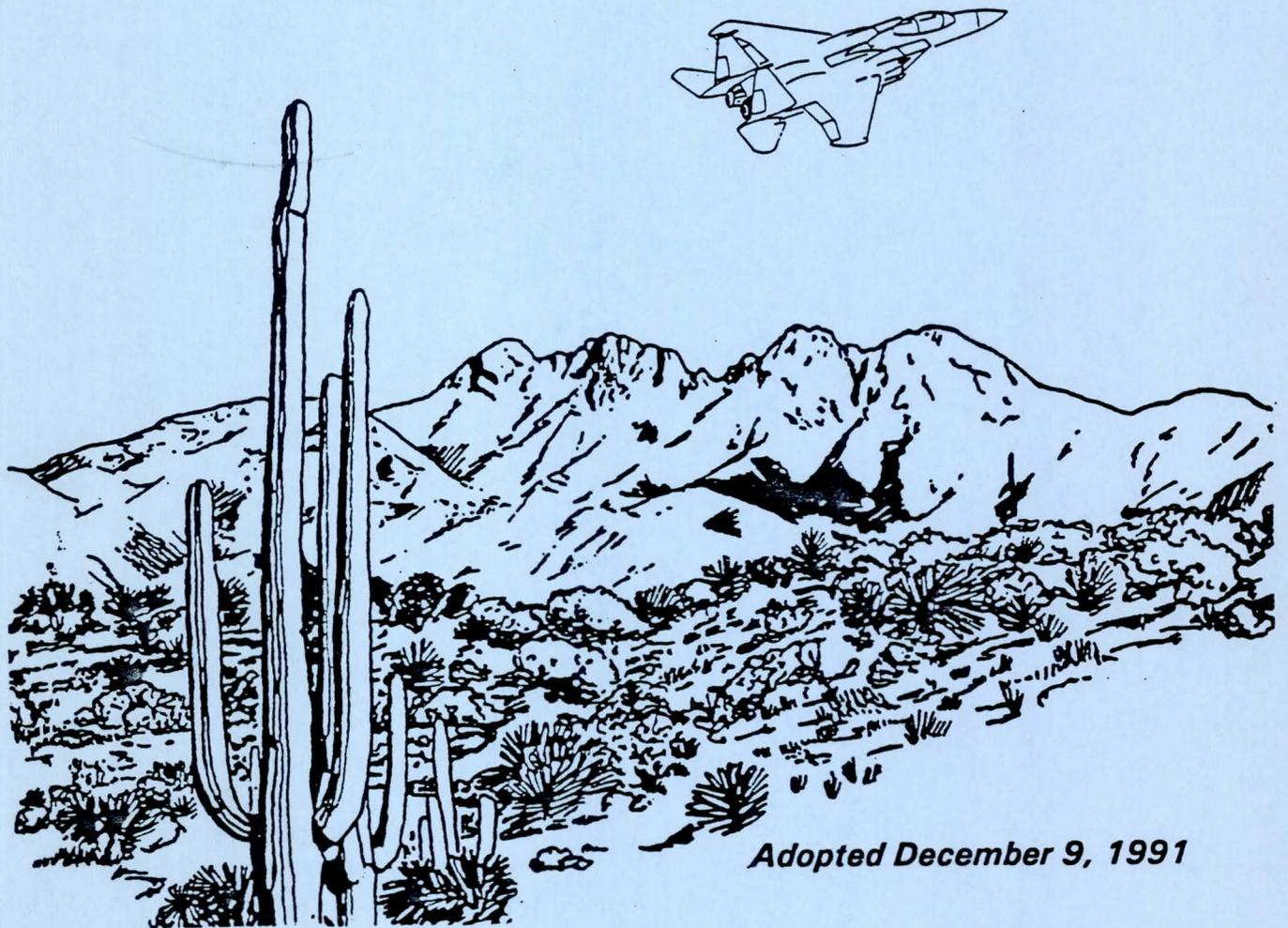


**WESTSIDE MILITARY AIRBASE AREA
LAND USE PLAN**



Adopted December 9, 1991

A901.973

WESTSIDE MILITARY AIRBASE AREA PLAN

Prepared For The Military Airbase Committee
as appointed by the Planning and Zoning Commission on February 7, 1991

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Adopted December 9, 1991

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WESTSIDE MILITARY AIRBASE AREA PLAN

PREFACE

The Arizona Airport Zoning Act (ARS Title 2, Section 301 et seq.) requires political subdivisions to adopt, administer, and enforce airport Zoning Regulations to control airport hazards. The act also requires any political subdivision having territory in the vicinity of a military airport to adopt land use plans and to assure development compatible with the high noise and accident potential generated by military airport operations. The Westside Military Airbase Area Plan is a land use plan based on noise exposure and land use compatibility for the area around Luke Air Force Base.

