

SUMMARY HIGHLIGHTS
from “Examples of General/Comprehensive Plans
with Policy Related to Military Airports” *(attached)*

Prepared by the Plan Tucson Team, Planning and Community Development Division, City of Tucson Housing and Community Development Department in response to Planning Commission request of April 3, 2013

Planning Commission requested that staff research the general or comprehensive plans of other jurisdictions with military bases to determine the types of policies included. The following 11 plans were reviewed, and a brief overview of the military establishment and extracted text is provided for each plan.

- **Glendale 2025 – The Next Step General Plan;** Glendale, Arizona / Luke Air Force Base
- **County of San Bernardino General Plan;** San Bernardino, California / Norton Air Force Base was closed as a result of Base Realignment and Closure (BRAC) action in 1994, but currently there are 44 public and private airports operating throughout the County
- **City of Fairfield General Plan;** Fairfield, California / Travis Air Force Base
- **Las Vegas Master Plan 2020;** North Las Vegas, Nevada / Nellis Air Force Base
- **Clark County Comprehensive Plan;** Clark County, Nevada / Nellis Air Force Base
- **City of Tampa Comprehensive Plan;** Tampa, Florida / MacDill Air Force Base
- **OKC Plan 2000 – 2020;** Oklahoma City, Oklahoma / Tinker Air Force Base
- **City of Abilene Comprehensive Plan 2004;** Abilene, Texas / Dyess Air Force Base
- **Involve Ogden – Ogden City General Plan;** Ogden, Utah / Hill Air Force Base
- **Sunset City General Plan, 2008;** Utah / Hill Air force Base
- **Valparaiso, Florida Comprehensive Plan /** Eglin Air Force Base

Following are some general observations based on the materials attached:

- Key focus is on compatible land uses and densities in terms of new development; referenced are: special compatible use areas/zones, heights, limits on residential uses; appropriateness of industrial development around airports
- Several plans reference various types of transition / buffer areas, annexation to control incompatible encroachment, and establish a reserve of land for expansion
- Elements in which military base issues are discussed varies; safety and noise are prominent themes
- Some plans include:
 - direct statement of support for military base
 - text on economic importance of the base
 - need for cooperation between community, other jurisdictions, utilities, and/or other entities
 - reference to homebuyer disclosure regarding aircraft impacts
 - reference regarding expansion of base
 - reference to housing for military personnel
 - reference sound attenuation



Examples of General/Comprehensive Plans with policy related to military airports

Prepared by the Plan Tucson Team, Planning and Community Development Division, City of Tucson Housing and Community Development Department, as requested by the Planning Commission on April 3, 2013.

Glendale, Arizona

Glendale's population: 230,482 (2011 estimate)

Air Force Base: Luke

Located about 7 miles west of downtown Glendale

Aircraft operations: 274/day

Runways: 10,012 Ft. (asphalt) and 9,904 Ft. (concrete)



Luke AFB General Overview: Luke Air Force Base is the largest fighter wing in the U.S. Air Force with 138 F-16s assigned. Luke is a major training base in the F-16 Fighting Falcon. On March 31, 2011 it was announced that the F-35 Lightning II would replace the F-16 as the primary training aircraft at Luke, although the date of deployment of the new aircraft to Luke and reorganization plans have not been announced. In addition to flying and maintaining the F-16, Luke also deploys to support on-going operations in Iraq, Afghanistan and to combatant commanders in other locations around the world.

The base population includes about 4,830 military members and civilians. With about 70,000 retired military members living in greater Phoenix, the base services a total population of nearly 80,000 people. Approximately 300 pilots train at Luke annually and proceed to combat assignments throughout the world. The 56th Fighter Wing also trains more than 350 maintenance technicians each year.

Glendale 2025 - The Next Step General Plan

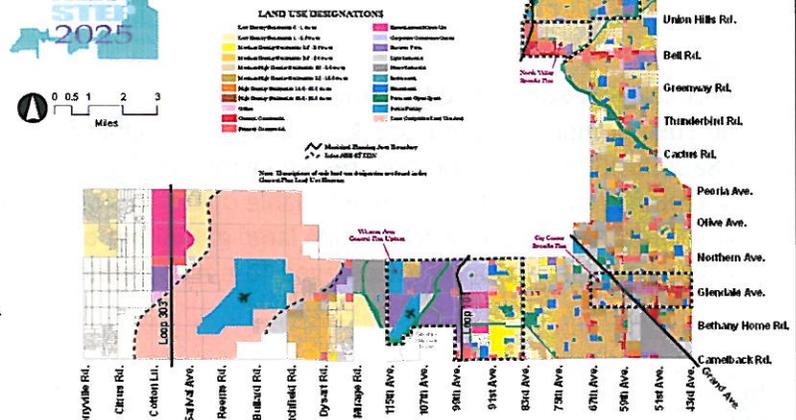
www.glendaleaz.com/planning/generalplan.cfm

LAND USE DESIGNATIONS

- | | |
|---|-------------------------------|
| Low Density Residential: 0 - 1 du/ac | Entertainment Mixed-Use |
| Low Density Residential: 1 - 2.5 du/ac | Corporate Commerce Center |
| Medium Density Residential: 2.5 - 3.5 du/ac | Business Park |
| Medium Density Residential: 3.5 - 5.0 du/ac | Light Industrial |
| Medium-High Density Residential: 5.0 - 8.0 du/ac | Heavy Industrial |
| Medium-High Density Residential: 8.0 - 12.0 du/ac | Institutional |
| High Density Residential: 12.0 - 20.0 du/ac | Educational |
| High Density Residential: 20.0 - 30.0 du/ac | Parks and Open-Space |
| Office | Public Facility |
| General Commercial | Luke Compatible Land Use Area |
| Planned Commercial | |



GENERAL PLAN LAND USE MAP



Municipal Planning Area Boundary
Luke ARB 65 LDN



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GLENDALE PLANNING VISION

We support economic and social diversity from well-maintained, clean, visually attractive urban neighborhoods to the spacious, outlying rural areas that remind us of our agricultural heritage and strongly support the mission of Luke Air Force Base.

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Luke Air Force Base is an essential partner for municipal stability.

The Base has been the Glendale area's major employer for six decades. Its mission inspires the community. Its payroll contributes to the local economy. Since officially annexing Luke Air Force Base into the City, Glendale assumed leadership in combating influences, such as inappropriately dense housing, that may detract from continuing U.S. Air Force operations there.

Glendale Plan designations acknowledge the requirement for land use compatibility in the Luke environs that was legislated by the State. On-going planning coordination activities strengthen the association between the City and the Base.

Retention of agribusiness west of Luke Air Force Base, maintaining very low housing densities and supporting compatible, non-residential uses adjacent to the Base are policies that support the desired, rural character.

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E. PLANNING PRINCIPLES

-- Partner with Luke Air Force Base to support its mission and guide compatible land use patterns, including low residential densities west of 115th Avenue.

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CURRENT CONDITIONS

Land Use

General Development Patterns

State legislation sought in 2001 to protect the continuing mission of Luke Air Force Base (Senate Bill 1525) by maintaining a low intensity land use pattern within the 65dBn noise contours existing beyond the Base, itself. This designation, as it is implemented, restricts the extent of urbanizing development in much of the Municipal Planning Area beyond the current City limits. Other lands west of 115th Avenue are being withheld from development because of continuing profitable farming uses or constraints such as designated floodplains.

Special Land Uses

These land use categories generally provide support to the residential, commercial, employment and industrial categories. The special use land use categories involve public facilities, schools, institutional and parks/open space. The Luke Compatible Land Use Area is unique and very special since that land use category provides for a growth area with uses that will be in keeping with the mission of Luke AFB.

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17. Luke Compatible Land Use Area (LUCU)

The Luke Compatible Land Use Area category designation is adjacent to Luke Air Force Base and is delineated by the 1988 JLUS 65 ldn noise contour created by military flight operations. The General Plan recognizes and supports the state legislation related to the continued, viable operations of military installations. Residential and other noise sensitive land uses, particularly those which include large gatherings of people, are discouraged in the LUCU. Existing, approved noise-sensitive uses are strongly encouraged to employ additional sound attenuation through select building materials and



design. Retention of agricultural uses and future industrial development are supported by this category to afford viable, economic use of property, and as a protection of public health and safety.

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Goal 3: Create transition and buffer areas

b. Objective: Assure compatible uses and densities around Luke Air Force Base.

Goal 6: Monitor and help guide development to protect Luke Air Force Base.

Glendale has long recognized the importance of the Base and is committed to preserve its function as part of the region's land use pattern. This is furthered by the City's annexation of the Base in 1995.

