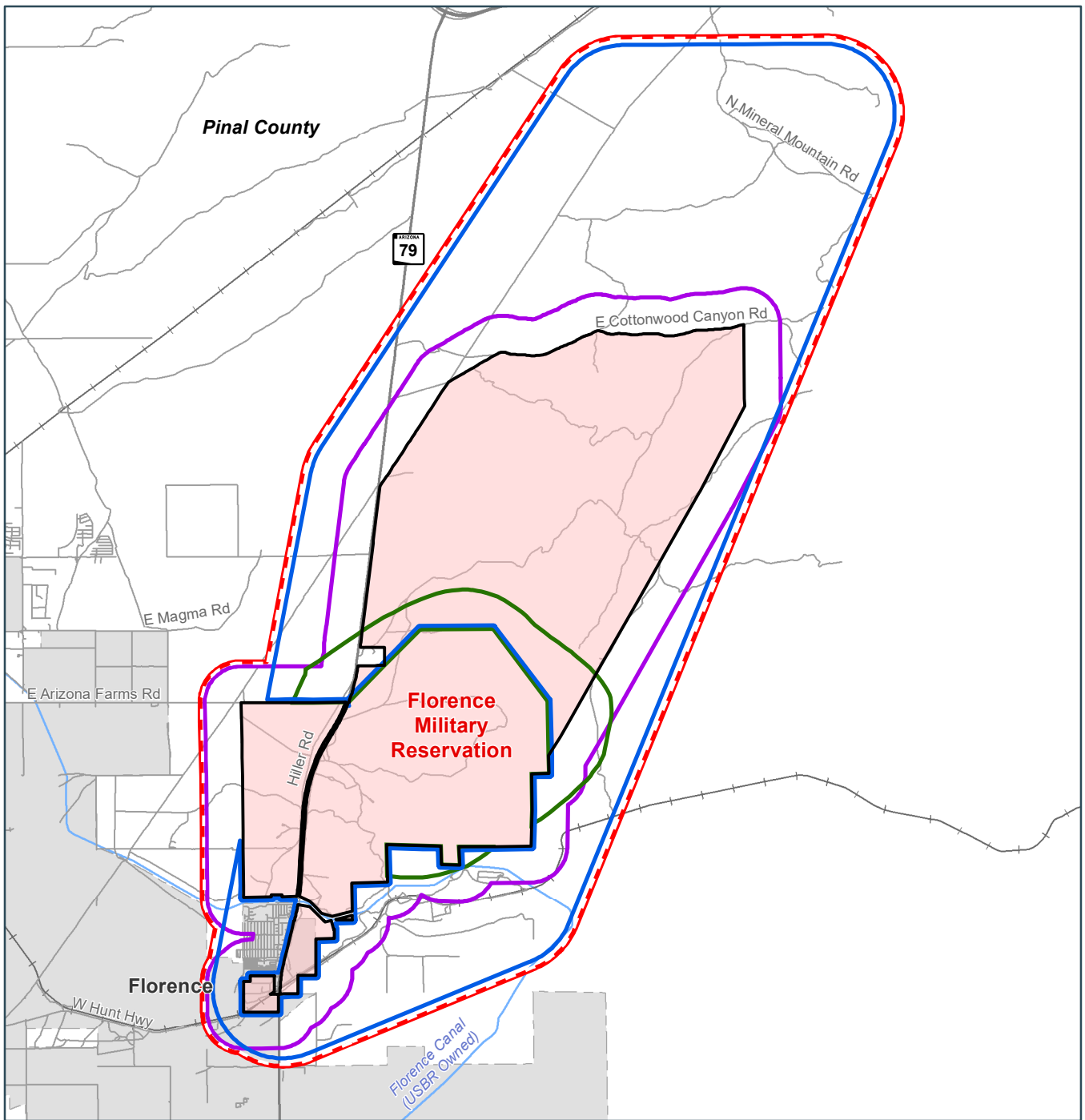


Figure 2
Rittenhouse Training Site
Military Compatibility Area Overlay District

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



Legend

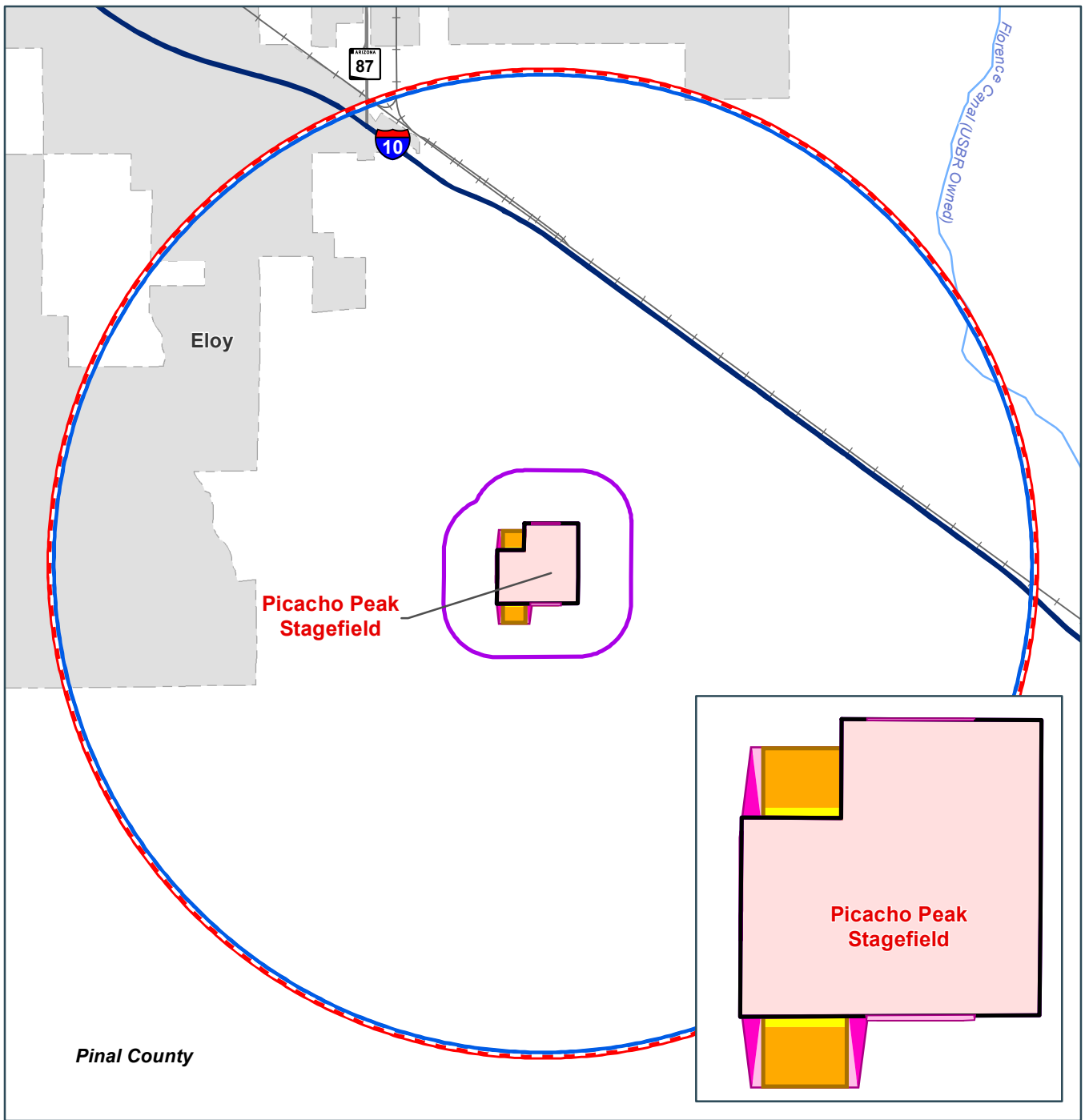
- Military Compatibility Area Overlay District (MCAOD)
- Airspace Protection MCA
- Impact Noise MCA
- Land Use MCA
- Florence Military Reservation
- Town of Florence
- Highway / Freeway
- Local Road
- Railroad



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

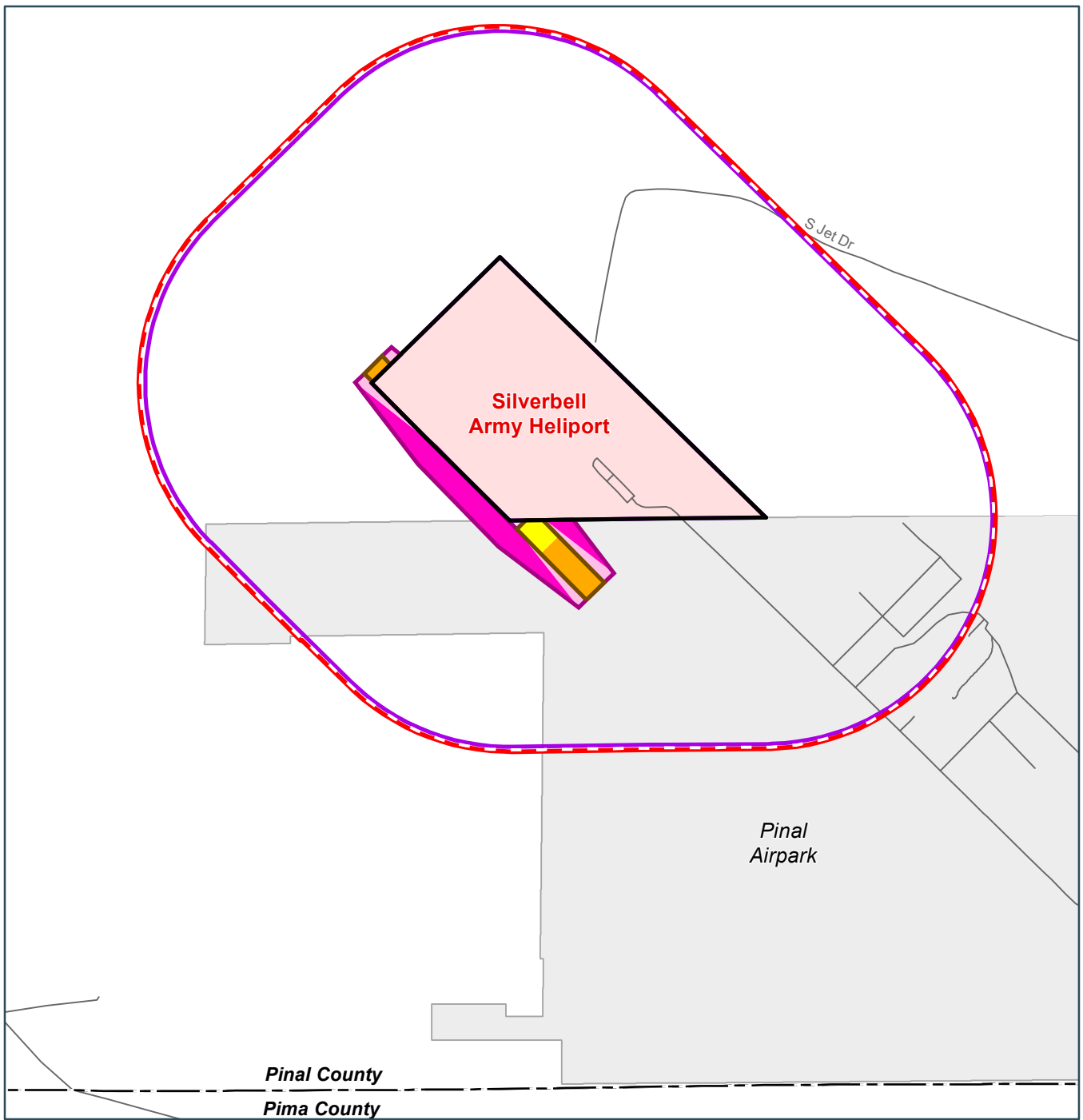
- | | | |
|--|-------------------------------------|-------------------------|
| Military Compatibility Area Overlay District (MCAOD) | Airfield Safety MCA Subzone A | Picacho Peak Stagefield |
| Airspace Protection MCA | Airfield Safety MCA Subzone B | City of Eloy |
| Land Use MCA | Airfield Obstructions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