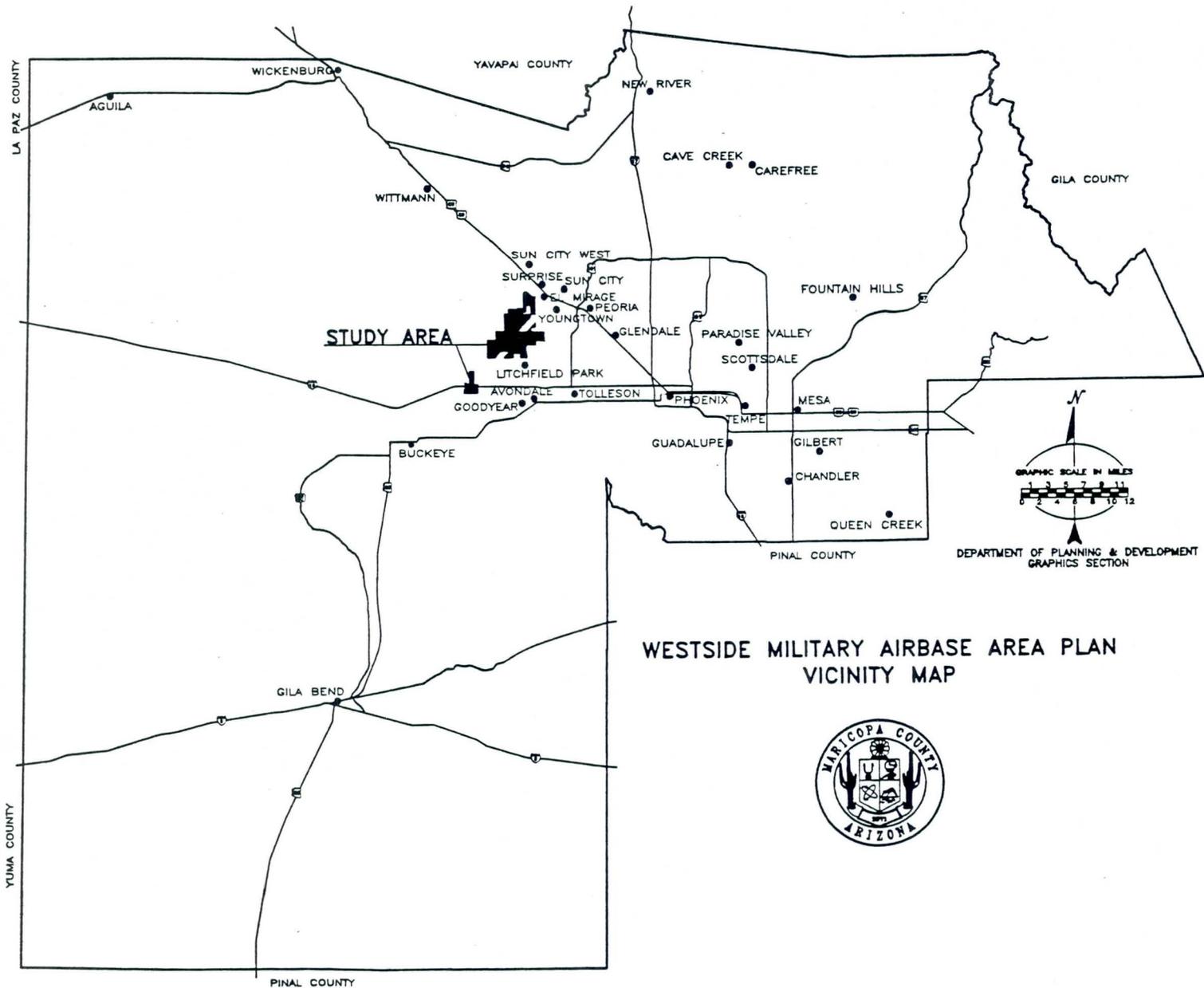
INTRODUCTION

Background

In 1987, the Department of Defense, the local jurisdictions, including Maricopa County, and the State of Arizona, jointly funded the Westside Joint Land Use Study. The Study was sponsored and administered by the Maricopa Association of Governments and was guided by a technical committee comprised of representatives from surrounding jurisdictions, governing agencies and Luke Air Force Base. The study was prompted, in part, by both State law, which requires the adoption of land use plans compatible with military airport operations, and the desire of Luke Air Force Base and the adjacent communities to work together in a cooperative fashion. **Figure 1** depicts the location of Luke Air Force Base and the study area in relation to the surrounding metropolitan region.

Planning Area

The Planning Area includes that area of unincorporated Maricopa County within and adjacent to the noise contours recommended for land use planning purposes by the Westside Joint Land Use Study. The existing noise environment around Luke Air Force Base was identified and analyzed during the initial phases of the study. Noise contours were developed to accurately reflect existing, as well as future conditions. The noise contours were verified through an extensive noise monitoring program and are reflected as a day/night noise decibel average (Ldn). The noise contours range from the 65 Ldn to the 80 Ldn.



WESTSIDE MILITARY AIRBASE AREA PLAN
VICINITY MAP



PLANNING PROCESS

Military Airbase Committee

The Maricopa County Planning and Zoning Commission, on February 7, 1991, appointed the Military Airbase Committee. The Committee was comprised of Planning and Zoning Commissioners and representatives from valley communities, developers, property owners and Luke and Williams Air Force Bases. The Committee was appointed to assist the Commission in the preparation and adoption of military land use plans consistent with the recommendations outlined in the Joint Land Use Studies, and/or the desires of the Airbases, the affected property owners and Maricopa County.

The Military Airbase Committee consented to a set of goals to assist in the preparation of the Westside Military Airbase Area Plan. The goals included the following:

1. Meet, discuss, and develop an in-depth understanding of all relevant issues concerning compatible land use planning around both the Luke and Williams Air Force Base.
2. Through the Maricopa County Planning and Development staff, meet directly with affected property owners to:
 - * Explain the Maricopa Association of Government Land Use Studies
 - * Document property owners' issues and concerns
 - * Develop a recommended Land Use Plan for impacted areas surrounding both Williams and Luke Air Force Bases
 - * Develop a high degree of property owner understanding and hopefully concurrence and consent of the recommended Land Use Plan
 - * Assess and document property owners' objections to the recommended Land Use Plan
 - * Assess the practical and legal implications of adopting the recommend land use plan.
3. Recommend a detailed Land Use Plan to the Maricopa County Planning and Zoning Commission for land surrounding Luke and Williams Air Force that are consistent with the recommendations outlined in the Joint Land Use Studies and/or are consistent with the desires of the Airbases, the affected property owners, and Maricopa County.

Additionally, the following Committee rules were established to ensure goals could be met in an efficient and effective manner:

1. Sandy Goldstein, Chairman of the Planning and Zoning Commission, will call and chair meetings of the Committee. In his absence, any other Planning and Zoning Commission member will chair the meeting.
2. The Chairman will set the agenda based on input from the Committee members, staff, or at his discretion.
3. The Committee will meet approximately every 2 weeks on a set day, time and location.
4. The Committee will work toward consensus, however, no official votes will be taken.
5. General minutes of each meeting will be prepared by staff for review by the Committee and for the benefit of the Planning and Zoning Commission.
6. The results of all the Committee meetings will be communicated via a staff report to the Planning and Zoning Commission and by the Planning and Zoning Commission Committee members.

Eight Committee meetings were held to discuss and develop an understanding of issues concerning compatible land use planning around Military Airbases. Through the Maricopa County Planning and Development staff, the Committee involved a high degree of property owner participation; developed a recommended land use plan for impacted areas surrounding Luke Air Force Base; assessed and documented property owners' objections to the recommended land use plan; and assessed the practical and legal implications of adopting the recommended land use plan.

The Westside Military Airbase Area Land Use Plan reflects a coordinated effort put forth by all appointed Committee members. Although the Committee was unable to reach a consensus on the Land Use Plan, it should be noted that individually, each member provided a wealth of knowledge and understanding to the planning process which benefitted the County immensely.

Public Involvement

Throughout the Westside Military Airbase Area planning process, community participation was emphasized through a number of means. Three "open house" meetings were held in the vicinity of Luke Air Force Base to solicit input from residents and property owners. Newsletters that announced each "open house" were mailed to all property owners prior to each meeting. Thorough coverage by the news media was also encouraged to create further awareness of meetings and participation by the general public in the planning process.

In addition to hosting the "open house" meetings, staff from the Department of Planning and Development attended local neighborhood meetings to discuss and answer questions about the Plan. Additionally, staff met with individual property owners to discuss the Plan.

EXISTING AND PROJECTED CONDITIONS

Existing Land Use

Existing land use (Figure 2) in the area is largely rural in nature with most of the property currently utilized for rural residential and agricultural purposes. Small concentrations of low-density rural residential uses are located west of the Airbase between Northern Avenue and Bethany Home Road and in the vicinity of Interstate 10, between Perryville Road and Jackrabbit Trail. Higher density residential development is located on the eastern side of the Base in the vicinity of Glendale Avenue between Dysart and Litchfield Roads.

The area around the Base is experiencing some growth due to improvements to the transportation system (Grand Avenue, I-10, and numerous arterials) and due to natural growth extending out from the Cities of Phoenix and Glendale. Additionally, there are other smaller communities located in the vicinity of Luke Air Force Base which are generally rural in nature but are becoming more urbanized.

Existing commercial activity is concentrated in the vicinity of Glendale Avenue east of Luke Air Force Base. There is also a minimal number of industrial uses in the planning area, most of which are agriculturally related.