The State of Arizona has established special controls on land uses in the vicinity of Luke Air Force Base. Considerable subdivision development exists in the MPA west of 115th Avenue with utilities provided by entities other than the City of Glendale. The Arizona legislature has enacted land use controls for the area within the 65 ldn noise contour created by Luke Air Force Base.

b. Objective: Encourage low density residential uses west of the Luke Compatible Area.

c. Objective: Monitor all development within the area and inform property owners, developers, Maricopa Association of Governments and Maricopa County as to the City position.

d. Objective: Coordinate and be cooperative with private utility companies in the area in the provision of necessary facilities and services.

e. Objective: Implement statutory sound attenuation measures required for development within defined proximity to Luke Air Force Base.

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Goal 4: Sustain aviation activities.

Glendale's Municipal Airport constitutes a major asset in a growing local economy. Potentials for corporate use of these facilities -- for executive transportation and specialized product freight forwarding -- can follow the model successes of other cities' general aviation air park expansions.

Luke Air Force Base is recognized as the most significant single employer in the City and West Valley. Economic development activities take into account the special needs and sensitivities applicable to utilizing land in the Base vicinity.

a. Objective: Enlarge the Municipal Airport to accommodate larger numbers and sizes of general aviation aircraft.

b. Objective: Plan for Luke Air Force Base retention, supporting its national defense mission for the foreseeable future; adapting for re-use as necessary.

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Goal 4: Develop programs to maintain and improve aviation safety.

With Glendale's growth, efforts must begin immediately to plan for a larger and more complex safety system that relates to aviation facilities, both civilian and military.

a. Objective: Establish space and noise buffers around all runways serving the Municipal Airport and Luke AFB.

b. Objective: Actively control, and where necessary prohibit, development in areas near aircraft traffic patterns at the Municipal Airport and at Luke AFB so as to protect public safety and not adversely impact the functioning and future viability of the aviation facilities.

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• **Luke Compatible Growth** -- Special legislation pertaining to land utilization in the Luke Air Force Base vicinity establishes parameters to restrict residential and business development. The area is planned, strategically, to accommodate low concentrations of non-military activity. The unique conditions applying to this sensitive Growth Area



gained citizen support throughout the General Plan process. Glendale, including the Base within its borders, cooperates with other jurisdictions to ensure that safe and compatible development will occur on unincorporated lands within the Luke Compatible Land Use area designated on the General Plan land use map. (See, Luke Environs, generally, General Plan Technical Appendices Document III-B, Projected Growth by MPA Sector.)

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Goal 3: Manage growth to achieve reasonable, responsible urban development.

b. Objective: Restrict encroachments on Luke AFB in accordance with State legislation.

IMPLEMENTATION PROGRAM

Land Use Policies (cont.)

5. Luke Land Use Compatibility (3b; 6,b,c)

Actively lead in promoting land use compatibility around Luke AFB and in implementing the Luke Compatible Land Use (LCLU) area

Economic Development Policies

11. Support Luke AFB Planning (4b) Follow Luke retention and re-use strategies Growth Area Policies

7. Sustain Luke AFB Stability (3b) Actively support the sustainability of Luke AFB by restricting incompatible development in the Luke Compatible Land Use (LCLU) area



San Bernardino, California

San Bernardino County population: 2,035,210 (2010 Census)

Norton Air Force Base was closed as a result of Base Realignment and Closure (BRAC) action in 1994, but currently there are 44 public and private airports operating throughout the County.

County of San Bernardino General Plan

<http://www.sbcounty.gov/Uploads/lus/GeneralPlan/FINALGP.pdf>

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Introduction

Our vision for the future of the County includes:

- *Preservation of land and air space serving national defense and cooperative planning with military installations to minimize land use conflicts (see Goal LU-11, and Policies LU-11.2 and S-8.1).*

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Section II. Land Use Element

GOAL LU 11. Promote mutually beneficial uses of land to address regional problems through coordination and cooperation among the County, the incorporated cities, Southern California Association of Governments (SCAG), San Bernardino Associated Governments (SANBAG), the various special districts and other local, state, and federal agencies. Policy LU 11.2 Establish a "review area" around each state, military, or other federal installation, and review development proposals within each review area with the appropriate agency.

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Section III. Circulation and Infrastructure Element

7. Airports

Currently, there are 44 public and private airports operating throughout the County. The County manages, operates, and maintains six of these facilities. San Bernardino County also has a total of 25 heliports; 4 are publicly operated, 11 for private medical use, and 10 for private general use. Because airport related issues touch a number of the elements of the General Plan, the goals and policies relating to airports could be placed in any one of these elements. The County has determined, however, that the primary goal of the airport goal and policies is to reinforce and support the safety aspects for airports and has therefore included these goals and policies into the Safety Element.

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Section VII. Noise Element

The most common sources of environmental noise in San Bernardino County are associated with roads, airports, railroad operations, and industrial activities. The facilities are used to transport residents, consumer products and provide basic infrastructure for the community by creating jobs and economic stability. In many areas of the County, noise-sensitive land uses such as residences, schools, churches and parks exist in proximity to these major noise sources.

Aircraft Noise: Aircraft noise generates occasional, but intrusive noise levels for the occupants of property adjacent to airports and/or under the flight patterns of aircraft using airports. The federal and state governments regulate aircraft noise. Refer to the Noise Background Report for more information on aircraft noise in San Bernardino County.

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Section VII. Noise Element



GOAL N 2. The County will strive to preserve and maintain the quiet environment of mountain, desert and other rural areas.

Policy N 2.2 The County will continue to work aggressively with federal agencies, including the branches of the military, the U.S. Forest Service, BLM, and other agencies to identify and work cooperatively to reduce potential conflicts arising from noise generated on federal lands and facilities affecting nearby land uses in unincorporated County areas.

GOAL S 8. The County will minimize exposure and potential of damage posed by aviation activity.

Policy S 8.1 Ensure the safety of airport operations and surrounding land uses.

Programs:

1. Adopt the Land Use Compatibility/Aviation chart (Table S-4) as applicable to all discretionary and ministerial applications for Safety Overlay delineated on the Hazards Overlay Maps. Safety areas are defined as follows:
 - a. That area defined within an adopted Airport Comprehensive Land Use Plan;
 - b. That area defined within an adopted Interim Airport Land Use Plan (where there is no adopted Airport Comprehensive Land Use Plan); and
 - c. That area defined within a low-altitude/high-speed corridor designated for military aircraft operations.
2. Continue airport safety reviews of all land uses proposed within any Airport Safety Area in the County; updating existing and initiating new comprehensive Land Use Plan studies for each public-use airport in the County. The following review standards will be included:
 - a. Safety areas will be designated and mapped.
 - b. Airport Safety reviews will be required for all discretionary projects (as defined by CEQA) proposed in the County within an Airport Safety Area, including:
 - All airport creation or expansion proposals;
 - Projects and land use recommendations outside designated Safety Areas when statistical analysis of accidents from an airport facility suggests this need; and
 - All procedures for proposed development around heliports in the County.
 - c. All projects within Safety Areas 1, 2, and 3 will be referred to the affected airport facility.
 - d. Federal Aviation Regulations (FAR) Part 77 will be applied, including height restrictions.
 - e. Smoke, glare, and electronic interference will be restricted.
 - f. Storage of fuel and other explosive and/or flammable materials in a manner that may be hazardous to aviation operations will not be above ground in Safety Areas 1, 2, and 3.
 - g. Standards for development of all conditionally approved projects may be derived from any or all of the following:
 - Applicable, adopted Airport Comprehensive Land Use Plans and Interim Airport Land Use Plans;
 - California State Airport Land Use Planning Handbook; and
 - The San Bernardino County Development Code.
 - Regulations and development standards of local jurisdictions.
3. Apply the standards of the Land Use Compatibility Chart in Airport Safety Areas (Table S-5), as well as those contained in the applicable adopted Airport Comprehensive Land Use Plans, to promote consistent review of proposals in the land use planning process.
4. Any requirements resulting from the airport safety review will be incorporated into the project design and/or conditions of approval.
5. All discretionary projects within Safety Areas 1, 2 and 4 will be reviewed by the appropriate military facility (There is no Safety Area 3 designated around military airport facilities).

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Section IX. Economic Development

GOAL ED 16. There will be an integration of economic development with an Airport Master Plan.

POLICIES

ED 16.1 Facilitate ongoing coordination with local airport master plans.



ED 16.2 Link air passenger and air cargo movement with land use plans.

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Section X. Implementation Program

J. SAN BERNARDINO COUNTY AIRPORT LAND USE PLANS

Section 21670 of the Public Utilities Code allows for the creation of comprehensive land use plans “that will provide for the orderly growth of each public airport and the area surrounding each public airport.” In formulating a land use plan, the Airport Land Use Commission may develop height restrictions on buildings, specify use of land, and determine building standards, including soundproofing adjacent to airports, within the planning area. San Bernardino County Airport Land Use Plans were adopted in accordance with Section 21670 of the Public Utilities Code; they may be amended from time to time, as allowed by that code.