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

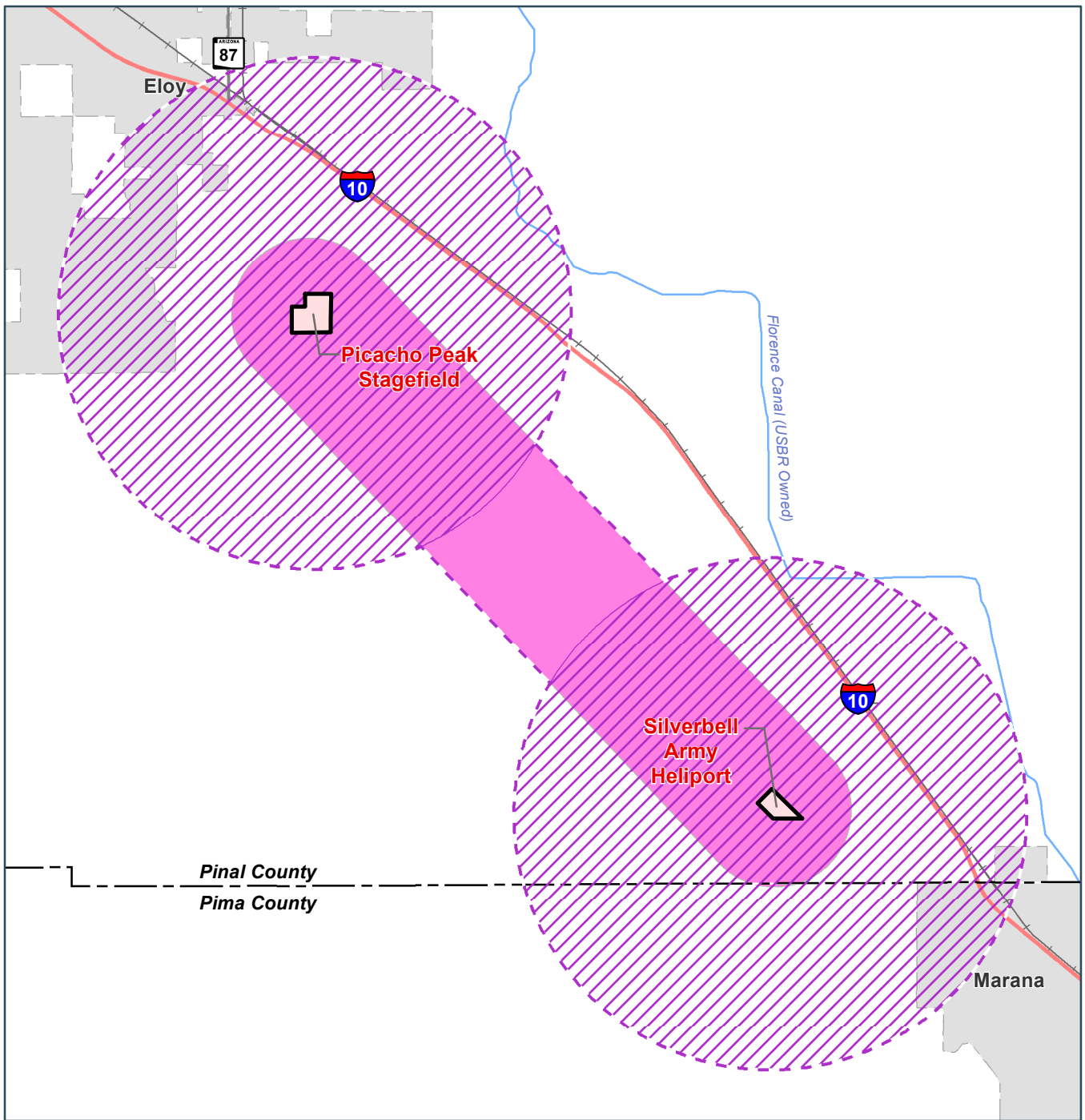
-  Military Compatibility Area Overlay District (MCAOD)
-  Land Use MCA
-  Airfield Safety MCA
-  Aviation Safety MCA Subzone A
-  Aviation Safety MCA Subzone B
-  Airfield Obstructions MCA
-  Airfield Obstructions MCA Subzone A
-  Airfield Obstructions MCA Subzone B
-  Silverbell Army Heliport
-  Pinal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

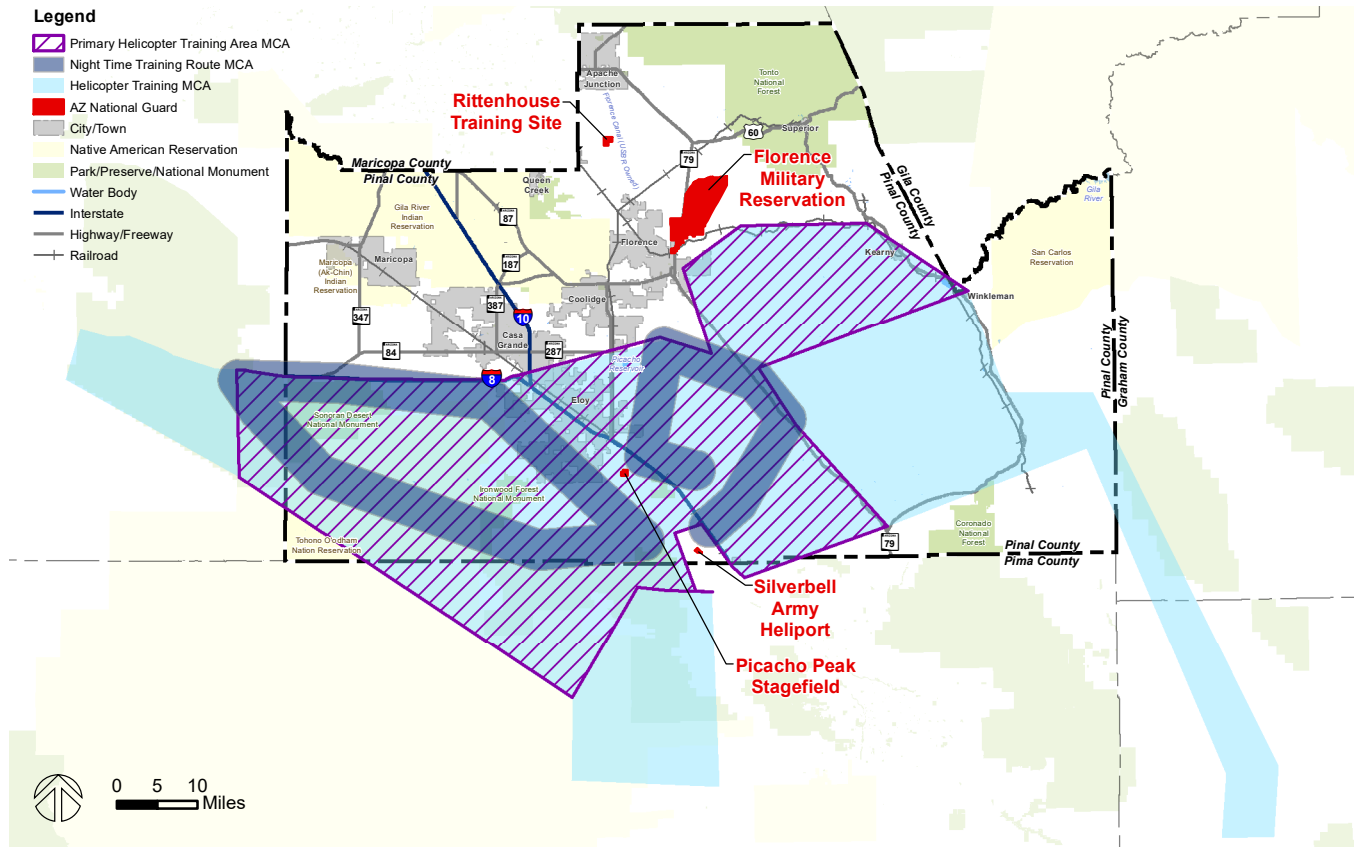
-  Primary Helicopter Training Route MCA
-  Subzone A (Primary Training Route)
-  Subzone B (UAS 5-mile Buffer)
-  AZ National Guard Site
-  City/Town
-  County Boundary
-  Interstate
-  Highway / Freeway
-  Railroad



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.

NOTICE OF PUBLIC HEARING BY THE PINAL COUNTY BOARD OF SUPERVISORS AT 9:30 A.M. ON THE **2nd** DAY OF **NOVEMBER, 2022**, IN THE PINAL COUNTY ADMINISTRATIVE COMPLEX, BOARD OF SUPERVISOR'S HEARING ROOM, 135 N. PINAL STREET, FLORENCE, ARIZONA, TO CONSIDER THE FOLLOWING REQUESTS FOR MAJOR AMENDMENTS TO THE 2019 PINAL COUNTY COMPREHENSIVE PLAN:

PZ-PA-008-22-PUBLIC HEARING/ACTION: Pinal County, requesting approval of a 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 Compatibility Use Implementation** and to apply accompanying updates to the Plan's minor comprehensive plan amendment regulations. The proposed amendment, Military Compatibility – Chapter 10, will address military and community compatibility planning and long-term sustainability of military operations at all Pinal County AZARNG training facilities and operational areas.

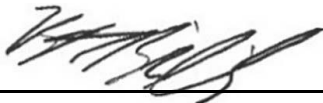
ALL PERSONS INTERESTED IN THIS MATTER MAY APPEAR AT THE PUBLIC HEARING AT THE DATE, TIME AND PLACE DESIGNATED ABOVE.

DOCUMENTS PERTAINING TO THIS CASE CAN BE FOUND ON THE NOTICE OF HEARING PAGE FOR THE BOARD OF SUPERVISORS AT:

<http://pinalcountyz.gov/CommunityDevelopment/Planning/Pages/NoticeofHearing.aspx#>

AT LEAST 24 HOURS PRIOR TO THE PUBLIC HEARING, DOCUMENTS PERTAINING TO THESE REQUESTS ARE AVAILABLE FOR PUBLIC INSPECTION AT THE PINAL COUNTY COMMUNITY DEVELOPMENT DEPARTMENT, PINAL COUNTY COMPLEX, BUILDING F, 31 N. PINAL STREET, FLORENCE, ARIZONA, MONDAY THROUGH FRIDAY BETWEEN THE HOURS OF 8:00AM AND 4:30PM.