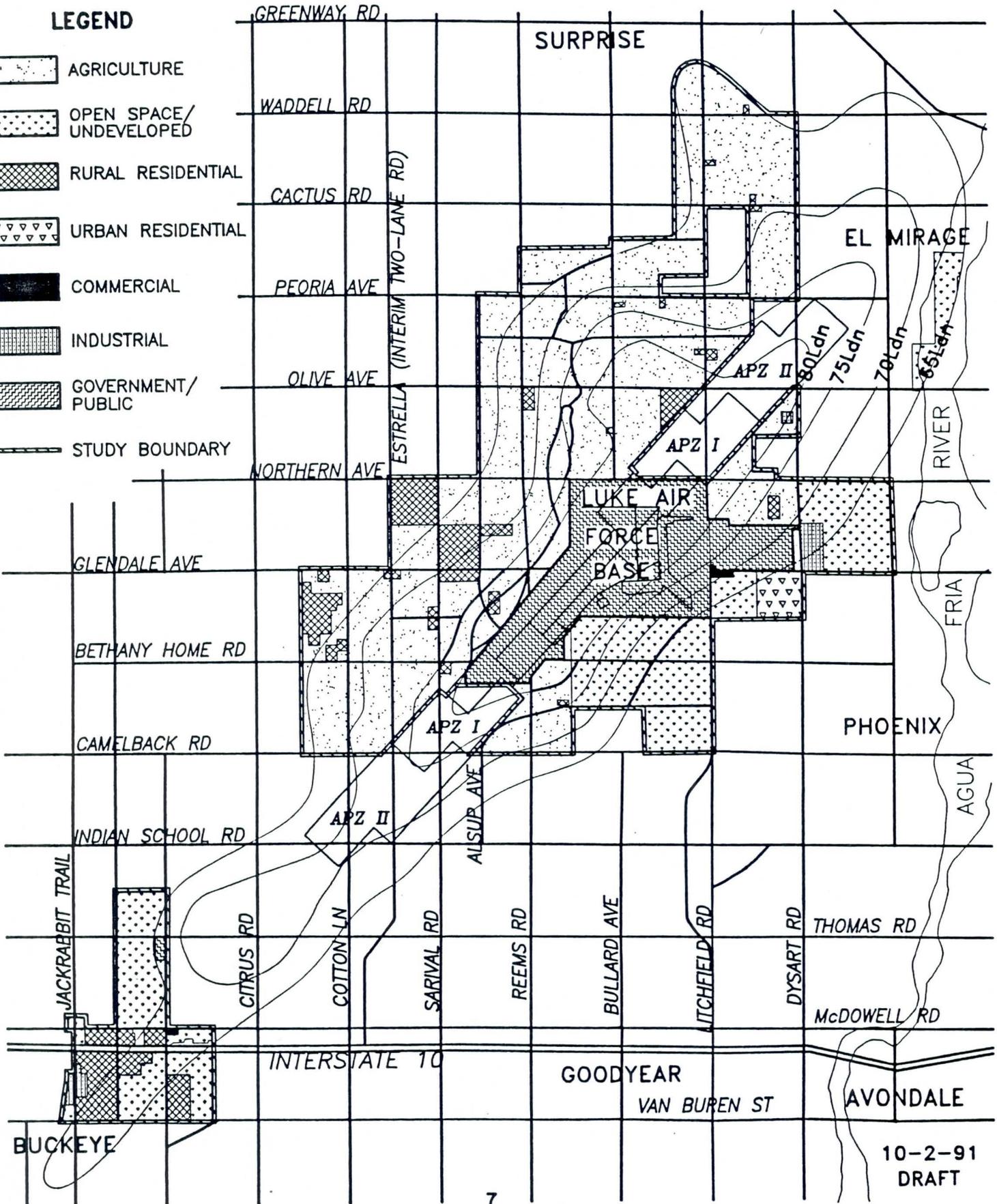
WESTSIDE MILITARY AIRBASE AREA PLAN GENERALIZED EXISTING LAND USE

FIGURE 2

MARICOPA COUNTY DEPARTMENT OF PLANNING & DEVELOPMENT

LEGEND

-  AGRICULTURE
-  OPEN SPACE/
UNDEVELOPED
-  RURAL RESIDENTIAL
-  URBAN RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  GOVERNMENT/
PUBLIC
-  STUDY BOUNDARY



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Existing Zoning

The existing zoning in the planning area, as shown on **Figure 3**, reflects its rural nature with most of the area being zoned Rural-43 (a maximum of one (1) house per acre). Some Special Uses and Manufactured House Residential Overlays (MHR's) are currently allowed in the Zoning District and are scattered throughout the western portion of the planning area. Higher density residential zoning is located on the east side of the Base, south of Glendale Avenue between Litchfield and Dysart Roads, with R1-18, R1-10, R1-6 and R-5 zoning.

Commercial zoning is interspersed throughout the planning area but most of it is undeveloped. Developed commercial zoning is located along Glendale Avenue at arterial intersections. The only existing developed industrial zoning (IND-2) is located along Jackrabbit Trail, north of Van Buren Street and on Dysart Road south of Olive Avenue. Other industrial type Special Use Permits have been granted throughout the planning area.

Maricopa County has adopted the 1978 Military Airport Zoning Ordinance for the Unincorporated Area of Maricopa County which includes Zoning Districts extending off the runways of Luke Air Force Base as follows:

Airport District One - (AD I) - is designed to regulate land use and reduce hazards in an area characterized by high noise levels and severe accident potential resulting from military aircraft operations. The only use which may be allowed within the AD I is agricultural, exclusive of buildings or structures. The AD I includes that area within a two thousand by three thousand foot rectangle having two of its sides parallel with, and one thousand feet from either side of, an extension of the center line of a runway running three thousand feet from the midpoint of the end of the runway.

Airport District Two - (AD II) - is designed to regulate land use and reduce hazards in an area characterized by high noise levels and a substantial accident potential. The AD II allows labor extensive activities with standards addressing lot coverage, height restrictions and parking regulations. The AD II includes that area within a three thousand by five thousand foot rectangle having two of its sides parallel with, and one thousand five hundred feet from either side of, an extension of the center line of a runway running from three thousand to eight thousand feet from the midpoint of the end of the runway, but not within Airport District I.

Airport District Three - (AD III) - is designed to regulate land use and reduce hazards in an area characterized by high noise levels and a significant accident potential. The intensity of use is regulated in the AD III, however the standards are less stringent. The AD III includes that area within a three thousand by seven thousand foot rectangle having two of its sides parallel with, and one thousand five hundred feet from either side of, an extension of the center line of a runway running from eight thousand to fifteen thousand feet from the midpoint of the end of the runway, but not within Airport District I or Airport District II.