Fairfield, California

North Las Vegas' population: 219,020 (2011 estimate)

Air Force Base: Travis

Located 3 miles east of downtown Fairfield

Runways: 11,001 Ft. (asphalt concrete) and 10,992 Ft. (concrete)



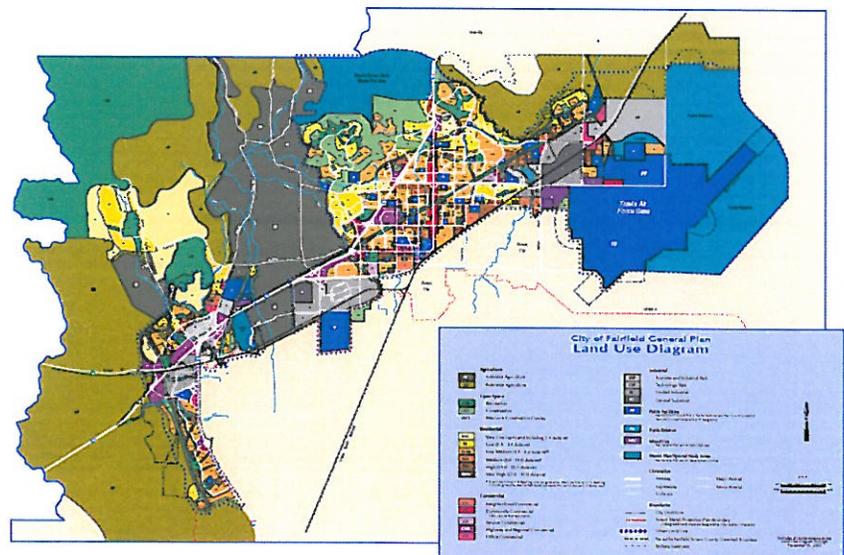
Travis AFB General Overview: The base handles more cargo and passenger traffic through its airport than any other military air terminal in the United States. Today, Travis AFB includes approximately 7,260 active USAF military personnel, 4,250 Air Force Reserve personnel and 3,770 civilians.

Travis AFB has a major impact on the community as a number of military families and retirees have chosen to make Fairfield their permanent home. Travis AFB is the largest employer in the City and Solano County as well, and the massive Travis workforce has a local economic impact of more than \$1 billion annually. The Base also contributes a large number of highly skilled people to the local labor pool. The base's former Strategic Air Command Alert Facility is now a U.S. Navy complex that typically supports 2 transient

Navy E-6B Mercury TACAMO aircraft assigned to Fleet Air Reconnaissance Squadron THREE (VQ-3) Detachment and normally home-based at Tinker AFB, Oklahoma. The base is also host to David Grant USAF Medical Center, a 265-bed, \$200 million Air Force teaching hospital, which serves both in-service and retired military personnel.

City of Fairfield General Plan

<http://www.fairfield.ca.gov/gov/depts/cd/plan.asp>



Agriculture	
AI	Intensive Agriculture
AE	Extensive Agriculture
Open Space	
OSR	Recreation
OSC	Conservation
(RC)	Resource Conservation Overlay
Residential	
RVL	Very Low (up to and including 2.5 du/acre)
RL	Low (2.5 - 4.5 du/acre)
RLM	Low Medium (4.5 - 8.0 du/acre)*
RM	Medium (8.0 - 15.0 du/acre)*
RH	High (15.0 - 22.0 du/acre)
RVH	Very High (22.0 - 32.0 du/acre)
Industrial	
IBP	Business and Industrial Park
ITP	Technology Park
IL	Limited Industrial
IG	General Industrial
Public Facilities	
PF	Public Facilities See Exhibits PF-2 and PF-5 of the Fairfield General Plan for a more specific description of each area with a PF designation.
TR	Travis Reserve
MU	Mixed Use See General Plan text for permitted uses.
Master Plan/Special Study Areas See General Plan text for development policies.	



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Health and Safety Element

Aircraft Related Hazards

Objective HS 5

Protect the safety of persons on the ground from aircraft crash hazard potential. (See Policy LU 13.3)

Policy HS 5.1

New development within Compatibility Zones A, B1, B2, C, D, and the Height Review Overlay Zone should comply with the basic and supporting Land Use Compatibility criteria shown in Chapter 2, including Table 2A, and all other applicable criteria of the Land Use Compatibility Plan (LUCP) for Travis AFB. New development within Compatibility Zones should comply with the Primary Compatibility Criteria shown in Table 2A of the Land Use Compatibility Plan for the Travis Aero Club.

Policy HS 5.2

Projects within the Travis AFB LUCP Area of Influence Compatibility Zones A, B1, B2, or C as shown on Exhibit HS-3 of the General Plan shall be referred to the Solano County Airport Land Use Commission (ALUC) as required by the Solano County Airport Land Use Compatibility Review Procedures. Projects that exceed the height limits specified in Table 2A of the LUCP for Travis AFB shall also be referred to the ALUC. Projects within the Travis Aero Club Compatibility Zones shall be referred to the Solano County ALUC as required by the Travis Aero Club Land Use Compatibility Plan.

Policy HS 5.3

If it is the determination of the ALUC that any of the mandatory projects referred to the ALUC are inconsistent with the LUCP for Travis AFB or the Land Use Compatibility Plan for Travis Aero Club, the City Council may hold a hearing to consider the project. The City Council may overrule the ALUC after the hearing by a two-thirds vote if it makes specific findings that the proposed action is consistent with the purposes of Airport Land Use Commission Law as contained in Article 3.5 of the Public Utilities Code.

Policy HS 5.4

The city should adopt an open land plan for the entire area within Compatibility Zones A and B north of Air Base Parkway, as defined in the Land Use Compatibility Plan for Travis Aero Club. Individual lots located within Compatibility Zone B south of Air Base Parkway shall include a minimum of 50 percent open land, as defined in the Land Use Compatibility Plan for Travis Aero Club.

Policy HS 5.5

The city will require, as a condition of approval of development within Compatibility Zone C of the Travis AFB LUCP, homebuyer notification regarding aircraft operational impacts on the property. Similarly, the city will require homebuyer notification of the of the proximity of Travis Aero Club and the characteristics of the airport's activity for all new residential development located within Compatibility Zone D of the Land Use Compatibility Plan for Travis Aero Club.

Policy HS 5.6

Nonconforming development or reconstruction within the Travis AFB LUCP Area of Influence shall be consistent with the policies in the LUCP regarding such development or reconstruction. Nonconforming development within Aero Club Zone B that is partially or fully destroyed shall comply with the City's replacement requirements for nonconforming structures and uses as contained in the City's Zoning Ordinance.

Objective HS 6

Protect the safety of aircraft in flight.

Policy HS 6.1

Objects and structures within Compatibility Zones A, B1, B2, C, D and the Height Overlay Zone for Travis AFB as shown in Exhibit HS-3 of the General Plan and objects and structures within the Compatibility Zones A, B, and C for the Travis Aero Club as shown in the Land Use Compatibility Plan for Travis Aero Club shall conform to FAR Part 77 height limits.

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Supporting text



Aircraft Related Hazards

Travis Air Force Base (AFB) is the only airport facility in Fairfield and is the largest airport facility in Solano County. It has been used by the Department of Defense for military operations since the early 1940's and is home of the world's largest military airlift unit. The six different aircraft assigned to Travis perform approximately 170 daily operations.

The aircraft operations of Travis AFB pose potential crash hazards to persons and property in the vicinity of the facility. Conversely, the development and use of property in the vicinity of Travis AFB may create hazards for aircraft approaching or departing the facility.

To address these concerns, the Solano County Airport Land Use Commission (ALUC) adopted the Land Use Compatibility Plan (LUCP) for Travis AFB on June 13, 2002. The LUCP contains criteria and policies related to the compatibility of the Travis AFB facility and surrounding land uses. Exhibit HS-3 shows the LUCP's Referral Area and five Compatibility Zones: A, B1, B2, C, D and the Height Review Overlay Zone.