DATED this **28th** day of **September, 2022**, Pinal County Community Development Dept.

By:  _____

Brent Billingsley, Community Development Director

TO QUALIFY FOR FURTHER NOTIFICATION IN THIS LAND USE MATTER YOU MUST FILE WITH THE PLANNING DEPARTMENT A WRITTEN STATEMENT OF SUPPORT OR OPPOSITION TO THE SUBJECT APPLICATION. YOUR STATEMENT MUST CONTAIN THE FOLLOWING INFORMATION:

- 1) Planning Case Number (see above)
- 2) Your name, address, telephone number and property tax parcel number (Print or type)
- 3) A brief statement of reasons for supporting or opposing the request
- 4) Whether or not you wish to appear and be heard at the hearing

WRITTEN STATEMENTS MUST BE FILED WITH:
PINAL COUNTY COMMUNITY DEVELOPMENT DEPARTMENT
PO BOX 2973 (85 N FLORENCE ST)
FLORENCE, AZ 85132

NO LATER THAN 5:00 PM ON October 24, 2022.

Contacts for this matter: Larry Harmer, Senior Planner
E-mail Address: larry.harmer@pinal.gov
Phone: #(520) 866-8233 Fax: (520) 866-6530

Anything below this line is not for publication.

PUBLISHED ONCE:

Florence Reminder & Blade Tribune (and San Tan Sentinel)

THE ARIZONA REPUBLIC

PO Box 194, Phoenix, Arizona 85001-0194

Phone 1-602-444-7315

Fax 1-877-943-0443

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PNI-Arizona Republic

AFFIDAVIT OF PUBLICATION

**PINAL COUNTY- FINANC
PO BOX 1348
FLORENCE, AZ 85132-3027**

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Order # 0005441182 # of Affidavits 1

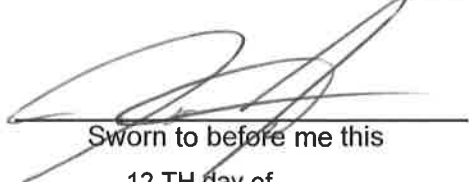
P.O # PZ-PA-008-22

Issues Dated:

10/12/22

**STATE OF WISCONSIN
COUNTY OF BROWN } SS.**

I, being first duly sworn, upon oath deposes and says: That I am the legal clerk of the Arizona Republic, a newspaper of general circulation in the counties of Maricopa, Coconino, Pima and Pinal, in the State of Arizona, published weekly at Phoenix, Arizona, and that the copy hereto attached is a true copy of the advertisement published in the said paper in the issue(s) dated indicated.



Sworn to before me this

12 TH day of
OCTOBER 2022



Notary Public

My Commission expires: 8-25-26

NOTICE OF PUBLIC HEARING BY THE PINAL COUNTY BOARD OF SUPERVISORS AT 9:30 A.M. ON THE 2nd DAY OF NOVEMBER, 2022, IN THE PINAL COUNTY ADMINISTRATIVE COMPLEX, BOARD OF SUPERVISOR'S HEARING ROOM, 133 N. PINAL STREET, FLORENCE, ARIZONA, TO CONSIDER THE FOLLOWING REQUESTS FOR MAJOR AMENDMENTS TO THE 2019 PINAL COUNTY COMPREHENSIVE PLAN:

P Z - P A - 0 0 8 - 2 2 - P U B L I C HEARING/ACTION: Pinal County, requesting approval of a 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 Compatibility Use Implementation and to apply accompanying updates to the Plan's minor comprehensive plan amendment regulations. The proposed amendment, Military Compatibility - Chapter 10, will address military and community compatibility planning and long-term sustainability of military operations at all Pinal County AZARNG training facilities and operational areas.

ALL PERSONS INTERESTED IN THIS MATTER MAY APPEAR AT THE PUBLIC HEARING AT THE DATE, TIME AND PLACE DESIGNATED ABOVE.

DOCUMENTS PERTAINING TO THIS CASE CAN BE FOUND ON THE NOTICE OF HEARING PAGE FOR THE BOARD OF SUPERVISORS AT:

<http://pinalcountyaz.gov/CommunityDevelopment/Planning/Pages/NoticeofHearing.aspx#>

AT LEAST 24 HOURS PRIOR TO THE PUBLIC HEARING, DOCUMENTS PERTAINING TO THESE REQUESTS ARE AVAILABLE FOR PUBLIC INSPECTION AT THE PINAL COUNTY COMMUNITY DEVELOPMENT DEPARTMENT, PINAL COUNTY COMPLEX, BUILDING F, 31 N. PINAL STREET, FLORENCE, ARIZONA, MONDAY THROUGH FRIDAY BETWEEN THE HOURS OF 8:00AM AND 4:30PM.

DATED this 26th day of September, 2022, Pinal County Community Development Dept.

By: */s/ Brent Billingsley*, Community Development Director

TO QUALIFY FOR FURTHER NOTIFICATION IN THIS LAND USE MATTER YOU MUST FILE WITH THE PLANNING DEPARTMENT A WRITTEN STATEMENT OF SUPPORT OR OPPOSITION TO THE SUBJECT APPLICATION. YOUR STATEMENT MUST CONTAIN THE FOLLOWING INFORMATION:

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- 2) Your name, address, telephone number and property tax parcel number (Print or type)
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PINAL COUNTY COMMUNITY DEVELOPMENT DEPARTMENT
PO BOX 2973 (85 N FLORENCE ST)
FLORENCE, AZ 85132

NO LATER THAN 5:00 PM ON October 24, 2022.

Contacts for this matter: Larry Harmer, Senior Planner
E-mail Address: larry.harmer@pinal.gov

Phone: (520) 866-8233
Fax: (520) 866-6530
Pub: Oct 12, 2022

MARIAH VERHAGEN
Notary Public
State of Wisconsin

Tri-Valley Dispatch
Casa Grande Dispatch
Eloy Enterprise
Superior Sun
San Manuel Miner
Copper Basin

PZ-PA-008-22



MEETING DATE: SEPTEMBER 15, 2022

TO: PLANNING AND ZONING COMMISSION

CASE NO.: **PZ-PA-008-22 (MILITARY COMPATIBILITY CHAPTER)**

CASE COORDINATOR: GILBERT OLGIN

Executive Summary:

This is a 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 apply accompanying updates to the Plan's minor Comprehensive plan amendment regulations.

If This Request is Approved:

If this major amendment to the Pinal County Comprehensive Plan is approved, the action will allow military and community compatibility planning and long-term sustainability of military operations at all Pinal County AZARNG training facilities and operational areas. 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.

Staff Recommendation/Issues for Consideration/Concern:

Staff recommends approval for the applicant's request.

LEGAL DESCRIPTION:

TAX PARCEL:

LANDOWNER/AGENT: Arizona State Land Department & property owners, Pinal County on behalf of the National Guard, applicant

REQUESTED ACTION & PURPOSE: **PZ-PA-008-21 – PUBLIC HEARING/ACTION:** Pinal County, requesting approval of a 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. The proposed amendment, Military Compatibility - Chapter 10, will address military and community compatibility planning and long-term sustainability of military operations at all Pinal County AZARNG training facilities and operational areas.

LOCATION: The Rittenhouse Train Site, Florence Military Reservation, Picacho Peak Stagefield and Silverbell Heliport.

COMMUNITY DEVELOPMENT
Planning Division

SIZE: N/A

STAFF FINDINGS-

PUBLIC COMMENT:

To date no comments in writing have been received.

PUBLIC PARTICIPATION:

P&Z Work Session:	7/21/2022
BOS Work Session:	8/10/2022
Web posting and 60 day review:	6/10/2022 to 8/12/2022
Citizen Advisory Committee:	9/01/2022

OTHER REVIEW AGENCY COMMENTS:

As of the writing of this report staff has reviewed comments from Arizona State Land Department, a few jurisdictions.

PLAN AMENDMENT DISCUSSION:

Pinal County is requesting approval of a 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. The proposed amendment, Military Compatibility - Chapter 10, will addresses military and community compatibility planning and long-term sustainability of military operations at all Pinal County AZARNG training facilities and operational areas.

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, the Florence Military Reservation (FMR) and Silverbell Army Heliport (SBAH), one of only four Army National Guard aviation training sites in the country, as well as two ancillary locations, Picacho Peak Stagefield (PPS) and Rittenhouse Training Site (RTS). Approximately 5,300 soldiers train and prepare to respond to state and national security emergencies at these facilities.

Sustaining AZARNG mission's 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 2017. The JLUS defined a set of strategic, tailored recommendations that comprise an implementation plan for reducing or eliminating compatibility issues due to impacts the installations have on surrounding communities, or vice versa, and ensuring mission sustainability.

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 2017 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.

STAFF RECOMMENDATION:

After a detailed review of the request, Pinal County Comprehensive Plan and Pinal County Development Services Code, staff recommends approval for the land use change. However, in addition to staff comments, should the Citizen Advisory Committee find, after the presentation of the applicant and together with the testimony and evidence presented at the public hearing, that this Major Comprehensive Plan amendment is needed and necessary at this location and time, will not negatively impact adjacent properties, will promote orderly growth and development of the County and will be compatible and consistent with the applicable goals and policies of the Pinal County Comprehensive Plan, then staff recommends that the Citizen Advisory Committee forward **PZ-PA-008-22**, to the Planning and Zoning Commission with a favorable recommendation. If the Citizen Advisory Committee cannot find for all of the factors listed above, then staff recommends that the Citizen Advisory Committee forward this case to the Planning and Zoning Commission with recommendation of denial.

CITIZENS ADVISORY COMMITTEE ACTION:

After a detailed discussion and decision, with no public input at the public hearing, the Citizen's Advisory Committee voted 10-0 to recommend approval of case PZ-PA-008-22. Staff notes the consensus of the CAC Committee was the Military Compatibility Chapter would be beneficial to the National Guard and Citizens of Pinal County.



PROCEDURE AND APPLICATION FOR A PROPOSED NON-MAJOR COMPREHENSIVE PLAN AMENDMENT

- A. Attend a Concept Review (Zoning pre-application (Z-PA)) meeting with the Planning Department and affected County agencies.
- B. File an application and all required supporting documentation for a Comprehensive Plan Amendment. Please use the attached application forms.
- C. Public hearing before the Planning Commission with Commission recommendation to the Board of Supervisors. Time frame is approximately 10 to 15 weeks from application acceptance by the Planning Department.
- D. Public hearing, (approximately 4 to 8 weeks after Planning Commission hearing), before the Board of Supervisors.