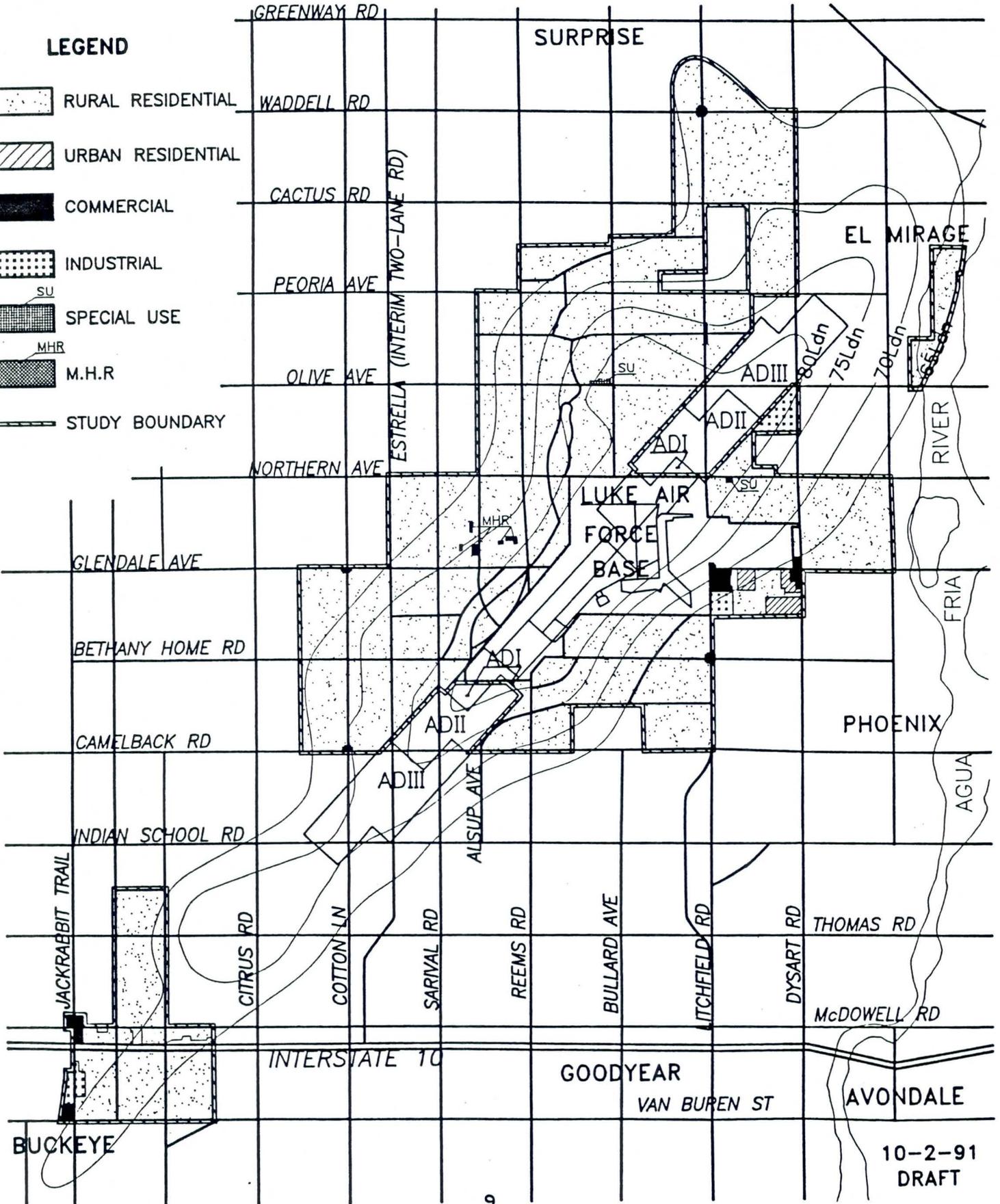
WESTSIDE MILITARY AIRBASE AREA PLAN EXISTING ZONING

FIGURE 3

MARICOPA COUNTY DEPARTMENT OF PLANNING & DEVELOPMENT

LEGEND

-  RURAL RESIDENTIAL
-  URBAN RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  SPECIAL USE
SU
-  M.H.R.
-  STUDY BOUNDARY



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Projected Growth and Development

The Phoenix Metropolitan Area is rapidly growing with additional significant growth anticipated. This will be especially prevalent in the next 20 years due to the flat, developable characteristics of the land. Population projections have been derived utilizing projections from the Maricopa Association of Governments, Update of the Population and Socioeconomic Database for Maricopa County, Arizona December, 1989. Population projections provide the County with a useful tool for assessing the type and magnitude of community development needs and for determining the general amounts of land required to accommodate anticipated growth.

The population within the Westside Military Airbase Planning Area boundary (unincorporated area) is projected to grow from a 1988 population of 2,388 persons in 981 housing units, to a year 2010 population of 15,310 persons occupying 6,672 housing units. This is a projected 541% increase in population occupying 5,691 additional housing units over the next 20 years.

Presently, commercial uses are almost non-existent in the planning area. Commercial land use demand is based upon the projected resident population increase. As noted, there will be 15,310 people in the planning area by the year 2010. Based on this population projection, 161 acres of commercial land and 120 acres of industrial land will be required.

Future Land Use

Maricopa County, as well as the surrounding communities of El Mirage, Glendale, Goodyear, Litchfield Park, Surprise and Buckeye have Comprehensive Land Use Plans which depict future land use within their planning areas. The Land Use Plans for the City of El Mirage and Surprise would allow medium to high density residential within the 65 Ldn contour. Surprise also designates the area within the 70 Ldn contour as heavy industrial. The City of Glendale has adopted a Land Use Plan that designates a mix of industrial and low density (1 unit per acre) residential within the noise contours of the Base. The City of Goodyear has designated much of the area inside the contours agricultural except for a portion of land designated as low density residential (0-4 units per acre) inside the 65 Ldn contour. The Land Use Plan for the Town of Buckeye indicates a mix of low density residential (0-6 units per acre) and commercial use within the 65 Ldn contour. The current existing Land Use Plan for the County is the White Tanks/Agua Fria Policy and Development Guide. The Plan covers a large area extending from the Hayden/Rhodes Aqueduct on the north, the Agua Fria River on the east, the Gila River on the south and the White Tank Mountains on the west. The Guide, adopted November 8, 1982, has not been updated in nine years, and no longer reflects projected development.

Two Development Master Plans, Spencer Development and Litchfield Commerce Center, were approved by Maricopa County in 1989, and are located within the planning area adjacent to Luke Air Force Base on the west. Both Spencer (1200 acres) and Litchfield Commerce Center (662 acres) designate a wide variety of commercial, light and heavy industrial uses. Land within these Master Plan areas is designated as Agricultural until urban services are present or could be provided.

East of the Base, urban density residential and commercial activity exists. This urban type of development can be expected to increase in the future as this area is adjacent to existing urban services currently located east of the Agua Fria River. Urban services include sewer and water availability, paved access and generally are required for industrial or residential development greater than one house per acre.

The area west of the Base, however, is very rural in nature and includes agriculture or rural residential housing averaging much less than one house per acre. This area is far more remote from urbanization than the area east of the Base. Urban services are not anticipated to be available until the Estrella Freeway is constructed in the year 2008 (approx.). Urban type development for this area is not anticipated for 15 to 20 years.

Traffic Circulation

Traffic circulation is a vital function of land use planning. As shown on **Figure 4**, the purpose of the traffic circulation element for the Westside Military Airbase Area Plan is to provide for an efficient and safe roadway system that will minimize the impacts of industrial traffic on existing rural residential areas.

a) **Freeways/Expressways**

In the functional classification hierarchy, freeways / expressways are at the top, serving through traffic for regional and/or inter-city travel. The Cotton Lane Expressway will eventually serve the full north-south length of the planning area. Interstate-10 provides the principal east-west traffic movement providing the link to metropolitan Phoenix.

b) **Arterials**

The primary function of arterial streets is to provide traffic service for large areas. Access to adjacent property is a secondary function. The majority of the arterials, (located at one mile intervals), move entirely through the planning area except for Bethany Home Road and Glendale Avenue which are disjoined by the Military Airbase. Northern Avenue and Camelback Road provide a direct route (east to west) through the planning area, handling large amounts of traffic. Glendale Avenue, although not a continuous street, serves a high volume of traffic with the main entrance to the Airbase located at Glendale Avenue and Litchfield Road.

c) Collector Streets

Collector streets provide the connection between local streets (which provide property access) and arterial streets (which provide traffic service). Sparse development and agricultural land do not require an extensive collector system. However, a number of local roadways are located within the planning area.