- Compatibility Zone A is the most critical safety zone. These clear zones are located at the ends and along the sides of the runways immediately below the initial take-off and final approach flight paths and are exposed to the greatest potential for aircraft accidents.
- Compatibility Zones B1 and B2 are also within the initial take-off and final approach flight paths but are less critical than the Compatibility Zone A. Significant danger due to the potential for aircraft accidents still exists.
- The C Zone encompasses the general area around TAFB. This area is subject to issues of aircraft noise, risks to people on the ground, and airspace protection.
- The D Zone encompasses most of central Fairfield. It must be kept clear of flight path obstructions and hazards to flight. Limitations on the height of structures are the only compatibility factors within this zone.
- The Height Overlay Zone covers locations where the terrain exceeds or comes within 35 feet of any of the airspace protection surfaces for Travis AFB. This zone overlays portions of the other compatibility zones. Should the ALUCP become invalid or be set aside, the protection zones as shown in Air Installation Compatible Use Zone (AICUZ) shall govern.

Also contained in the LUCP are Land Use Compatibility policies and criteria. These policies and criteria categorize specific land uses and their appropriateness in each of the Compatibility Zones above.

Travis Aero Club is located on the northwestern corner of Travis AFB. The facility consists of a 2,000-foot runway, parallel taxiway, aircraft apron for sixteen airplanes, and two buildings. Use of the Aero Club is limited; the airport is open only to Aero Club members, Travis AFB military and civilian personnel who have their own aircraft, and other users who obtain prior permission to land. On March 13, 1997, the Solano County ALUC adopted the Land Use Compatibility Plan for Travis Aero Club. The Land Use Compatibility Plan contains policies related to the compatibility of the Aero Club facility and surrounding land uses.

Travis Air Force Base Noise

The Travis Air Force Base (AFB) Air Installation Compatible Use Zone (AICUZ) study is an evaluation of the noise and accident potential environment in the air base vicinity, and is designed to be used in the planning process to ensure that the safety and operational capabilities of Travis AFB are preserved. A Comprehensive Airport Land Use Compatibility Plan (LUCP) was prepared for the Solano County Airport Land Use Commission (ALUC) with comprehensive land use planning policies and guidelines intended to protect the safety and general welfare of people in the vicinity of the Air Base and assure the safety of air navigation. The noise contours for the LUCP were prepared in terms of CNEL and are included in Exhibit HS-3.

Page TP-1

Travis Air Force Base Protection Element

Introduction

The purpose of this General Plan Element is to demonstrate the City's strong support for Travis Air Base and to emphasize the City's commitment to ensuring the continued operation of Travis AFB. Many of the policies contained in



this Element are also contained in other elements of the General Plan, including the Land Use; Circulation; Open Space, Conservation & Recreation; Health and Safety; and Economic Development. Their grouping into one cohesive element ensures that pertinent General Plan policies related to the protection of Travis AFB can be easily recognized and used. Travis Air Force Base (AFB) is home to the world's largest military airlift unit, the 60th Air Mobility Wing, and also serves as the home base for the Wing's reserve counterpart, the 349th Air Mobility Wing (Associate). In 1995, the function of the Base was expanded by the addition of air refueling assets from March Air Force Base. The United States Department of Defense has been using the site for military operations since the early 1940's. The Base is vitally important to Fairfield's and Solano County's overall economic health.

Goal

Protect the mission and operation of Travis Air Force Base.

Objectives, Policies and Programs

Objective TP 1

Ensure that future land uses are compatible with the continued operation of Travis AFB.

Policy TP 1.1

Future development shall not conflict with the viability of Travis AFB. (See Policy LU 13.3 and Policy ED 1.9)

Policy TP 1.2

Continue to notify the Air Force of proposed development activities in the vicinity of Travis AFB.

Policy TP 1.3

Proposed land uses shall be consistent with the land use compatibility policies and criteria of the 2002 Land Use Compatibility Plan (LUCP) for Travis Air Force Base. (See Policy LU 13.3, and Policies HS 5.1, HS 5.2, HS 5.3, and HS 9.2)

Policy TP 1.4

Projects within the LUCP Compatibility Zones A, B1, B2, C, D or the Height Review Overlay Zone as shown on Exhibit HS-3 of the General Plan shall be referred to the Solano County Airport Land Use Commission (ALUC) as required by the Travis AFB Land Use Compatibility Plan (LUCP).

Policy TP 1.5

Maintain current agricultural zoning in the area east of Northgate Road, including the Jepson Prairie, for land that is not within the boundaries of the Base. (See Policy OS 1.3, Policy OS 9.3, and Program OS 9.3 A,)

Policy TP 1.6

Continue to support the role of Travis Air Force Base as a significant contributor to the economic base of the community. (See Policy ED 1.9)

Policy TP 1.7

Two hundred units of housing shall be exempt from any special funding mechanism established to pay for new infrastructure to serve the northeast area of the City and shall provide preference for affordable housing for military personnel stationed at Travis Air Force Base.

Objective TP 2

Protect the citizens of Fairfield from excessive noise and protect Travis Air Force Base from noise complaints by preventing incompatible land uses from encroaching upon the base. (See Objective HS 9)

Policy TP 2.1

All new land use proposals shall comply with the noise and overflight policies of the 2002 LUCP for Travis Air Force Base. (See Policy HS 9.2 and Program HS 9.2A and Policy LU 12.3)

Policy TP 2.2

No new residential zoning will be applied to land in Compatibility Zones A, B1, B2, or C and no new schools will be permitted in these areas. (See Policy HS 9.2 and Program HS 9.2 A)

Policy TP 2.3



For all new residential development east of Claybank Road, require homebuyer-renter notification of the aircraft noise associated with Travis AFB.

Objective TP 3

Ensure the safety of persons on the ground from potential hazards from the operation of Travis Air Force Base. (See Objective HS 5 and Policy LU 12.3)

Policy TP 3.1

No new development shall be permitted in the Compatibility Zones A, B1, and B2. Development shall be limited in Compatibility Zone C, per the 2002 LUCP.

Objective TP 4

Protect the safety of aircraft in flight. (See Objective HS 6)

Policy TP 4.1

Objects and structures within the Compatibility Zones C, D, and the Height Review Overlay Zone as shown in Exhibit HS-3 shall conform to FAR Part 77 height limits. (See Policy HS 6.1)

Policy TP 4.2

Development proposals shall be reviewed for hazards to aircraft in flight, including: uses that release into the air any substance such as steam, dust and smoke which would impair pilot visibility; uses that produce light emissions, glare or distracting lights which could interfere with pilot vision or be mistaken for airfield lighting; sources of electrical emissions which would interfere with aircraft communications or navigation; and uses which would attract birds or waterfowl to the extent that they would pose a danger to aircraft operation in the vicinity of the Base.

Objective TP 5

Protect the viability of Travis AFB to accommodate expansions and new and/or different missions consistent with the changing world role of the United States.

Policy TP 5.1

Establish a reserve of land to be set aside for the expansion of Travis AFB or a change in its mission.

Policy TP 5.2

Establish mechanisms to facilitate the exchange of information between the City of Fairfield and the Air Force as follows:

- a. Early notification by the City to the Air Force of development projects east of Claybank Road;
- b. Early notification by the Air Force to the City of changes in aircraft flight patterns;
- c. An ongoing consultation mechanism between the City and the Air Force on issues of mutual concern.

Policy TP 5.3

The projected need for additional utilities and other municipal services by Travis AFB should be considered in the development of new infrastructure plans.

Policy TP 5.4

The City will cooperate with Travis Air Force Base officials in identifying strategies to meet the housing needs of military personnel. (See Policy HO 7.5 and Program HO 7.5 A).



North Las Vegas, Nevada

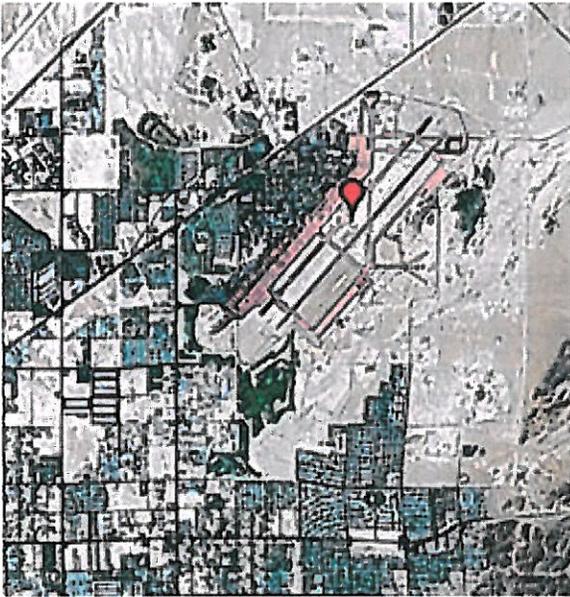
North Las Vegas' population: 219,020 (2011 estimate)

Air Force Base: Nellis

Located in Clark County, about 7 miles northeast of downtown Las Vegas

Land: 14,000 acres. An additional 7,700 miles of airspace north and east of the restricted ranges are also available for military flight operations.