PROCEDURE FOR A PROPOSED MAJOR COMPREHENSIVE PLAN AMENDMENT

- A. Attend a Concept Review (Zoning Pre-Application (Z-PA)) meeting with the Planning Department and affected County agencies.
- B. File an application and all required supporting documentation for a Comprehensive Plan Amendment. Please use the attached application forms.
- C. Public meeting with the Citizens Advisory Committee.
- D. Public hearing before the Planning Commission with Commission recommendation to the Board of Supervisors.
- E. Public hearing before the Board of Supervisors.

*Public hearing schedule will be made available in June.

FEE SCHEDULE FOR MAJOR AND NON-MAJOR AMENDMENTS

- A. Major Comprehensive Plan Amendment: \$5,091.00
- B. Non-major Comprehensive Plan Amendment:
 - a. 0-499 mailouts: \$4,478.00
 - b. 500 or more mailouts: \$4,824.00
 - c. With accompanying zone change: \$3,354.00

COMMUNITY DEVELOPMENT
Planning Division



APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT IN AN UNINCORPORATED AREA OF PINAL COUNTY, ARIZONA
(All Applications Must Be Typed or Written in Ink)

Comprehensive Plan Amendment unincorporated & Property Information:

(Feel free to include answers and to these questions in a Supplementary Narrative, when doing so write see narrative on the space provided)

1. The legal description of the property: The Rittenhouse Training Site, Florence Military Reservation, Picacho Peak Stagefield and Silverbell Heliport. County Initiated Application

2. Parcel Number(s): _____ Total Acreage: _____

3. Current Land Use Designation: _____

4. Requested Land Use Designation: _____

5. Date of Concept Review: _____ Concept Review Number: _____

6. Why is this Comprehensive Plan Amendment being requested? (You must provide a summary of the anticipated development on this page, if not provided, the application cannot be processed.): _____

Sustainment of the missions at all four AZARNG 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 intended to identify existing and future compatibility issues between the base and the community. The JLUS was adopted by the County in 2017 and resulted from a collaborative process between the County, AZARNG, partner jurisdictions, businesses, industry, and other stakeholders.

7. Discuss any recent changes in the area that would support your application. _____

Pinal County was awarded a grant that would allow for development of the land use designations that come from the efforts for the JLUS(Pinal County Implementation).

8. Explain why the proposed amendment is needed and necessary at this time. _____

INV#: _____ AMT: _____ DATE: _____ CASE: _____ Xref: _____

COMMUNITY DEVELOPMENT
Planning Division

PINAL COUNTY COMPREHENSIVE PLAN AMENDMENT APPLICATION

IN ADDITION TO THIS APPLICATION, YOU WILL NEED TO SUBMIT:

- A. **Certified Boundary Survey**, including legal descriptions of the proposed designations
- B. Location map which identifies the property and its relationship to Pinal County environs.
- C. Map showing the topography of the property.
- D. Site map which specifically identifies the property including parcels under separate ownership.
- E. Property owner(s) authorization for the Comprehensive Plan Amendment.
- F. Other information as may be determined necessary by the Planning staff or other information the applicant feels is pertinent to this request.
- G. Non-refundable filing fee as shown on the cover page.
- H. Narrative in PDF format.
- I. Neighborhood meeting report

Your application must be submitted digitally via the online submittal portal site at <https://citizenaccess.pinalcountyz.gov/CitizenAccess/Default.aspx>
Please call or email the Planning Division for more information.

I certify the information included in this application is accurate, to the best of my knowledge. I have read the application and I have included the information, as requested. I understand if the information submitted is incomplete, this application cannot be processed.

Name of Landowner (Applicant)	Address	Phone Number
-------------------------------	---------	--------------

Signature of Landowner (Applicant)	E-Mail Address
------------------------------------	----------------

Name of Agent	Address	Phone Number
---------------	---------	--------------



Signature of Agent	E-Mail Address
--------------------	----------------

The Agent has the authority to act on behalf of the landowner. The Agent will be the contact person for Planning staff and must be present at all hearings. Please use the attached Agency Authorization form, if applicable

AGENCY AUTHORIZATION

(To be completed by landowners of subject property when landowners do not represent themselves. Instructions for completing required information are in bold and brackets below lines. If applicant is a company, corporation, partnership, joint venture, trustee, etc., please use the corporate signature block and have the notary fill in the notarization section for corporations not individuals and cannot be submitted digitally)

TO: Pinal County Planning & Development Services
P.O. Box 2973
Florence, AZ 85132

_____ **[Insert Name -- If a Corporation, Partnership or Association, Include State of Incorporation]**
hereinafter referred to as "Owner," is/are the owner(s) of _____ acres located at
_____, and further identified
[Insert Address of Property]
as assessor parcel number _____ and legally described as follows:
[Insert Parcel Number]

[Legal Description is attached hereto as Exhibit A]
Said property is hereinafter referred to as the "Property."
Owner hereby appoints _____
[Insert Agent's Name. If the Agent Is a Company, Insert Company Name Only]

hereinafter referred to as "Agent," to act on Owner's behalf in relation to the Property in obtaining approvals from Pinal County for any necessary amendment to Pinal County's Comprehensive Plan; zone changes; planned area development overlay districts; platting of the subject property; special use permit or industrial use permit; and to file applications and make the necessary submittals for such approvals.

Owner consents and agrees to be bound by all stipulations agreed to by this Agent in connection with any of above-referenced processes.

[Individual PROPERTY OWNER signature block and acknowledgment. DO NOT SIGN HERE IF SIGNING AS AN OFFICER OF A CORPORATION ON THE NEXT PAGE.]

[Signature]

[Signature]

[Address]

[Address]

Dated: _____

Dated: _____

STATE OF _____)
) ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this ____ day of __, ____ by _____
[Insert Name of Signor(s)]

My commission expires _____

Printed Name of Notary

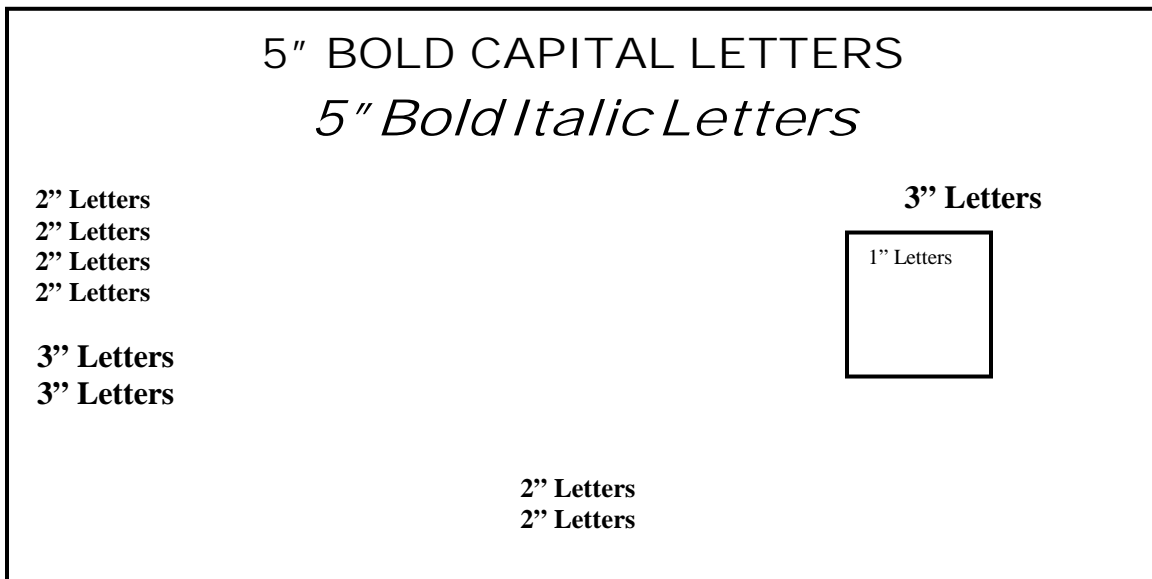
Signature of Notary Public

Pinal County Broadcast Notification Signs:

Comprehensive Plan Amendment Site Posting Requirements

1. Broadcast signs shall be installed and removed by the applicant
2. Broadcast signs shall be installed 21 days before the Planning Commission hearing (Non-Major Amendments) or 21 days before the first Citizen’s Advisory Committee meeting (Major Amendments)
3. Broadcast signs shall remain in place until the Board of Supervisors has made a decision on the case
4. Broadcast signs shall be removed no later than 30 days after the Board of Supervisors has made a decision on the case
5. Broadcast signs shall be placed adjacent to each road that borders the property, or as determined by the Planning Manager
6. Broadcast signs can contain more than one case
7. Regular signs, if needed, will be posted by County staff
8. Text on the sign shall meet the specifications shown on page 2 of this document
9. Broadcast sign specifications:
 - a. 4 Feet Tall by 8 Feet Wide
 - b. Top of the sign shall be 6 feet above the ground
 - c. Laminated plywood or MDO board
 - d. Attached to 2 – 4” by 4” wooden poles
 - e. All surfaces, including edges shall be painted **White**
 - f. **Black** letters shall be used and shall be sized per the specifications shown below
10. Pinal County staff will place information about Planning Commission and Board of Supervisor hearings on the Broadcast sign in the designated area

Letter Sizes: All Letters Upper and Lower Case Unless Specified



Comprehensive Plan Amendment Cases:

4 Feet Tall by 8 Feet Wide

PINAL COUNTY
Public Hearings

Case Number:

Existing Comprehensive Plan Designation:

Proposed Comprehensive Plan Designation:

Acreage:

Applicant Name: Applicant

Phone Number:

Public Hearing Information

Hearing
Info
Posted by
Pinal
County

Case Information Available at Pinal County Planning and Development Services (520)
866-6442

AFFIDAVIT OF POSTING OF BROADCAST SIGN

I, _____, Applicant for case _____ (Case number), personally caused _____ sign(s) to be posted in a visible place on or near the proposed project site on _____ (Date), at least 28 days before the Planning and Zoning Commission Public Hearing, regarding the proposed _____ (Type of application), in unincorporated Pinal County

The notice was posted as indicated on the attached map and photograph.

Applicant

STATE OF ARIZONA)

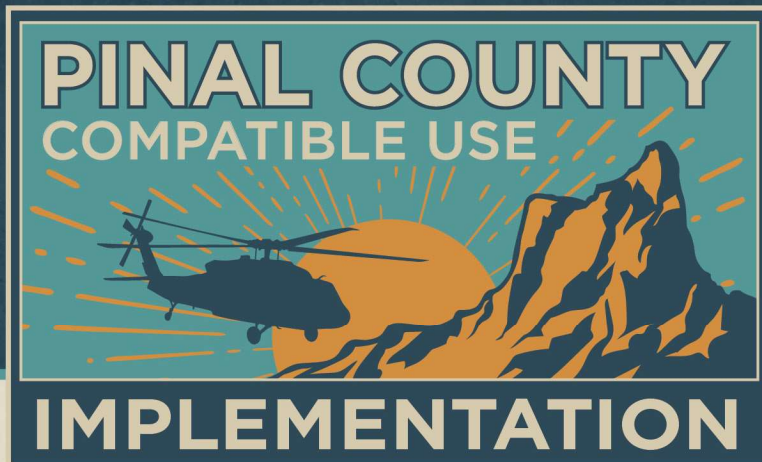
) ss:

COUNTY OF PINAL)

Subscribed and sworn to me by _____ this _____ day of _____, 20 _____.