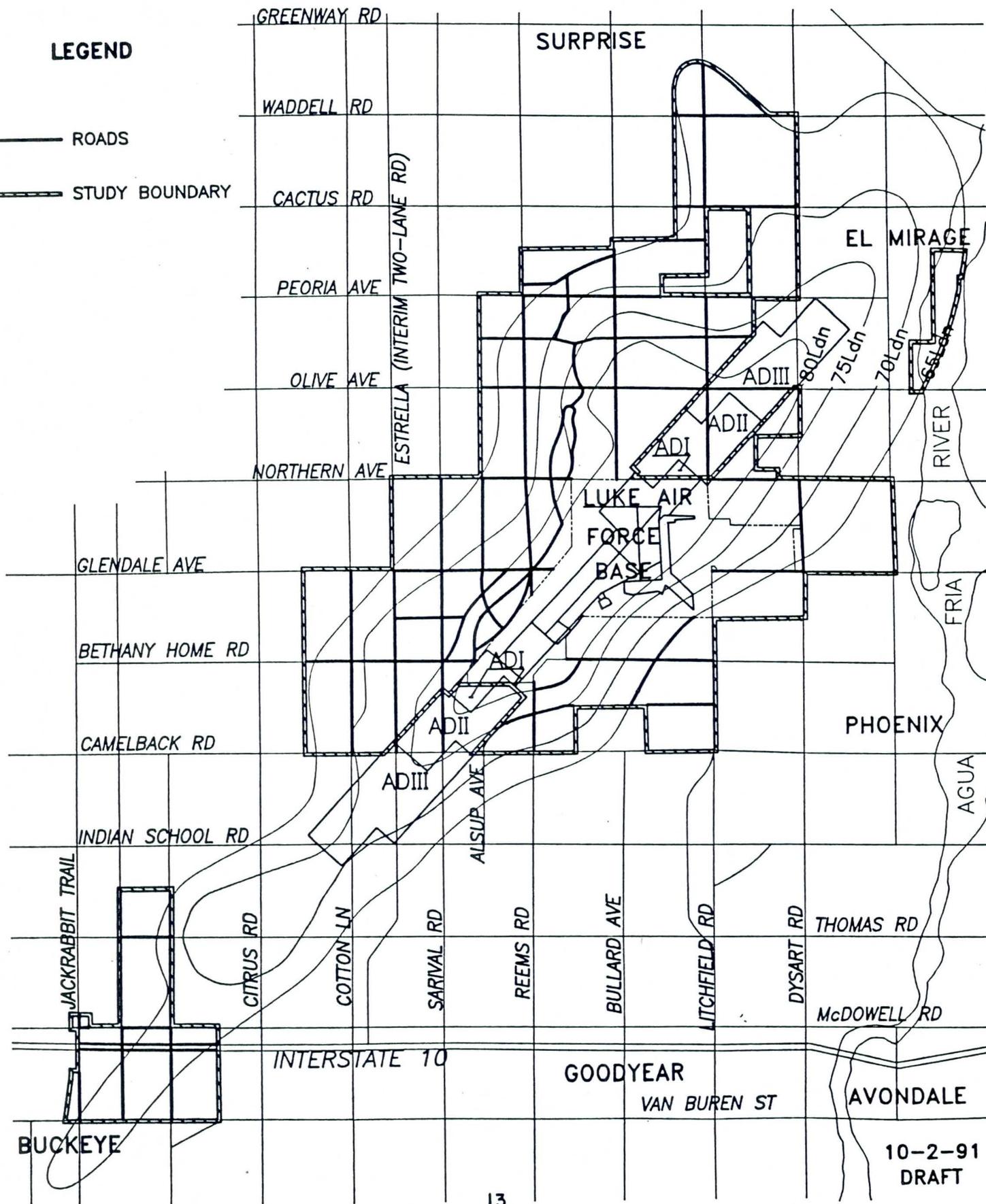
WESTSIDE MILITARY AIRBASE AREA PLAN TRAFFIC CIRCULATION

FIGURE 4

MARICOPA COUNTY DEPARTMENT OF PLANNING & DEVELOPMENT

LEGEND

-  ROADS
-  STUDY BOUNDARY



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Land Use Plan Map

The Land Use Plan Map, illustrated in **Figure 5**, indicates the intended predominate future use of land for the planning area until updated as conditions warrant. The plan does not reflect the intended zoning of individual parcels, but generalizes desired land use. The land use boundaries shown on the Land Use Plan are intended to follow natural or man-made features where possible. Where such boundaries are not readily distinguishable, transition may be allowed, provided the intent of the Land Use Plan is not violated. Only those areas under Maricopa County jurisdiction are designated. It is intended that the Land Use Plan Map will be updated periodically in accordance with the process outlined in the Joint Land Use Study which was completed in 1988. Currently, most of the planning area is not projected to receive urban type development either within the next five years or the next twenty years. However, when development does take place, it must conform to the adopted land use map designations, the Growth Guidance Policies, and the Westside Military Airbase Overlay Zoning District Regulations.

Land Use Contour Compatibility Designations

The following is a description of the land use categories and designations as shown on the Land Use Plan. These categories generally follow land use designations adopted in other County land use plans. Also included are descriptions of urban services required to move from rural residential or agriculture designations to non-residential urban type development.

Open Space, OS

The Open Space category denotes areas which would be best suited for open space uses and recreation areas. Development of residential uses up to one (1) dwelling unit per acre is also permitted in the Open Space Category provided development of environmentally sensitive areas, such as steep slopes and floodplains, are in compliance with Hillside Development Overlay District and Floodplain Development Regulations. Additional uses in this category include parks, recreation areas, drainage ways and scenic areas.