Runways: 10,123 and 10,055 Ft. (concrete)



Nellis AFB General Overview: The base provides advanced combat training for composite strike forces, which includes every type of aircraft in the Air Force inventory. Training is commonly conducted in conjunction with air and grounds units of the Army, Navy, Marine Corps and allied forces from throughout the world. Nellis also conducts operational testing and develops tactics, and supports combat search and rescue and remotely piloted aircraft operations worldwide. Because of its size and breadth of mission, the base is home to more squadrons than any other base in the Air Force. Nellis work force of about 9,500 military and civilians makes it one of the largest single employers in Southern Nevada. The total military population numbers more than 40,000, including family members and military retirees in the area.

Las Vegas Master Plan 2020

www.lasvegasnevada.gov/files/LV2020MasterPlan.pdf

No policies related to Nellis AFB are included

City of North Las Vegas Comprehensive Master Plan 2006

<http://www.cityofnorthlasvegas.com/Departments/CommunityDevelopment/2006ComprehensiveMasterPlanDocument.shtm>

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Chapter 3: Guiding Principles

Goal 1.4. Efficient use of land.

Policy 1.4-5 Compatible Development. Residential uses shall not be located adjacent to any military land, land subject to sound level decibels greater than 70, or any other uses not conducive to residential development.

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Chapter 6: Specific Planning Areas

Military

Policy ED-M-1: Transitions and Buffers. Locate only non-residential land uses adjacent to the military land.



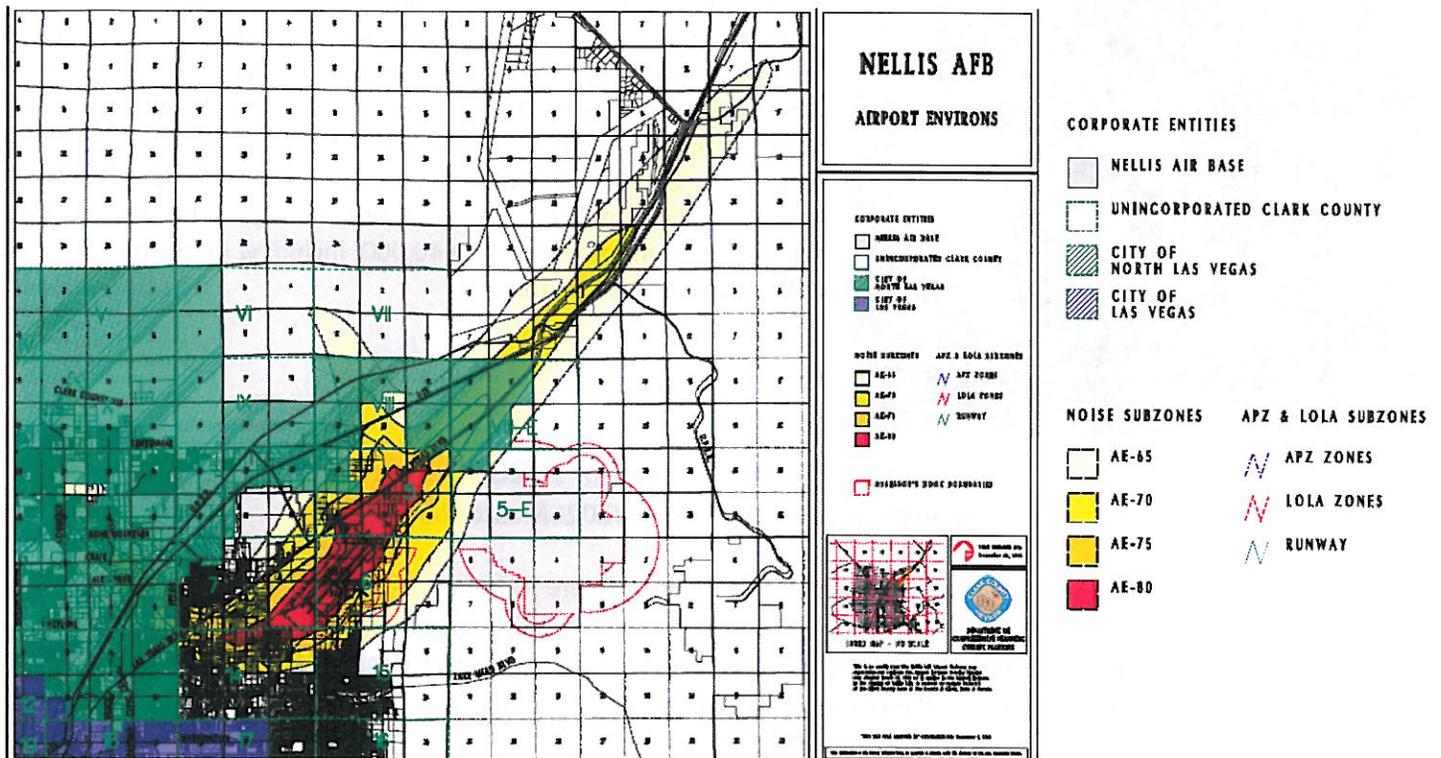
Clark County Comprehensive Plan

www.clarkcountynv.gov/depts/comprehensive_planning/advanced_planning/pages/comprehensiveplan.aspx
www.clarkcountynv.gov/Depts/comprehensive_planning/land_use/Documents/NellisAirportEnvirons.pdf

AIRPORT ENVIRONS

Policies

- 1 Aircraft noise, accident potential and hazard areas will be considered and effectively planned for in Clark County.
- 2 Clark County will cooperate with the United States Air Force and the Department of Aviation to evaluate land use proposals on and near Air Force Bases and airports to reduce or eliminate development incompatibilities.
- 3 Clark County will support local, state and federal programs promoting land use compatibility for airports within Southern Nevada.
- 4 Clark County will encourage airport owners/operators to acquire land that may conflict with the current or planned operation of that particular airport.





Tampa, Florida

Tampa's population: 346,037 (2011 estimate)

Air Force Base: MacDill

Located about 4 miles south/southwest of downtown Tampa

Aircraft operations: 258/day

Runway: 11,421 Ft (asphalt)



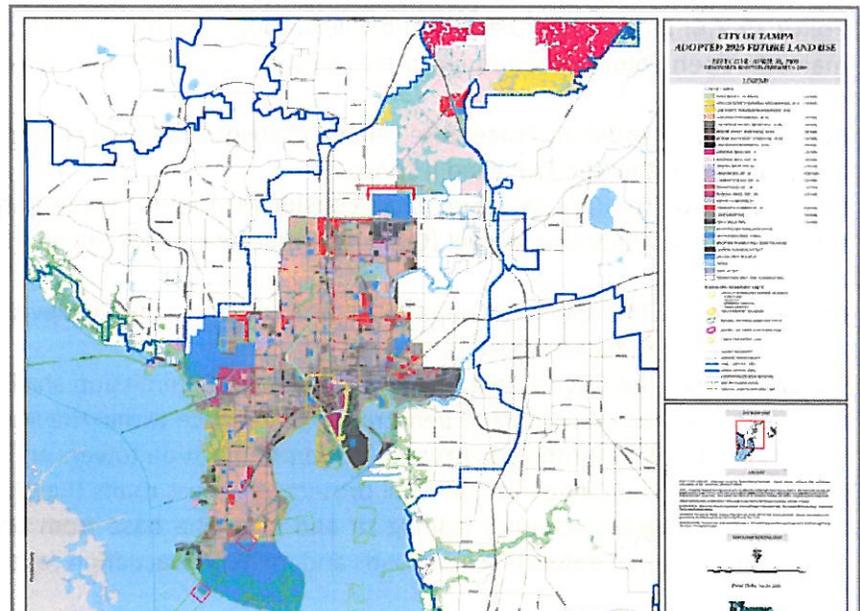
MacDill AFB General Overview: In addition to operating KC-135R Stratotanker and C-37A Gulfstream aircraft, the base provides day-to-day mission support to more than 3,000 personnel in its immediate command, along with more than 50 Mission Partners comprising over 12,000 additional personnel. MacDill also bases the Aircraft Operations Center of the National Oceanic and Atmospheric Administration. The base is also capable of rapidly projecting air refueling power anywhere in the world.