Notary Public

My Commission Expires: _____

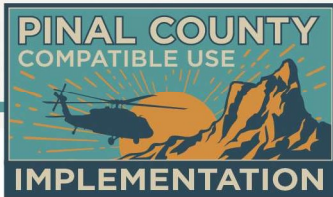


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Military Compatibility

Chapter 10

60-Day DRAFT

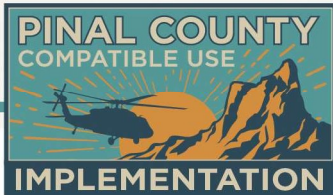


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Acronyms & Key Terms

Acronyms

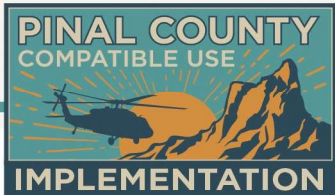
APZ	Accident Potential Zone
AASF	Army Aviation Support Facility
ASLD	Arizona State Land Department
AZARNG	Arizona Army National Guard
CZ	Clear Zone
DoD	Department of Defense
FMR	Florence Military Reservation
MCA	Military Compatibility Area
MCAOD	Military Compatibility Area Overlay District
MOA	Memorandum 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



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Key Terms

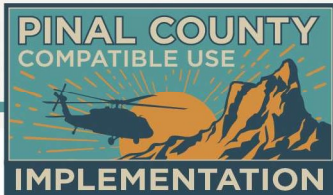
Accident Potential Zone	The area of an airfield that extends away from the runway beginning at the far end of Clear Zone. Department of Defense Instruction (DODI) 4165.57 that explains APZ requirements for heliports.
Bambi Bucket Training	Training exercises in which helicopters transport a 660-gallon bucket of water suspended beneath the helicopter; only conducted at RTS
Clear Zone	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	Helicopter training that creates swirling dust and debris due to rotor wash during landing
Imaginary Surfaces	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	Flight training conducted at altitudes below 10,000 feet above mean sea level and sometimes below 200 feet above ground level
Military Compatibility Area	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	An operation by an aircraft that lands and departs on a runway without stopping or exiting the runway
Sling Load Transportation	The transportation by helicopter of cargo attached by specialized hooks that secure loads to aircraft
Utility-scale Renewable Energy Facility	A utility-scale 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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Helicopter Training MCAs	17
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Military Compatibility—General.....	19
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Introduction

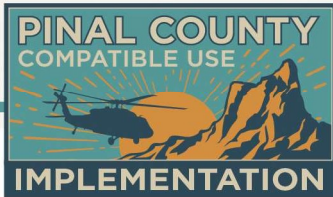
Pinal County residents and the Arizona Army National Guard (AZARNG) have a long history of coexistence, and, as such, the AZARNG is integral to the County's sense of community. The AZARNG is "Always Ready - Always There," providing military forces to conduct community, state, and federal missions. Pinal County is home to one of the two AZARNG primary training sites, the Florence Military Reservation (FMR) and Silverbell Army Heliport (SBAH), one of only four Army National Guard aviation training sites in the country, as well as two ancillary locations, Picacho Peak Stagefield (PPS) and Rittenhouse Training Site (RTS). 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, according to the 2017 Economic Impact of Arizona's Principal Military Operations¹ report.

Sustaining 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 2017. The JLUS defined a set of strategic, tailored recommendations that comprise an implementation plan for reducing or eliminating compatibility issues due to impacts the installations have on surrounding communities, or vice versa, and 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 2017 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

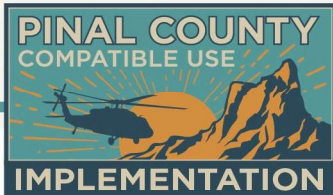
¹ https://dema.az.gov/sites/default/files/publications/MAC_2017MaguireMilitaryEconImpactFullStudy.pdf



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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, which aligns 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 generate impacts on areas in Pinal County if incompatible uses are allowed to develop 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 obstructions to airspace and frequency interference or noise complaints that arise when noise-sensitive uses are permitted in high-noise zones.

The JLUS identified site-specific Military Compatibility Areas (MCAs) associated with military operational areas. When combined, the MCAs create a Military Compatibility 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 site-specific MCAOD and related MCAs are depicted in **Figure 1**. The MCAODs are also represented in the Pinal County Future Land Use Map in Chapter 3. 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.

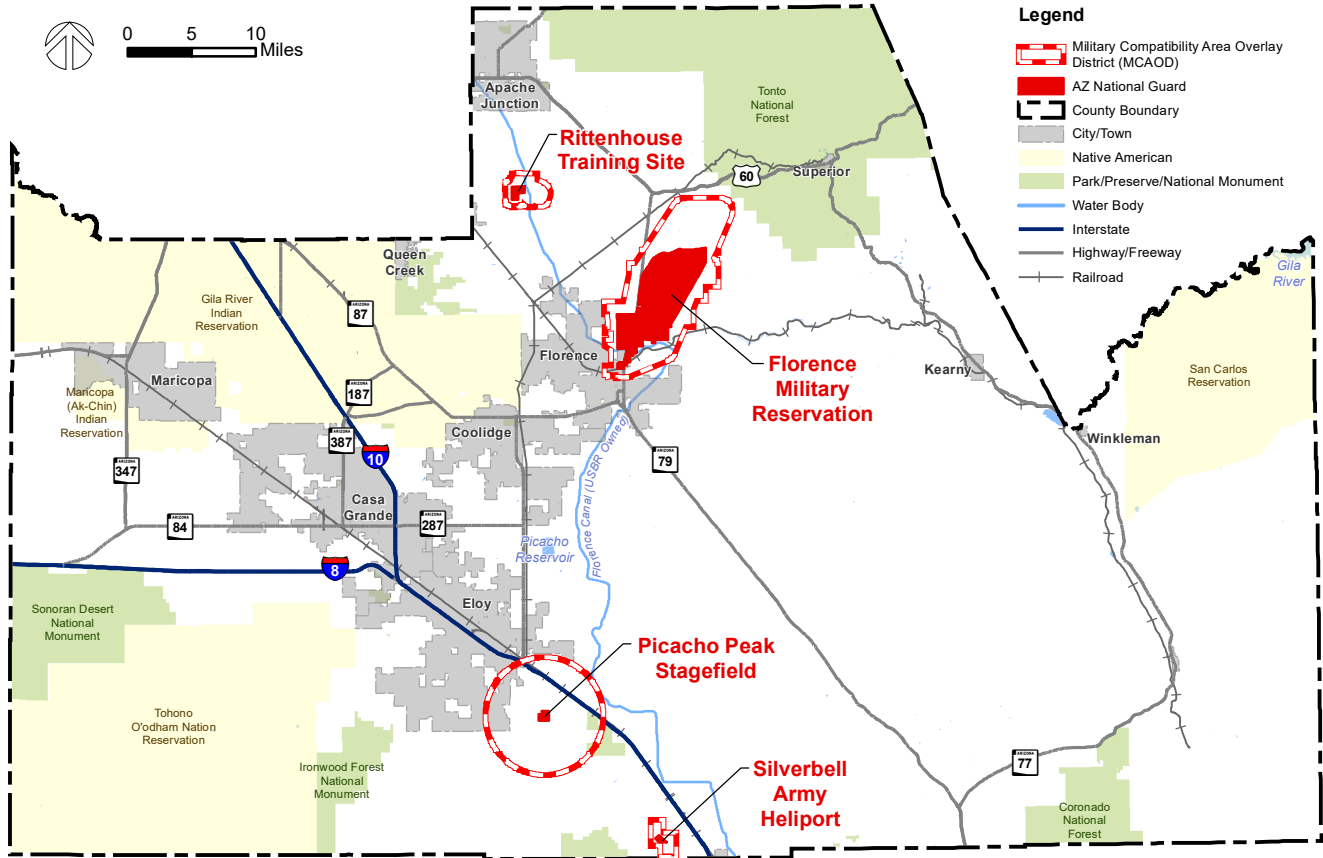
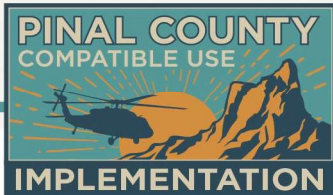


Figure 1. AZARNG Training Sites & MCAODs



Rittenhouse Training Site (RTS)

RTS is an approximately 500-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 reducing fuel costs associated with training sites farther 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 of two MCAs, as shown in **Figure 2**, focused on the protection of these key training areas. The following summarizes how each MCA for RTS was developed and mapped and provides information on the jurisdictions located in the MCA.