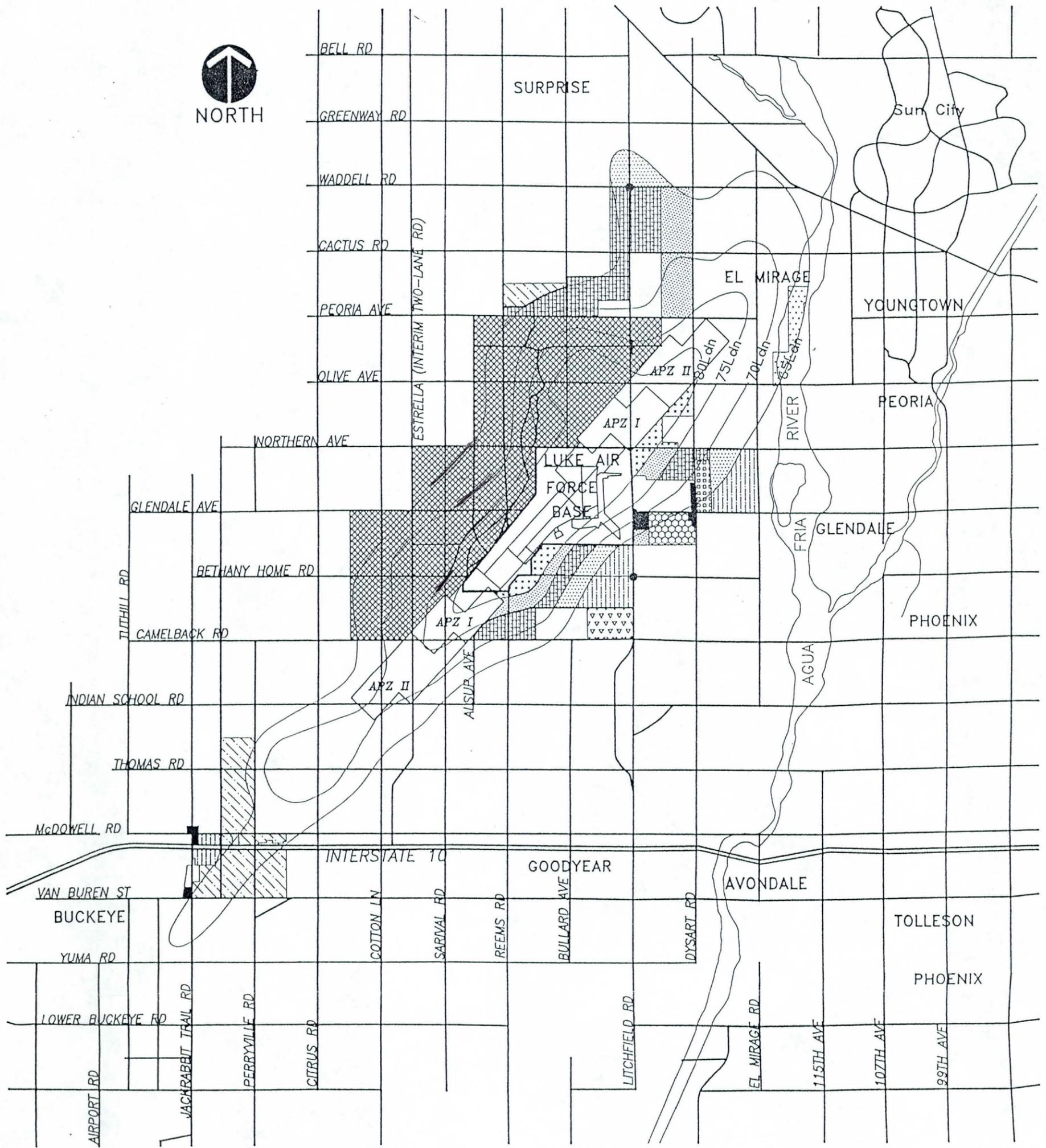
Agriculture

The Agriculture category denotes areas likely to remain in agricultural use for the foreseeable future. The absence of any community sewer, water or other urban services makes these areas unsuitable for any urban development. Residential development (if allowed by the existing zoning) above the 75 Ldn would be prohibited except for one (1) house per each existing parcel of record, only if noise attenuated and public disclosure of the noise levels provided through deed restrictions. When urban services become available to these areas, a change in land use to either residential up to the 70 Ldn contour or non-residential where appropriate, could be considered by amending the Plan and the Zoning District Map to one of the compatible land uses.

WESTSIDE MILITARY AIRBASE AREA PLAN

FIGURE 5

MARICOPA COUNTY DEPARTMENT OF PLANNING & DEVELOPMENT



LEGEND

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- | | | |
|--|---|---|
| <ul style="list-style-type: none"> OPEN SPACE AGRICULTURE RURAL RESIDENTIAL (1 UNIT PER ACRE) URBAN RESIDENTIAL VERY LOW (1-3.5) | <ul style="list-style-type: none"> URBAN RESIDENTIAL LOW (1-6) URBAN RESIDENTIAL MEDIUM (1-12) URBAN RESIDENTIAL HIGH (1-25) COMMERCIAL | <ul style="list-style-type: none"> MIXED USE CENTER LIGHT INDUSTRIAL CENTER HEAVY INDUSTRIAL CENTER INDUSTRIAL LIMITED EMPLOYEE |
|--|---|---|

Industrial/Limited Employee, I/LE

The Limited Employee Industrial designation is located in areas subjected to the highest level of noise. Land use within this area will be limited to industrial uses which are not employee intensive. A maximum of one (1) employee per 3,500 square feet of net lot area would be allowed by this category. Appropriate uses would include warehousing and storage, wholesale distribution facilities, agricultural packing houses, automated and semi-automated manufacturing and assembly facilities and any other use with a low-employee density. Adequate noise attenuation will be required for areas occupied by people. All uses in this category are subject to Plan of Development review and approval. Urban services including a community sewer and water system and access to paved roads will be required for new zoning and/or subdivision. Industrial development adjacent to residential areas would require considerable buffering to minimize possible adverse impacts to nearby residents.

Heavy Industrial Center, HIC

The Heavy Industrial Center category denotes areas for the location of major employment centers. Uses permitted in this category would include general warehousing, storage, distribution activities, general manufacturing and assembly of small parts. Uses not permitted include, but are not limited to, refining or rendering of fats and oils, wood planing mills, and paint manufacturing which employs a boiling process. Urban services including a community sewer and water system and access to paved roads will be required for new zoning and/or subdivision. Access to a principal arterial or freeway will be required. All uses within this category are subject to plan review and approval. Industrial development adjacent to residential areas would be required to provide considerable buffering to minimize impacts to nearby residents. This category could be located within the Litchfield Commerce Center and Spencer Development Master Plans and is shown along Dysart Road north of Glendale Road. Adequate sound attenuation will be required for structural areas occupied by people.

Light Industrial Center, LIC

The Light Industrial Center category denotes areas for the location of employment centers which would have greater impacts on surrounding areas than those uses in a Mixed Use Center. Uses permitted in this category would include warehousing, storage, wholesale distribution activities, limited manufacturing and assembly. Access to a principal arterial or freeway will be required. Only minimal noise, vibration, smoke, dust, odor, heat or glare will be permitted and only limited truck traffic will be allowed. Adequate noise attenuation will be required for structural areas occupied by people. Urban services including a community sewer and water system and access to paved roads will be required for new zoning and/or subdivision. All uses within this category are subject to plan review and approval. Industrial development adjacent to residential areas would be required to provide considerable buffering to minimize impacts to nearby residents.

Mixed-Use Center, MUC

The Mixed-Use Center category denotes areas for the location of major employment centers which would have minimal impacts on surrounding areas outside of increased traffic demands. Uses permitted in this category would include offices, light industrial parks, business parks, research parks and government facilities. Educational facilities, hospitals and major medical facilities are prohibited in the 65-70 Ldn or greater contour. Access to a principal arterial or freeway will be required. No noise, vibration, smoke, dust, odor, heat or glare will be permitted. Only the minimum of truck traffic will be allowed. Adequate noise attenuation will be required for all structural areas occupied by people. Urban services including a community sewer and water system and access to paved roads will be required for new zoning and/or subdivision. All uses within this category are subject to plan review and approval.

Commercial

The Commercial category is based on existing zoning and denotes areas providing for the sale of convenience goods (food, drugs, and sundries) and personal services which meet the daily needs of a trade area. A market analysis may be required for development. Urban services including a community sewer and water system and access to paved roads will be required for new zoning and/or subdivision. All uses within this category are subject to plan review and approval. Sound attenuation is required for all commercial buildings in the 70-75 Ldn and greater contour.

Urban Residential/High Density, UR/H, (1-25 Dwelling Units per Acre)

The Urban Residential/High Density category denotes areas where the County's highest residential development densities are appropriate and where all urban services (sewer, water, law enforcement, fire protection, schools, parks, etc.) will be provided. High-density, multi-family developments may be permitted. Overall residential densities for specific projects may not exceed 25 du/acre. Neighborhood commercial development may be located within the area at arterial street intersections, if warranted by demand. Urban services including a community sewer and water system and access to paved roads will be required for new zoning and/or subdivision. Sound attenuation will be required for all structural areas occupied by people. All uses within this category are subject to plan review and approval. New zoning at this density is prohibited in the 65 Ldn or greater contours. If UR/H densities are allowed close to the 65 Ldn contour, adequate noise attenuation could be required for all structural areas occupied by people, and public disclosure of the noise levels would be provided through deed restrictions.

Urban Residential/Medium Density, UR/M, (1-12 Dwelling Units per Acre)

The Urban Residential/Medium Density category denotes areas where higher residential development densities are appropriate and where all urban services (sewer, water, law enforcement, fire protection, schools, parks, etc.) will be provided. New zoning at this density is prohibited in the 65 Ldn or greater contour. Two-family and multi-family developments may be permitted. Residential densities for specific projects may not exceed 12 du/acre. Neighborhood commercial development may be located within the area at arterial street intersections, if demand warrants. If UR/M densities are allowed close to the 65 Ldn contour, adequate noise attenuation could be required for all structural areas occupied by people and public disclosure of the noise levels would be provided through deed restrictions.