City of Tampa Comprehensive Plan

www.planhillsborough.org/tampa-comprehensive-plan

www.planhillsborough.org/wp-content/uploads/2013/02/Adopted_Tampa_Flu.pdf

Map 2. Future Land Use Map



- | | |
|--------------------------|---------------------------------------|
| RURAL ESTATE - 10 | TRANSITIONAL USE - 24 |
| RESIDENTIAL - 3 | REGIONAL MIXED USE - 100 |
| RESIDENTIAL - 8 | MUNICIPAL AIRPORT COMPATIBILITY |
| RESIDENTIAL - 10 | COMMUNITY COMMERCIAL - 35 |
| RESIDENTIAL - 20 | LIGHT INDUSTRIAL |
| RESIDENTIAL - 35 | HEAVY INDUSTRIAL |
| RESIDENTIAL - 50 | RECREATIONAL/OPEN SPACE |
| RESIDENTIAL - 83 | PUBLIC/SEMI - PUBLIC |
| SUBURBAN MIXED USE - 3 | MAJOR ENVIRONMENTALLY SENSITIVE AREAS |
| SUBURBAN MIXED USE - 6 | CENTRAL BUSINESS DISTRICT |
| GENERAL MIXED USE - 24 | MACDILL AIR FORCE BASE |
| URBAN MIXED USE - 40 | WATER |
| COMMUNITY MIXED USE - 35 | RIGHT OF WAY |
| | TRANSITIONAL AREA (DUE TO ANNEXATION) |
-
- ROADS AND BOUNDARY LINES**
- LOCALLY DESIGNATED HISTORIC DISTRICTS:
HYDE PARK
YBOR CITY
SEMINOLE HEIGHTS
TAMPA HEIGHTS
 - CBO PERIPHERY BOUNDARY
 - MACDILL AIR FORCE BASE FLIGHT PATH
 - MACDILL AIR FORCE BASE CLEAR ZONE
 - TAMPA ENTERPRISE ZONE
 - ECONOMIC DEVELOPMENT OVERLAY



Chapter 3: Structuring Growth for Livability: Urban Design and Land Use

Military Installations- MacDill Air Force Base (The following policies have been found not in compliance by the Department of Community Affairs)

Each municipality in which a military base is located is required to amend their comprehensive plans to include criteria to achieve compatibility of adjacent or closely proximate lands with military installations.

Objective 19.7: The City shall support and strengthen the role of Tampa International Airport and MacDill Air Force Base by requiring that adjacent development be compatible with airport related activities.

Policy 19.7.1: After the effective date of this provision, all new residential development within the MacDill Air Force base flight path, also known as the FAP I and II on the future land use map, shall be limited to 10 dwelling units per acre. Any property which received from Tampa City Council approval for a Future Land Use Map amendment or a rezoning prior to the effective date of this Objective 19.7 and its associated policies, shall be allowed to develop in accordance with those approvals and the density and/or intensity allowed pursuant to those approvals shall not be reduced pursuant to this Objective 19.7 and its associated policies. In the event of any conflict between the provisions and/or conditions of an approved Future Land Use Map amendment or an approved rezoning and this Objective 19.7 and its associated policies, the provisions and/or conditions of approval shall prevail.

Policy 19.7.2: Maintain the lower density and/or intensity of development permitted by the M-AP (Municipal Airport Compatibility) plan category for those properties located within or in proximity to Tampa International Airport, as shown on the adopted land use map.

Policy 19.7.3: Prohibit new construction and redevelopment which inhibits the safe and efficient operation of airport facilities within the accident potential zones for MacDill AFB and the runway protection zones for Tampa International and Peter O'Knight Airports.

Policy 19.7.4: Prohibit future "noise sensitive" development such as residences, schools, hospitals, etc. which do not provide the required noise attenuation features within those noise contour areas adjacent to MacDill AFB which may pose health hazards.

Policy 19.7.5: To promote and protect the utility of Tampa International Airport, the City shall support uses compatible with aircraft operation through the Municipal Airport Compatibility land use plan category

Policy 19.7.6: New development shall not obstruct aircraft operations by intersecting the airport's clear zones, approach zones, transition surface, horizontal surface, and conical surfaces.

Policy 19.7.7: All building regulations (floor area ratios (FAR) and height) shall be promoted to guarantee the continued efficient operation of the airport and ensure public safety.

Policy 19.7.8: Include MacDill AFB and Hillsborough County Aviation Authority in the Development Review process to maintain open communication channels between City staff and these entities regarding all petitions for rezoning and special use.

Policy 19.7.9: MacDill Air Force Base representatives shall be included in the review of all proposed rezonings and plan amendments within the FAP I and II Zones.

Policy 19.7.10: The City of Tampa shall consult MacDill Air Force Base Air Installation Compatibility Use Zone Report (AICUZ)/Compatibility Use District (CUD) recommendations when addressing proposed land use changes within the FAP I and FAP II areas.

Policy 19.7.11: The City of Tampa shall promote compatible development within the FAP I and II Zones through maintenance of reduced densities.

Policy 19.7.12: The City of Tampa and the Planning Commission shall continue to review the impacts of development, their visibility characteristics and penetration of airspace within the MacDill Air Force Base's approach zones.

Policy 19.7.13: Prohibit the construction of communication towers and antennas in the FAP I and II zones.

Policy 19.7.14: The City of Tampa shall protect all access roads (Bayshore Boulevard, Dale Mabry Highway, Manhatt Avenue, and MacDill Avenue) leading to and from the base from private interest road closures in conjunction with established national defense access roads and military evacuation routes.



Policy 19.7.15: No vertical development shall be permitted in the area mapped on the Adopted 2025 Future Land Use Map as the Clear Zone

Policy 19.7.16: The City of Tampa shall amend Chapter 5, City of Tampa Code of Ordinances to include noise attenuation measures to achieve an outdoor to indoor Noise Level Reduction (NLR) of a maximum of 30dB for residential development within the Day Noise Level (DNL) contour zones of the MacDill Air Force 2008 MacDill Air Installation Compatible Use Zone ("AICUZ") if the DNL is in excess of 70 db, or a lesser db for any portion of the property located in a lower DNL zone.

Policy 19.7.17: Objective 19.7 and associated policies are interim measures. Pursuant to Sections 1 and 2 of Ch. 2010-182, Laws of Florida, the City will update its Comprehensive Plan by June 30, 2012, to include criteria to be used to achieve the compatibility of lands adjacent or closely proximate to military installations, considering factors identified in section 163.3175(5), Florida Statutes (2010).

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Chapter 4: Building Sustainable Neighborhoods

Traditional Neighborhood Plans

The following excerpts are informational only Ballast Point Comprehensive Neighborhood Plan Goals

♣ Support and better integrate MacDill Air Force Base with the neighborhood.



Oklahoma City, Oklahoma

Oklahoma City's population: 591,967 (2011 estimate)

Air Force Base: Tinker

Located about 8 miles southeast of downtown Oklahoma City

Aircraft operations: 201/day

Runways: 10,000 and 11,101 Ft. (asphalt concrete)



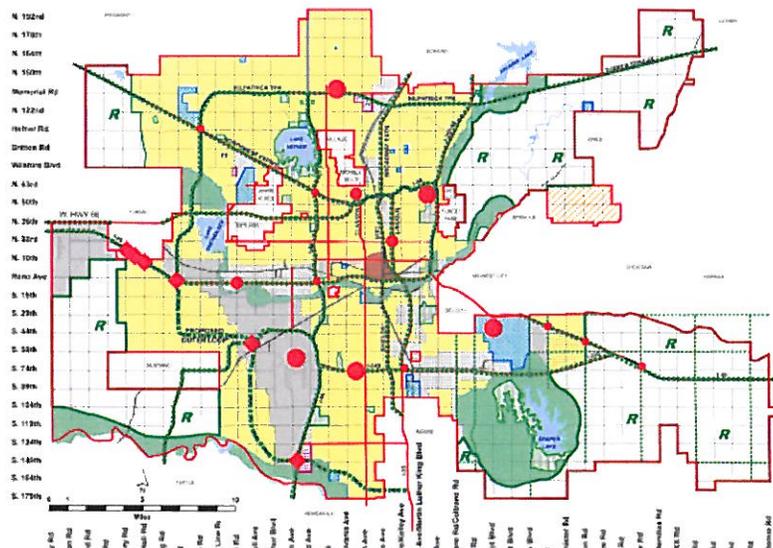
Tinker AFB General Overview: The base is home to major Department of Defense, Air Force and Navy activities with critical national defense missions. With more than 26,000 military and civilian employees, Tinker is the largest single-site employer in Oklahoma. The installation has an annual statewide economic impact of \$3.51 billion, creating an estimated 33,000 secondary jobs.

Tinker has become a national leader in pollution prevention, earning multiple Department of Defense awards for environmental stewardship. On May 13, 2008, Oklahoma County voters voted in favor of \$71.5 million in general obligation bonds, the majority of which has been used to purchase the former General Motors Oklahoma City Assembly plant which is located on the south west section of the base, next to the runway. A 50-year lease-purchase agreement was executed in September 2008 between Oklahoma County and the Air Force, covering

the 3.8 million square foot facility and surrounding acreage. Oklahoma County officials paid \$55 million to buy the plant from General Motors, which is now called the Tinker Aerospace Complex.