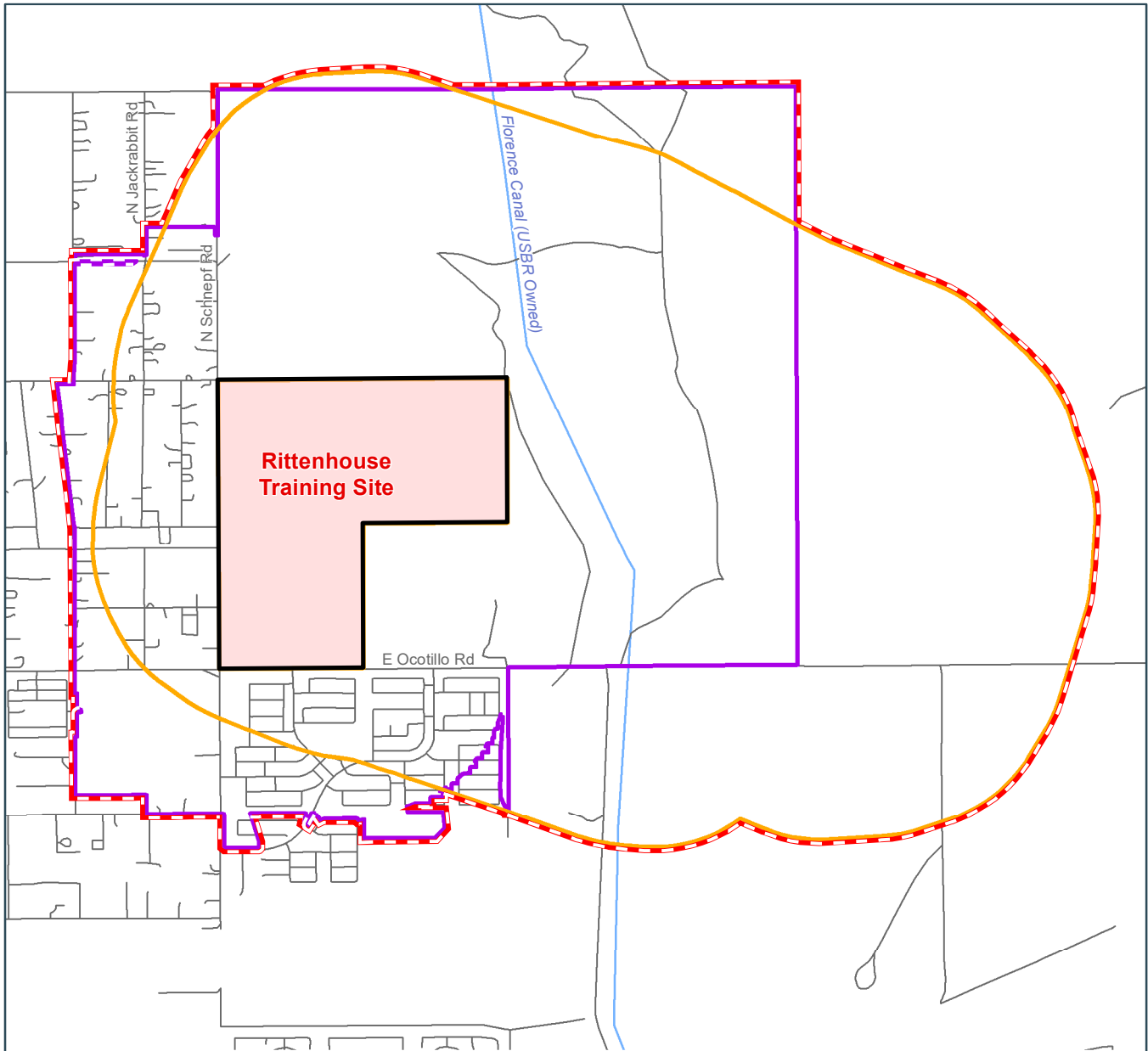
RTS Land Use MCA

The RTS Land Use MCA includes all parcels of which at least 25% are located within ½ mile of the boundary of RTS. The boundary of the MCA is based on current parcel lines so that any recommendations that are implemented can be applied to an entire parcel instead of a portion thereof. The RTS Land Use MCA is transected by the U.S. Bureau of Reclamation (USBR) Central Arizona Project (CAP) canal² that runs roughly north to south through the middle of the compatibility area and otherwise encompasses Arizona State Trust Lands to the far east, and unincorporated county lands to the north, east, and south.



Helicopter Overflight MCA

Similar to the RTS Land Use 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 promotes noise compatibility and community and pilot safety. The MCA includes USBR and Arizona State Trust Lands to the north and east, with unincorporated county lands to the south and west.

² Land ownership over the canal is unclear—these land designations came from the 2017 JLUS



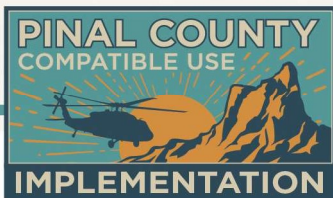
Legend

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



0 1/4 1/2 Miles

**Figure 2. Rittenhouse Training Site
MCAOD and MCAs**



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Florence Military Reservation

FMR is directly south 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 includes all parcels of which at least 25% are located within ½ mile of the boundary of FMR. The boundary of the MCA is based on current parcel lines so that any recommendations implemented will apply to entire parcels instead of portions thereof. This MCA crosses into unincorporated areas of Pinal County to the north and northwest and into Bureau of Land Management (BLM) land in the northeast. The southern boundary extends into the northeast part of Florence, some unincorporated county land, and additional BLM land. The southeast, east, and west parts of the FMR Land Use MCA extend into publicly and privately held unincorporated county land.

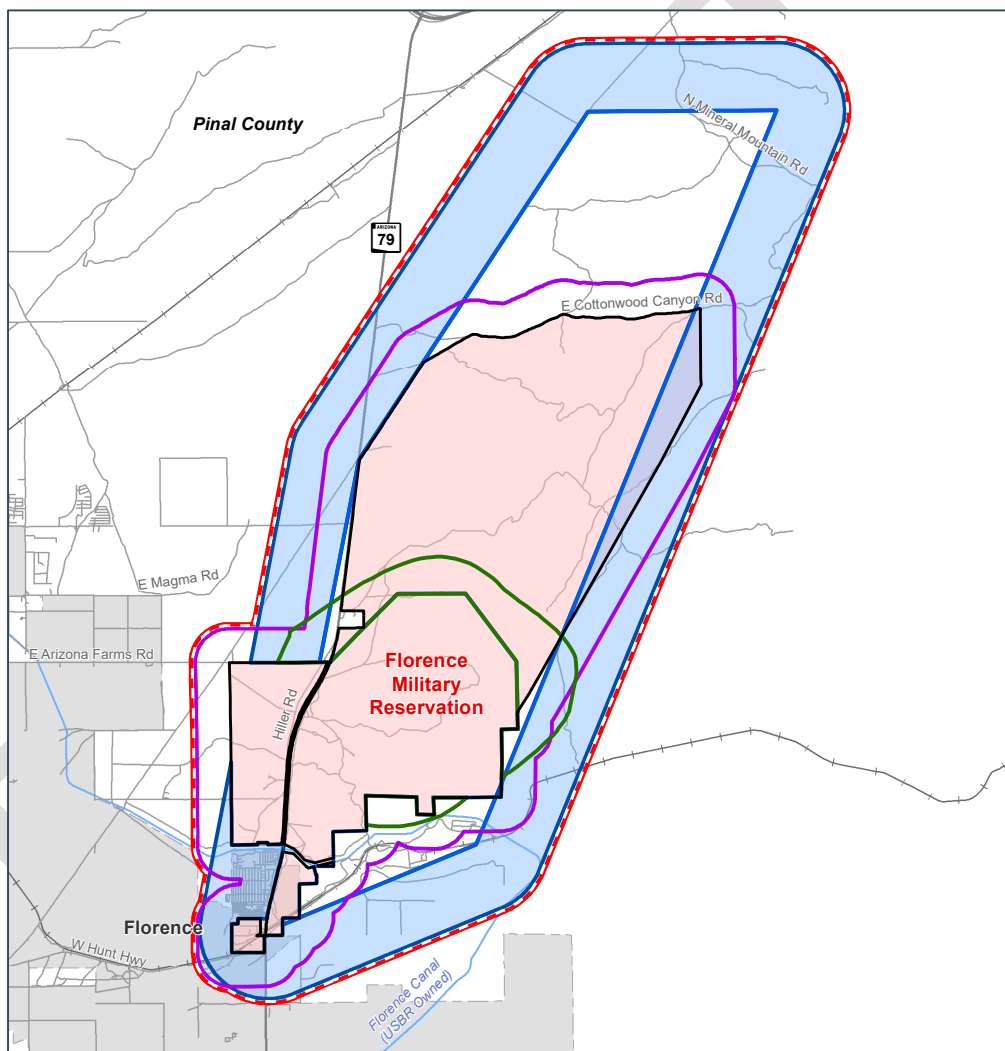
Impact Noise MCA

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 and publicly and privately held unincorporated county land, 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 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, USBR, BLM, and publicly and privately held unincorporated county land.



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

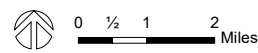
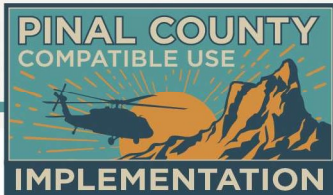


Figure 3. Florence Military Reservation MCAOD and MCAs



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Picacho Peak Stagefield (PPS)

PPS is located approximately 2.3 miles west of the City of Eloy. The PPS MCAOD and its two MCAs are shown in **Figure 4**. The 320-acre site is a satellite facility that directly supports SBAH aviation training missions. 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 includes all parcels of which at least 25% are located within ½ mile of the boundary of PPS. The boundary of the MCA is based on current parcel lines so that any recommendations implemented apply to entire parcels instead of portions thereof. 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 unincorporated county land.

Airfield Safety MCA

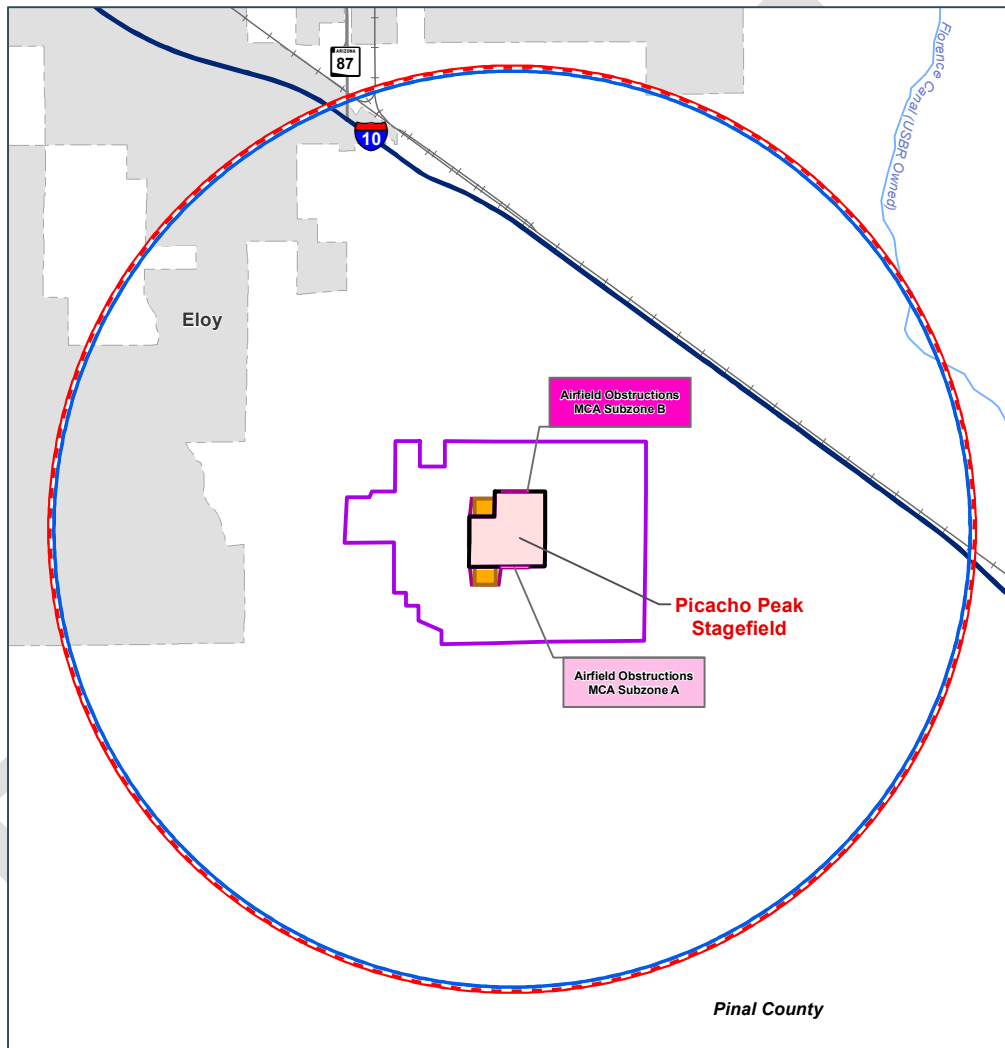
The PPS Airfield Safety MCA includes two subzones, clear zones (CZs) and APZs associated with existing and potential helicopter landing lanes. These zones are defined by the military and recognize the increased potential for aircraft accidents associated with the CZs and APZs, based on approach/departure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

Airfield Obstructions MCA

The Airfield Obstruction MCA was developed to protect lands within the imaginary surfaces, extending 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 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 unincorporated county land.