Urban Residential/Low Density, UR/L, (1-6 Dwelling Units per Acre)

The Urban Residential/Low Density category denotes areas where urban density residential development is appropriate and all urban services (sewer, water, law enforcement, fire protection, schools, parks, etc.) are available or will be provided. Single family development may be permitted, provided overall development densities do not exceed 6 du/acre. Densities greater than 6 du/acre are not permitted. Convenience commercial development may be located within the area with direct arterial street access. Urban services including a community sewer and water system and direct access to paved roads will be required for new zoning and/or subdivision. This category is prohibited in the 65-70 Ldn and greater contours.

Urban Residential/Very Low Density, UR/VL, (1-3.5 Dwelling Units per Acre)

The Urban Residential/Very Low Density category denotes areas where lower density urban residential development is appropriate and all urban services (sewer, water, law enforcement, fire protection, schools, parks, etc.) are available or will be provided. Single family development may be permitted, provided overall development densities do not exceed 3.5 du/acre. Convenience commercial development may be located within the area with direct arterial street access. A community sewer and water system will be required for development at these densities. If this category were to be approved in the noise contours, densities would be limited to 3.5 units per acre in the 65-70 Ldn contour and 2.5 units per acre in the 70-75 Ldn contour. The UR/VL category should be prohibited within the 75-80 Ldn and greater contours.

Rural Residential, RR, (Maximum of 1 Dwelling Unit per Acre)

The Rural Residential category denotes areas where only very low-density, single-family residential development is allowable because urban services (sewer, water, law enforcement, fire protection, schools, parks, etc.) are limited or non-existent. Suitability is determined on the basis of location, access, existing land use patterns, and natural or man-made constraints. Densities greater than 1 du/acre may not be permitted. Uses in this category include agricultural and single-family residential. Any new residential development would be appropriately sound attenuated and public disclosure of the noise level will be provided through deed restrictions.

GROWTH GUIDANCE GOALS AND POLICIES

A critical component of the Westside Military Airbase Land Use Plan are specific goals and policies intended to provide orderly growth and development in the planning area. By utilizing existing urban services and infrastructure, new development can be timed to provide a linkage to existing urban development. This will encourage orderly and coordinated development while avoiding the increased public costs and haphazard urbanization associated with inappropriate development.

The Goals and Policies section presents a course of action concerning the elements of the Plan. Effective implementation of the Plan is predicated upon identification of specific goals and commitment to their respective policies.

A. GROWTH GUIDANCE

GOAL: Provide sufficient public services for intensity of land use and allow orderly and appropriate development in a timely manner.

GOAL: Minimize conflicts between urban and rural land uses by limiting new urban development to areas with adequate services and infrastructure.

POLICY A-1: New urban land use development is to be in accordance with the Westside Military Airbase Area Land Use Plan and respective land use categories, the stated goals and policies, and the Airport Overlay Zoning District Regulations.

POLICY A-2: When urban services become available to areas currently designated as Agriculture, north and west of the Base, development compatible with the appropriate noise contours, as delineated in the Westside Joint Land Use Study, would be permitted. An amendment to the Westside Military Airbase Area Land Use Plan would be required prior to any change in Land Use designation.

POLICY A-3: New urban zoning shall 1) supply evidence of an adequate supply of potable water, and 2) provide for public wastewater treatment.

POLICY A-4: New urban zoning shall be within one-half (1/2) mile of existing urban development.

POLICY A-5: New urban residential land use development shall identify sites for parks and schools. However, schools and hospitals where people could congregate will not be permitted in the 65 Ldn and greater noise contour.

POLICY A-6: New urban development shall provide evidence of adequate fire protection prior to rezoning with the following standards applicable:

- a) Four (4) minute response time
- b) 500 gallons per minute pressure rating
- c) Minimum two (2) engines able to respond

POLICY A-7: New urban development shall have access to a four (4) lane improved arterial road (110 foot right-of-way) prior to rezoning.

B. LAND USE

GOAL: Create orderly, efficient and functional development patterns which are compatible with Luke Air Force Airbase.

GOAL: To promote the public health and safety in the vicinity of military airports by minimizing exposure to crash hazards and high noise levels.

POLICY B-1: Encourage land developers to work together with residents, homeowners associations and Luke Air Force Base to develop a mutually agreeable land use plan during any rezoning, platting or other development review process near the property holdings of those residents and homeowners associations.

Policy B-2: New Residential development shall be strongly discouraged within the 65 Ldn and greater noise contour. If it is determined there is a need for residential, low-density residential subdivisions not exceeding 3.5 dwelling units per acre within the 65-70 Ldn could be allowed only if sound attenuated to achieve a 25 decibel (db) noise reduction in the construction of all dwellings.

Policy B-3: New Residential development shall be strongly discouraged within the 70 Ldn and greater noise contour. If it is determined there is a need for residential, low-density residential subdivisions not exceeding 2.5 dwelling units per acre within the 70-75 Ldn could be allowed only if sound attenuated to achieve a 30 db noise reduction in the construction of all buildings.

- POLICY B-4: New residential subdivisions within the 75 Ldn contour, or greater, are prohibited.
- POLICY B-5: Within the 70 or greater Ldn noise contour, retail, industrial and office uses should be allowed only with a 25 db noise level reduction in the construction of the building.
- POLICY B-6: Within the 75 Ldn noise contour, unless otherwise prohibited, building areas occupied by people can be allowed only with a 30 db noise level reduction.
- POLICY B-7: Require that Land Use Plan amendments and rezonings must be compatible with the Westside Joint Land Use Study.
- POLICY B-8: Require new subdivisions to provide public disclosure of noise levels through deed restrictions that run with the land.
- POLICY B-9: Require new subdivisions to provide a disclosure of noise and delineation of adopted noise contours on the recorded plat.
- POLICY B-10: Within the 70 or greater Ldn noise contour, auditoriums, concert halls, outdoor amphitheaters and music shells would be prohibited.

C. NOISE ABATEMENT

- GOAL:** To identify means of reducing the effect of aircraft generated noise intrusion.
- GOAL:** Encourage compatible land use relationships with sources of excessive noise.
- GOAL:** Promote public awareness of the noise contours for Luke Air Force Base and their importance for land use planning in the surrounding area.
- POLICY C-1: To monitor operations of the military airbase, and if a substantial change in operations occurs, then the Land Use Plan Map may need to be reevaluated.
- POLICY C-2: Verify, revalidate and adjust the noise contours generated by military operations every 5 years, consistent with the update of the Joint Land Use Study.

- POLICY C-3: Support Luke Air Force Base in the operation of a noise complaint/citizen liaison program.
- POLICY C-4: Adopt, through a Zoning Overlay, requirements for sound attenuation for future development of buildings designed for human occupancy and use.
- POLICY C-5: Require public disclosure of noise levels through deed restrictions in new subdivisions.
- POLICY C-6: Support the broad distribution of the Westside Military Airbase Area Land Use Plan and informational brochures describing noise impacts and attenuation measures.
- POLICY C-7: Encourage the Air Force to minimize flights after 10:00 p.m. or before 7:00 a.m.

D. TRANSPORTATION

GOAL: Establish a circulation system that provides for the safe, convenient and efficient movement of goods and people throughout Maricopa County.

- POLICY D-1: Encourage the planning and construction of roadways which provide for the efficient, safe and convenient movement of truck traffic through the planning area and away from existing residential uses.
- POLICY D-2: Support the Highway Department's Capital Improvements Program in their establishment of priorities and costs.
- POLICY D-3: Support the Highway Department's efforts to provide for all weather travel over washes on County roads.

AIRPORT OVERLAY ZONING DISTRICT REGULATIONS

The Airbase Overlay Zoning District is defined by the adopted noise contours with the 65 Ldn noise contour being the outer limits of the Overlay Zoning District, as shown on the Land Use Plan Map on page 15.