OKC Plan 2000-2020

- R Rural
- Environmental Conservation
- Major Open Space
- Urban Development
- Specialized Urban Development
- Limited Urban Development
- Downtown
- Regional Activity Center
- ◆ Future Regional Activity Center
- Appearance Corridor
- Secondary Appearance Corridor
- Major Activity Corridor (unspecified depth)
- Major Activity Corridor - rail (unspecified depth)
- Protected Industrial Corridor (unspecified depth)
- Industrial
- Standard Industrial
- Protected Industrial
- Industrial Reserve
- Transportation, Communication, and Utilities
- Future grade separated roadway
- * Alignment of Proposed Outer Loop subject to change



OKC PLAN, 2000-2020 Land Use Plan

- R Rural
- Environmental Conservation
- Major Open Space
- Urban Development
- Specialized Urban Development
- Limited Urban Development
- Downtown
- Regional Activity Center
- ◆ Future Regional Activity Center
- Appearance Corridor
- Secondary Appearance Corridor
- Major Activity Corridor (unspecified depth)
- Major Activity Corridor - rail (unspecified depth)
- Protected Industrial Corridor (unspecified depth)
- Industrial
- Standard Industrial
- Protected Industrial
- Industrial Reserve
- Transportation, Communication, and Utilities
- Future grade separated roadway
- * Alignment of Proposed Outer Loop subject to change

Note: This map is general in nature, and is not intended to depict particular land used for specific parcels.

Prepared by
THE CITY OF
OKLAHOMA CITY
PLANNING DEPARTMENT

Adopted September 23, 2009
Amendments through December 8, 2011



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INDUSTRIAL AREAS

Industrial Areas (shown as “Industrial,” “Standard Industrial,” “Protected Industrial,” and “Industrial Reserve” on the Land Use Map, page 19) contain the primary locations for manufacturing activities within Oklahoma City. These areas are also associated with major transportation facilities serving the manufacturing activities including major highways, railways, airports, and freight terminals.

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Directions

- Promote industrial areas which are economically viable, well-served by transportation and public infrastructure, and is compatible with surrounding development.

Actions

- Encourage industrial development around airports.
- Facilitate high quality industrial development which brings about significant public benefits including expanded employment opportunities through targeted extension of public utilities and transportation services. High-technology developments may have special service needs including fiber optic communications, grade separated highway access, rail access, proximity to airports, and high volume demand for electric, natural gas, water, and sewer utilities.

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STANDARD INDUSTRIAL

The Standard Industrial designation reflects development patterns and zoning patterns existing in Oklahoma City and allows for a broad range of industrial uses. Typical land uses range from outdoor storage of oil field equipment to large indoor manufacturing and warehousing facilities.

- Developments adjoining the city’s aviation facilities should enhance the long-term viability of these facilities. Industrial uses would be especially well-suited at these locations since they do not unduly impact aviation operations and gain certain advantages when located near airports.

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CITY-WIDE POLICIES

The following policies apply throughout the City and supplement the policies previously outlined for designated areas.

Directions

- Promote land use development which is economically viable, beneficial for the community, and compatible among uses.

Actions

- Protect airport runway approach zones and restrict residential and commercial development under the approach path of airport runways.



Abilene, Texas

Abilene's population: 118,117 (2011 estimate)

Air Force Base: Dyess

Located about 5 miles southwest of downtown Abilene

Land: 6,409 acres

Runways: 13,500 Ft. (asphalt concrete), 3,500 Ft. (asphalt) and 3,500 Ft. (graded or rolled earth)



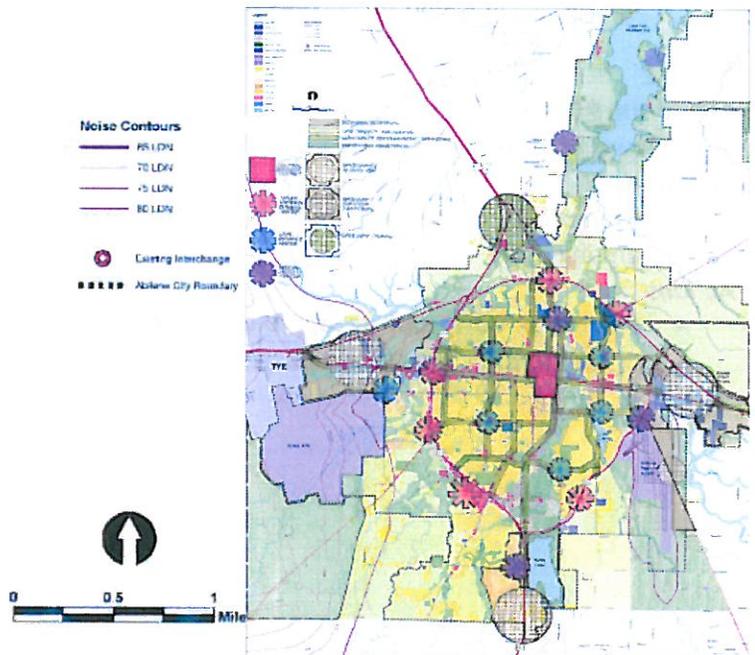
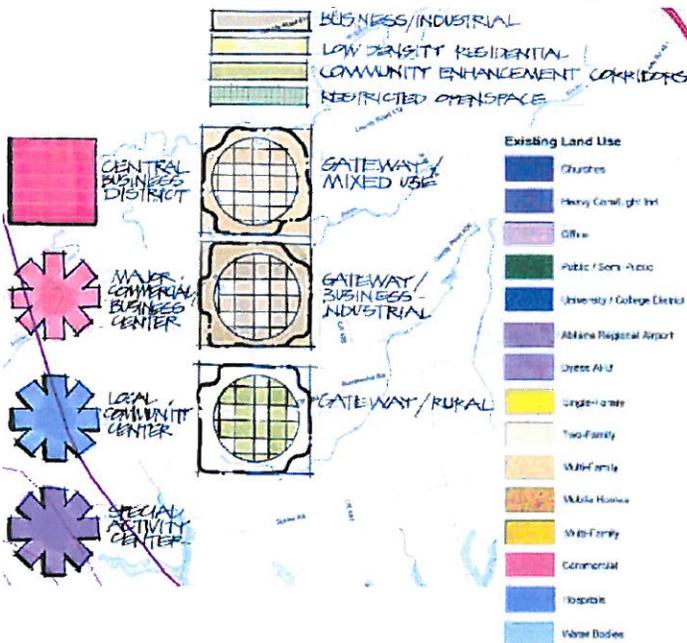
Dyess AFB General Overview: The base is home to the 7th Bomb Wing, which consists of four groups. Two squadrons, the 9th and 28th Bomb Squadrons, fly the B-1B. In addition, the 28th Bomb Squadron is the Air Force schoolhouse for all B-1B aircrew members.

The base holds over 13,000 military and civilian people. The base employs more than 5,000 people, making it the single largest employer in the area. The base has a total economic impact of nearly \$310 million yearly on the local community. Another unique feature of Dyess is its main source of energy. In January 2003, Dyess became the first Department of Defense installation in the United States to be powered exclusively from renewable wind energy. Today, most of the energy Dyess receives is from other sources of renewable energy, such as biomass, and is considered one of the "greenest" bases in the U.S. Air Force.

City of Abilene Comprehensive Plan 2004

www.abilenetx.com/PlanningServices/doc/AbileneCompPlan.pdf

www.abilenetx.com/PlanningServices/doc/Ordinances/FLUDevelopmentPlan.pdf





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Land Use and Development

Strategy 42: Annex areas to the south and west of Dyess Air Force Base and to the south and east of Abilene Regional Airport, all as shown on the Future Land Use and Development Plan, as a means for controlling incompatible encroachment.



Ogden, Utah

Ogden's population: 83,949 (2011 estimate)

Air Force Base: Hill

Located about 6 miles south of downtown Ogden

Land: 6,670 acres

Runways: 13,508 Ft. (asphalt concrete)



Hill AFB General Overview: The base is the sixth-largest employer in the state of Utah, and the third-largest one excluding the State Government and Higher Education employers. Hill AFB manages a wide range of aircraft, engines, missiles, software, avionics, and accessories components.

The base is surrounded by the communities of South Weber, Riverdale, Sunset, Clearfield, Clinton, Roy and Layton. Adjacent land use is residential and mixed agricultural, commercial and residential.