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 unincorporated county land.



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 | |

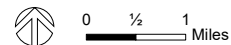
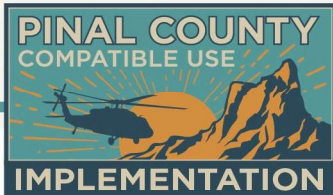


Figure 4. Picacho Peak Stagefield MCAOD and MCAs



Silverbell Army Heliport (SBAH)

SBAH is in southern Pinal County, just north of the Pima County border and approximately three miles northeast 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 for training, annually 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

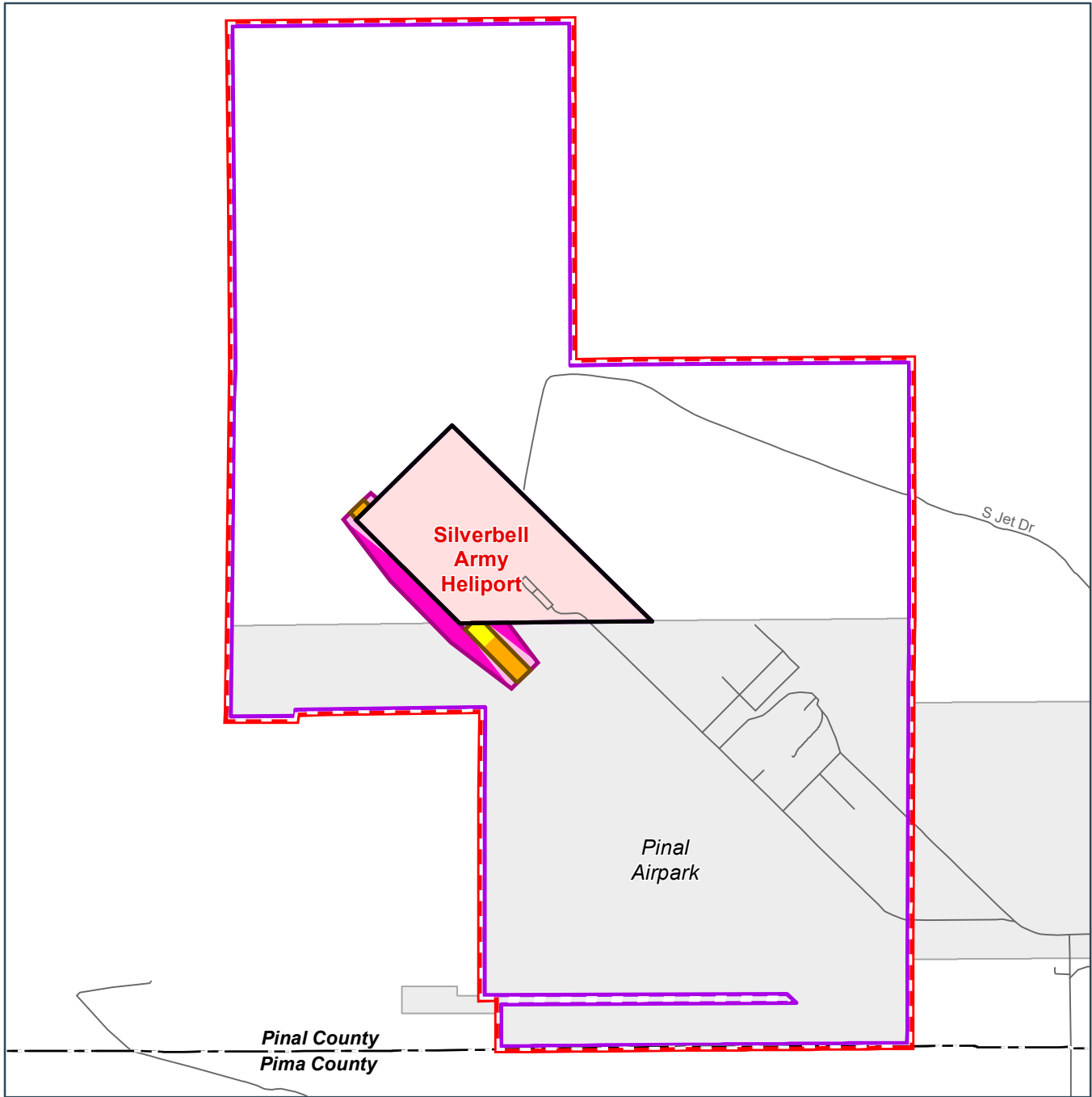
The SBAH Land Use MCA includes all parcels of which at least 25% are located within ½ mile of the boundary of the site. The boundary of the MCA is based on current parcel lines so that any recommendations that are implemented will apply to entire parcels instead of portions thereof. The northern half of the MCA encompasses ASLD land, while the southern portion includes SBAH, Pinal Airpark, and privately owned unincorporated county land.

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 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.



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

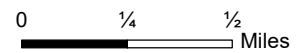
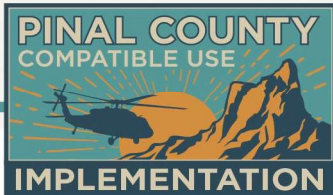


Figure 5. Silverbell Army Heliport MCAOD and MCAs



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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 (TFTA) and 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, unincorporated county land and Picacho Peak State Park. An additional buffer (Subzone B) extends 5-miles from the center of both PPS and SBAH, intended to encourage local UAS ordinances regulating the use of the devices near these operations. The PPS buffer covers county publicly and privately held, unincorporated land, Picacho Peak State Park, and eastern portions of Eloy. The SBAH buffer overlays publicly and privately held, unincorporated county land and parts of the Florence Canal (USBR land).

Helicopter Tactical Flight Training Area MCA

The SBAH Helicopter TFTA MCA encompasses the 3,600-square-mile airspace that SBAH pilots and students use for low-level flight training, including terrain contour and nap-of-the-earth flights, over different types of terrain. This training is conducted no more than 300 feet AGL, with other operations typically occurring between 500 and 1,200 feet AGL. The TFTA is not restricted or protected airspace exclusive to military use. A portion of the TFTA extends southeast into Graham and Cochise Counties, and west into Maricopa County, near Gila Bend. The TFTA also extends north toward FMR and south into 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 determine 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.

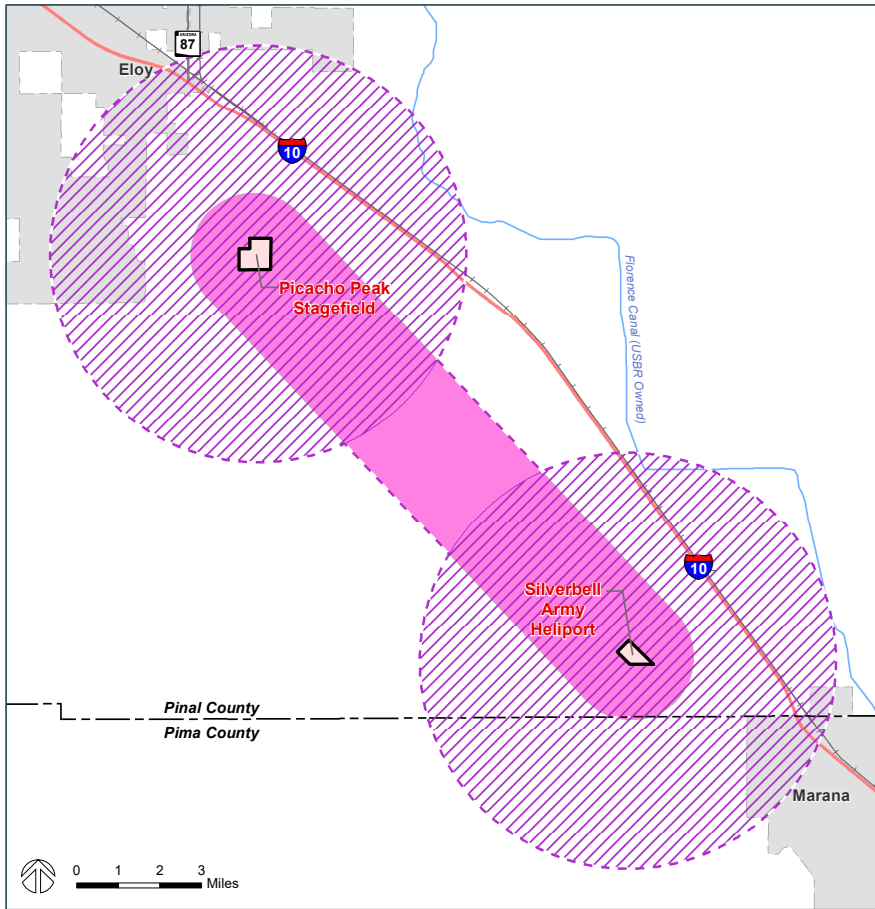


Figure 6. Primary Helicopter Training Route MCA

- 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

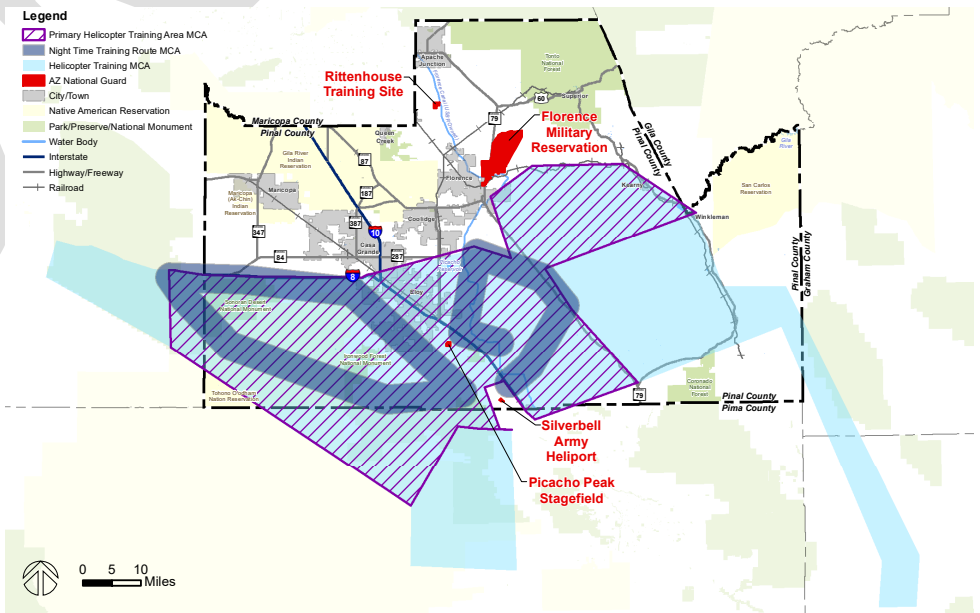
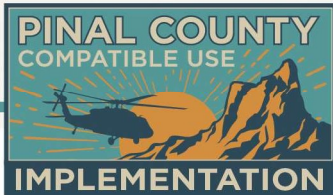


Figure 7. AZARNG Helicopter Training Areas

- Legend**
- Primary Helicopter Training Area MCA
 - Night Time Training Route MCA
 - Helicopter Training MCA
 - AZ National Guard
 - City/Town
 - Native American Reservation
 - Park/Preserve/National Monument
 - Water Body
 - Interstate
 - Highway/Freeway
 - Railroad



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 for which the County is primarily responsible for implementing through its policy development and planning efforts.
- **Shared Responsibilities (Landowners/developers and County)** are those policies for which all entities, private and public, share responsibility for 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)

Military Compatibility — General

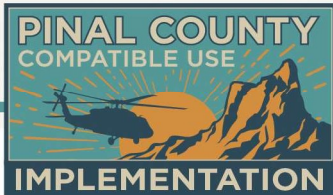
The following goals, objectives, and policies aim to promote military compatibility in Pinal County. These objectives are intended to formalize communication, encourage partnerships, develop local zoning guidelines to protect military operational areas, and ensure AZARNG MCAs are integrated into local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

Public Responsibilities that are primarily on the responsibility of the County to implement appear *italicized*.