PURPOSE

1. To promote the public health and safety in the vicinity of military airports by minimizing exposure to crash hazards and high noise levels.
2. To create orderly, efficient and functional development patterns which are compatible with the continued operation of the military airbase.
3. To reduce the effect of aircraft generated noise intrusion.
4. To encourage safe and efficient traffic movement of goods and people surrounding the military airbase.

GENERAL APPLICATION

1. Persons with property divided by the Airport Overlay Zoning District Boundary or Overlay Zones are required to comply with the district standards only for that segment of the property within the boundary.
2. When standards and requirements differ between the Airport Overlay Zoning District and the existing zoning district classification, the more restrictive regulation shall apply.
3. All new uses of land, buildings, subdivisions and rezonings shall be required to conform with the Airport Overlay Zoning District Regulations. Existing uses of land and buildings shall be governed as provided by Article XXV, Nonconforming Uses, of the Maricopa County Zoning Ordinance.
4. The Board of Adjustment, according to Article XXVII of the Maricopa County Zoning Ordinance, shall have the power to allow variance from the standards and regulations contained herein. In granting any variance it must be shown where, by reason of any peculiar situation, surrounding or conditions of a specific property, or by reason of particular narrowness, shallowness or shape of a specific lot of record, or by reason of unusual topographical conditions, the strict application of any regulation of this Ordinance would result in practical difficulties or unnecessary hardship upon the owner of such property, provided such relief can be granted without substantially impairing the purpose of this Ordinance.

5. The Airport Overlay Zoning District has been divided into 4 overlay zones according to the noise contours. These are as follows:
 - Zone 1** - that area within the 80 and above Ldn noise contour, but not within any other Airport District.
 - Zone 2** - that area within the 75 to 80 Ldn noise contour, but not within any other Airport District.
 - Zone 3** - that area within the 70 to 75 Ldn noise contour, but not within any other Airport District.
 - Zone 4** - that area within the 65 to 70 Ldn noise contour, but not within any other Airport District.

6. The Overlay Zones do not identify those uses which are permitted or prohibited. The underlying or existing zoning district identifies allowable uses. The Overlay Zones "overlay" the existing zoning, and set forth additional regulations, that are necessary to promote the public health and safety.

STANDARDS

The following standards apply in the Airport Overlay Zones:

1. **SUBDIVISIONS:** Any new subdivision shall include:
 - Public disclosure of noise levels through the provision of deed restrictions that shall run with the land.
 - A note stating high noise exposure shall be indicated on any subdivision plat.
 - The delineation of adopted noise contours on all subdivision plats.

2. **COMPREHENSIVE PLAN:** Any new land use designations shall be a land use category that is compatible with the noise level as determined by the Westside Joint Land Use Study adopted by MAG on May 15, 1988.

3. REZONINGS: Any change of zoning (rezoning) shall be to a zoning district compatible with the noise level determined by the Westside Joint Land Use Study adopted by Mag on May 25, 1988.

4. BUILDING PERMITS: Any new building shall have occupied areas noise attenuated to achieve a;

40 db reduction in the 80 and above Ldn.

35 db reduction in the 75 and above Ldn.

30 db reduction in the 70 and above Ldn.

25 db reduction in the 65 and above Ldn.

Zone 1 (80 Ldn and above)

1. Prohibited: New residential subdivisions.

All uses requiring occupied building space, except for agricultural activity.*

Commercial uses*

Industrial uses except when the number of employees are limited to a maximum of one employee for each 3500 square feet of net lot area.*

Residential density, on contiguous land that is under one (1) ownership on the effective date of this Ordinance and exceeds eighty (80) acres in area is limited to one (1) dwelling unit per each eighty (80) acres plus one (1) dwelling unit for any acreage in excess of the minimum required acreage.

Residential density on contiguous land under common ownership existing as of the effective date of this Ordinance, which is less than eighty (80) acres, is limited to one (1) dwelling unit per the total or combined ownership.

2. Requirements:

All occupied building areas must be sound attenuated to achieve a 40 db noise level reduction.

Zone 2 (75 to 80 Ldn)

1. Prohibited:

New residential subdivision.

All uses requiring occupied building space except for agricultural uses and industrial uses.*

Noise sensitive commercial uses*

Other commercial uses unless approved as part of a Plan of Development.*

Residential density, on contiguous land that is under one (1) ownership on the effective date of this Ordinance and exceeds eighty (80) acres in area is limited to one (1) dwelling unit per each eighty (80) acres plus one (1) dwelling unit for any acreage in excess of the minimum required acreage.

Residential density on contiguous land under common ownership existing as of the effective date of this Ordinance, which is less than eighty (80) acres, is limited to one (1) dwelling unit per the total or combined ownership.

2. Requirements:

All occupied building areas shall be noise attenuated to achieve a 35 db noise level reduction.

Zone 3 (70 to 75 Ldn)

New Residential development shall be strongly discouraged within the 70 Ldn and greater noise contour. If it is determined there is a need for residential, low-density residential subdivisions not exceeding 2.5 dwelling units per acre within the 70-75 Ldn could be allowed only if sound attenuated to achieve a 30 db noise reduction in the construction of all buildings.

1. Prohibited: New residential subdivisions at a density greater than 2.5 dwelling units per acre. Community facilities such as auditoriums, concert halls, outdoor amphitheaters and music halls, schools and medical facilities.
2. Requirements: All occupied building areas shall be noise attenuated to achieve a 30 db noise level reduction.*

Zone 4 (65 to 70 Ldn)

New Residential development shall be strongly discouraged within the 65 Ldn and greater noise contour. If it is determined there is a need for residential, low-density residential subdivisions not exceeding 3.5 dwelling units per acre within the 65-70 Ldn could be allowed only if sound attenuated to achieve a 25 decibel (db) noise reduction in the construction of all dwellings.

1. Prohibited: New residential subdivisions at a density greater than 3.5 dwelling units per acre. In addition, schools and hospitals are also prohibited.
2. Requirements: All occupied buildings shall be noise attenuated to achieve a 25 db noise level reduction.*

* Existing zoning, subdivisions and structures are exempt from this provisions.

APPENDIX

WESTSIDE RESIDENT ISSUE IDENTIFICATION

The Issue Identification element of the Westside Military Airbase Land Use Plan identifies major land development issues raised by the residents of the area. Through contact with approximately 250 people at open houses, neighborhood meetings and individual contact, the following issues have been identified.

Issues

Land Use

Maintain rural lifestyle
Industrial uses are not suitable for this area
No intense residential development on the westside of the Base
Current uses of land should not be affected by Plan
Commercial land uses should be allowed in 65 Ldn
Residential uses should be allowed if buyer is aware of noise levels
Ensure that agriculture will always be allowed
Industrial categories are too restrictive
Industrial categories are too permissive
Maintain existing zoning (Rural-43)
Inability to farm within the Crash Zones, military should buy those lands
Continual changes to airbase plans disrupt and devalue property
Glendale strip annexation should be removed
Glendale should have no say over future plans for this area

Military Airbase

Noise from aircraft intolerable, especially at night
Air Force should be restricted in their uses of land
Airbase should utilize auxiliary field for high risk maneuvers
Airbase is not following correct flight patterns
Noise contours are invalid
Military should buy or exchange land within the crash zones
Military should buy land within the Airport Zoning District 1
Airbase should acquire all property within the noise contours and allow property owners to relocate
Content with Airbase and its operations

Public Utilities

Water and sewer service areas will not cross City of Glendale strip annexation City of Glendale should be required to annex property within its strip annexation boundaries or else de-annex property so they can obtain services.

Transportation

Streets are not dedicated

No industrial traffic in residential areas

Why is the proposed expressway located at the midsection line