Involve Ogden – Ogden City General Plan

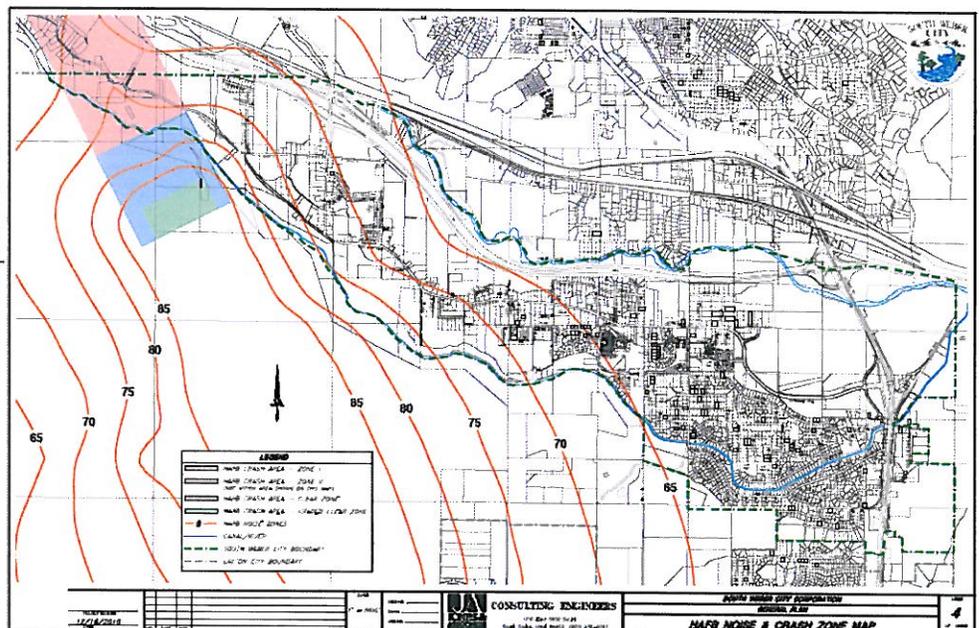
www.ogdencity.com/en/community/community_planning.aspx

No policies related to Hill AFB are included

South Weber City General Plan Update 2011

www.southwebercity.com/downloads/plan_zone/general_plan_2011_final.pdf

LEGEND	
	HAFB CRASH AREA – ZONE I
	HAFB CRASH AREA – ZONE II (NOT WITHIN AREA SHOWN ON THIS MAP)
	HAFB CRASH AREA – CLEAR ZONE
	HAFB CRASH AREA – GRADED CLEAR ZONE
	# HAFB NOISE ZONES
	CANAL/RIVER
	SOUTH WEBER CITY BOUNDARY
	LAYTON CITY BOUNDARY





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Annexation Policy Plan

URBAN DEVELOPMENT EXCLUDED FROM EXPANSION AREA:

The Utah State Code Annotated, Section 10-2-401.5 encourages all urban development within a close proximity of a city's boundary to be included in that cities expansion area. There are no areas of urban development within a close proximity to South Weber's boundary that are not already within an existing city except for that found on Hill Air Force Base. Land within HAFB would not be under the jurisdiction of South Weber even if it were within the City limits; therefore none of that urban development was included in the expansion area.

Sunset City General Plan, 2008

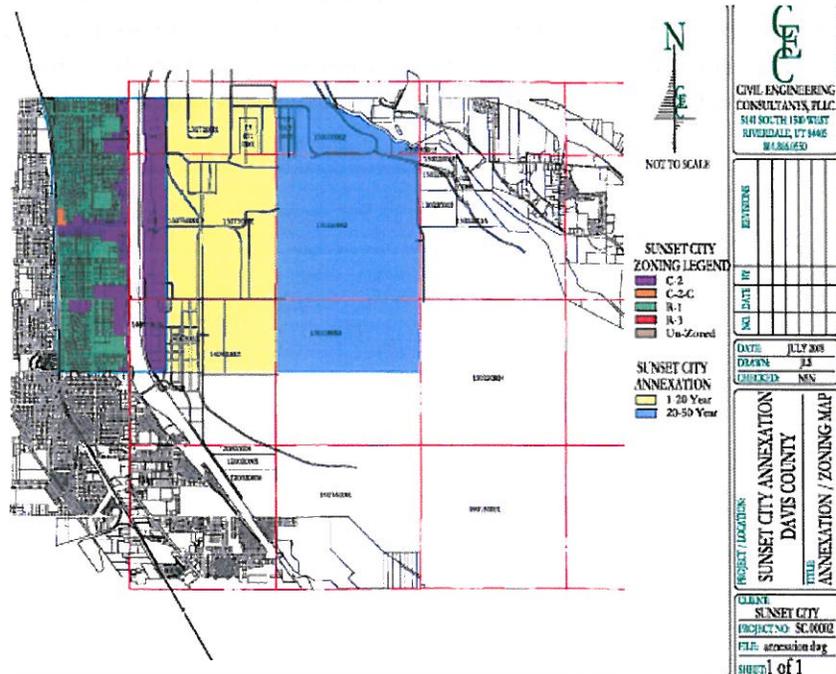
www.sunset-ut.com/generalplan.pdf

**SUNSET CITY
ZONING LEGEND**

- C-2
- C-2-C
- R-1
- R-3
- Un-Zoned

**SUNSET CITY
ANNEXATION**

- 1-20 Year
- 20-50 Year



APPENDIX A
ZONING MAP INCLUDING PROPOSED ANNEXATION

Page 18

SECTION 4.3.1 PROPOSED IMPROVEMENTS

It is anticipated that Sunset City will experience a great deal of change with the redevelopment currently planned for the west side of Hill Air Force Base. As a result of this redevelopment, the current zoning in place in Sunset may not be sufficient for the City to direct the commercial growth that may take place in the near future and beyond.

To provide greater control to that anticipated growth, Sunset City should develop a Master Commercial Development Plan that will direct the intensity of commercial development along the east/west corridors of the City. By adopting a Master Commercial Development Plan, the City will be able to protect the residential core that is the backbone of the community and still allow commercial growth to increase the tax base of the City.

Page 19

SECTION 4.3.1.4 HILL AIR FORCE BASE WEST SIDE

DEVELOPMENT-FALCON HILL

"Falcon Hill National Aerospace Research Park" represents the commercial development of nearly 550 acres of under-utilized Hill Air Force Base land along I-15 near its west gate. The development will move Hill's western fence inward



one-half mile for a 3.5-mile stretch and allow long-term leases for commercial use. In return, Hill will receive the free replacement of approximately 1.5 million square feet of aging, World War II-era warehouses converted for office space and other uses. Savings for the military are estimated at \$350 million. Bordering communities will share in the tax revenues as the commercial development builds out and also enjoy the benefits of new job growth.

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SECTION 5.0

ANNEXATION ELEMENT

SECTION 5.1 PURPOSE

In 2002, Sunset City Corporation adopted into its General Plan the annexation of the entirety of Hill Field Air Force Base, up to the current existing boundaries of Davis County to South Weber City, Roy City, Riverdale City, Layton City and Clearfield City in the event that Hill Field Air Force Base would be closed. As part of Sunset City Corporation's ongoing effort to plan and prepare for long-term, responsible growth, Sunset City has identified a contiguous, unincorporated area that in the future could become part of Sunset City. The area proposed for annexation is both bordered and non-bordered by surrounding municipalities. Proposed areas for annexation into Sunset City must meet the criteria for annexation and be shown on the attached proposed annexation map (see Appendix D.)



Valparaiso, Florida

Valparaiso's population: 5,094 (2011 estimate)

Air Force Base: Eglin

Located about 1 mile southwest of downtown Valparaiso

Land: 463,128 acres

Runways: 10,012 Ft. (asphalt) and 12,005 Ft. (concrete)



Eglin AFB General Overview: The base plans, directs and conducts test and evaluation of U.S. and allied air armament, navigation and guidance systems, and command and control systems and supports the largest single base mobility commitment in the Air Force.

Eglin employs more than 8,500 military and approximately 4,500 civilians, with an additional 2,200 jobs due to move to Eglin under the 2005 BRAC.

Valparaiso, Florida Comprehensive Plan

www.valp.org/govt/comp-plan.html

www.valp.org/depts/pdf/Valparaiso%20Zoning%20Map-CURRENT-FUTURE%20LAND%20USE%20MAP%20ORDINANCE%20593.pdf

Chapter 7

Page 7-3

Policy 7.A.2.3 New development will be located in conformance with the map (Figure 7-1) and with the following standards:

c. New medium density residential development shall be located on or adjacent to Eglin AFB boundaries.

ZONING LEGEND

	SINGLE FAMILY RESIDENTIAL
	SINGLE FAMILY / DUPLEX RESIDENTIAL
	MULTI-FAMILY RESIDENTIAL
	LIMITED COMMERCIAL
	UNLIMITED COMMERCIAL
	BOAT WORKS
	INDUSTRIAL
	HISTORICAL DISTRICT