Shared Responsibilities that are the responsibility of all entities, private and public, are presented in plain text.



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Policies:

10.1.1.1: Establish a partnership committee of local planners and AZARNG representatives to discuss (a) upcoming developments that may affect military operational areas and (b) 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).

10.1.1.3: Formalize agreements with AZARNG to communicate policy or operational updates through an MOA.

Public Responsibilities that are primarily on the responsibility of the County to implement appear *italicized*.

Shared Responsibilities that are the responsibility of all entities, private and public, are presented 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 compatible with military operations.

Policies:

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

10.2.1.2: Incorporate compatibility planning concepts in capital improvement plans and infrastructure master plans.

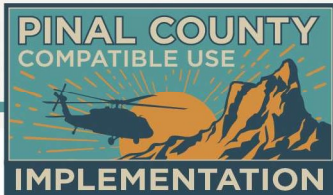
10.2.1.3: Develop real estate disclosure notifications for the sale or transfer of property in the AZARNG MCAs.

10.2.1.4: Develop, as a condition for approval of any new plats in the AZARNG MCAs, a note to be placed on the plat documentation stating that the property is in an area that may be affected by AZARNG military activities.

10.2.2 Objective: Update or add local 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.



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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 as identified by AZARNG.*

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

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

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.

Public Responsibilities that are primarily on the responsibility of the County to implement appear *italicized*.

Shared Responsibilities that are the responsibility of all entities, private and public, are presented in plain text.

10.3 Goal: The County supports the protection of the Rittenhouse Training Site (RTS) 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:

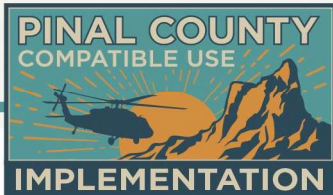
10.3.1.1: *Encourage land uses compatible with the RTA and associated operational areas.*

10.3.1.2: *Support lower-density/lower-intensity zoning within the MCA boundaries, such as one dwelling unit per acre.*

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

10.3.1.4: Prepare and execute a formal Memorandum of Agreement for development proposal reviews between RTS, ASLD, and USBR.

10.3.2 Objective: Minimize incompatible development under **RTS Helicopter Overflight MCA** that may be impacted by noise or 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 due to military operations.

10.3.2.2: Where residential development is permitted, provide aviation easements, public notification of the potential for aircraft overflight, and appropriate measures for noise attenuation in the construction of the dwellings

10.3.2.3: Include an AZARNG representative in review processes and provide opportunities to comment on any proposed tall structures (e.g., new buildings, telecommunication towers, or utility infrastructures such as power lines and transmission corridors).

10.3.2.4: 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.

10.3.2.5: Install signs along key roads and in campgrounds and recreational areas indicating possible low-level overflight of helicopters

10.4 Goal: The County supports Protecting Florence Military Reservation (FMR) 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.

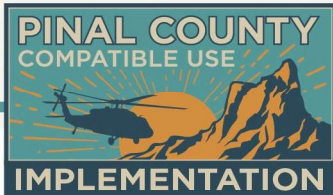
10.4.1.2: Support lower-density/lower-intensity zoning within the MCA boundaries, such as one dwelling unit per acre.

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.

Public Responsibilities that are primarily on the responsibility of the County to implement appear *italicized*.

Shared Responsibilities that are the responsibility of all entities, private and public, are presented in plain text.



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10.4.2 Objective: Restrict certain development in the **FMR Impact Noise MCA**, which may be impacted by 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.

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: *Coordinate future development applications in these noise zones with FMR and AZARNG.*

10.4.2.4: *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.*

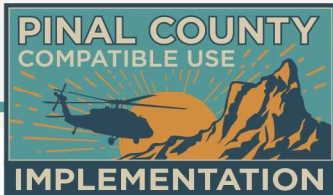
10.4.2.5: *Stipulate, as a condition for approval of any new plats in the AZARNG MCAs, placement of a note on the plat documentation stating that the property is in an area that may be affected by AZARNG military activity, including potential nuisances such as noise, vibration, and dust.*

10.4.2.6: *Work with regional conservation organizations and landowners to apply for Readiness and Environmental Protection Integration funding to minimize development by acquiring development rights or conservation easements, thereby promoting land conservation. The efforts should focus on safeguarding AZARNG mission capabilities while protecting known or potentially important wildlife habitat areas adjacent to AZARNG sites.*

10.4.2.7: *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. Military operations may produce noise, vibration, and dust.*

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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.

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

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

10.4.3.4: Adopt local ordinances for the use of UASs to establish and enforce rules and regulations against unauthorized UAS use, including areas where UASs may or may not be permissible owing to their potential impacts on flight operations. Impose a schedule of fines on offenders. Incorporate FAA regulations for recreational, commercial, and other uses in the local ordinances.

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

10.4.3.6: Restrict overflight of UASs over AZARNG sites.

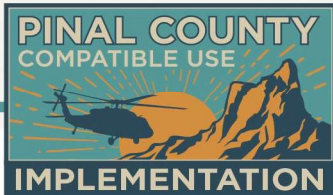
10.4.3.7: Identify "drone fly zones" where recreational UAS operations would generally have no impact on military operations and can continue without strict restrictions.

10.4.3.8: 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.).

10.4.3.9: Continue to coordinate between 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.

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10.4.3.10: 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.

10.4.3.11: Include opportunities for an AZARNG representative to comment on any proposed communication towers' siting and review process.

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 the PPS Land Use MCA and associated operational areas.

10.5.1.2: Support lower-density and lower-intensity zoning within the MCA boundaries, such as one dwelling unit per acre.

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 compatible with aircraft operations in the approach/departure clearance surface.

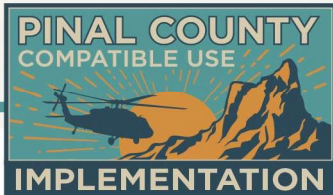
10.5.2.2: Encourage open space areas in the PPS CZs to ensure maximum public health and property protection.

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 for land under the imaginary surfaces for PPS. This modeling should be based



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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).

10.5.3.3: Continue coordination between 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 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' siting and review process.

10.5.3.6: Develop a universal permit form (or update existing permitting regulations) that all jurisdictions could use to 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.

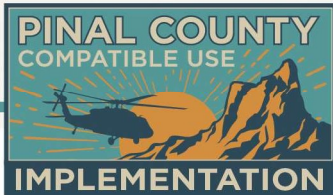
Policies:

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.

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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.

10.5.4.4: Adopt local ordinances for the use of UASs to establish and enforce rules and regulations against unauthorized UAS usage, including areas where UASs may or may not be permissible owing to their potential impacts on flight operations. Impose a schedule of fines for offenders. Incorporate FAA regulations for recreational, commercial, and other uses in the local ordinances.

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

10.5.4.6: Restrict overflight of UASs over AZARNG sites.

10.5.4.7: Identify "drone fly zones" where recreational UAS operations would generally have no impact on military operations and can continue without strict restrictions.

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:

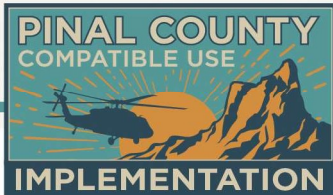
10.6.1.1: Encourage land uses compatible with the SBAH site and associated operational areas.

10.6.1.2: Support lower-density/lower-intensity zoning in the MCA boundary, such as one dwelling unit per acre.

10.6.1.3: Develop real estate disclosure notifications, informing 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**.



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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: Include an AZARNG representative with opportunities to comment on the siting and review process for any proposed development in the MCA, whether on or off Pinal Airpark property.

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**.

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 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.

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).

10.5.3.3 Continue coordination between 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.

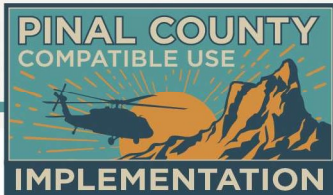
10.5.3.4 Update communication tower approval processes to require developers to submit proof that a proposed development was submitted through the FAR Part 77 obstruction evaluation process.

10.5.3.5 Include an AZARNG representative in review processes with opportunities to comment on any proposed communication towers' siting and review process.

10.5.3.6 Develop a universal permit form (or update existing permitting regulations) that all jurisdictions could use to capture valuable information

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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.

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

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

Policies:

10.7.1.1: Adopt local ordinances for the use of unmanned aerial systems (UASs) to establish and enforce rules and regulations of unauthorized UAS usage, including areas where UASs may or may not be permissible due to their potential impacts on flight operations and schedule of fines for offenders. Incorporate FAA regulations for recreational, commercial, and other uses in the local ordinances.

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10.7.1.2: Identify "Drone Fly Zones" where recreational UAS operations would generally have no impact on military operations and can continue without strict restrictions.

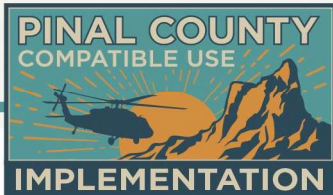
10.7.1.3: Provide awareness to property owners and potential property buyers that helicopter overflight occurs in the jurisdictions within the MCA.

10.7.1.4: Develop real estate disclosure notifications, informing future property owners with information about the overflight missions within the MCA.

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

Policies:

10.7.2.1: Update outdoor lighting regulations, or establish such 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.



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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 in the MCA. Requirements should include downward-directed lighting and shielding of light fixtures to minimize light trespass. This would also reduce regional roadway light trespass.

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

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

10.7.2.5: Provide awareness to property owners and potential property buyers that helicopter overflight occurs in the jurisdictions in the MCA.

10.7.3 Objective: Manage design standards and land use development and provide awareness to the public about compatible uses within **Helicopter Night Training MCA**.

Policies:

10.7.3.1: Update outdoor lighting regulations, or establish them 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.

10.7.3.2: Amend or create zoning ordinances regulating lighting standards for electronic and light-emitting diode (LED) billboards so that they will minimize light trespass. 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 roadways to balance driver safety with nighttime training in the MCA. Requirements should include downward-directed lighting and shielding of light fixtures to minimize light trespass. This would also reduce regional roadway light trespass.

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