

CHAPTER XIV. AIRPORT LAND USE CONCEPT PLAN

1. LAND ACQUISITIONS

Land acquisitions are recommended in the following locations:

- Site of the Holiday Inn at the southwest corner of airport property. This is required for the protection of the clear zone for the proposed new parallel runway. The site is 9.8 acres in extent.
- The industrial/commercial property fronting Air Lane and lying to the west of the fuel storage facility. This is approximately 19.6 acres. Use for aviation purposes would involve a relocation of a section of Air Lane north to an alignment adjacent to the Southern Pacific Railroad. The primary use assigned to this area is airline maintenance.
- Parcels to the west of the airport. The city owns most of the Phoenix Sky Harbor Center property out to 16th Street and is currently negotiating for the purchase of key parcels east of I-10. These parcels are shown in Figure XIV-1. These areas would provide the city with ownership of the existing clear zones for Runways 8L and 8R. They would be a valuable land resource for future allocation for aviation uses after 24th Street has been realigned, and city ownership would prevent development of private uses which are inconsistent with airport interests.
- At the east end of the airport, no purchases are proposed, although changes in the airport boundary will occur as a result of negotiations between the city and ADOT to rationalize boundaries around the proposed highway improvements. A section of BLM-owned property, under the approach to Runway 26R is the subject of a request for transfer of ownership by the city. The acquisition of this tract is uncertain at the time of preparation of this report.

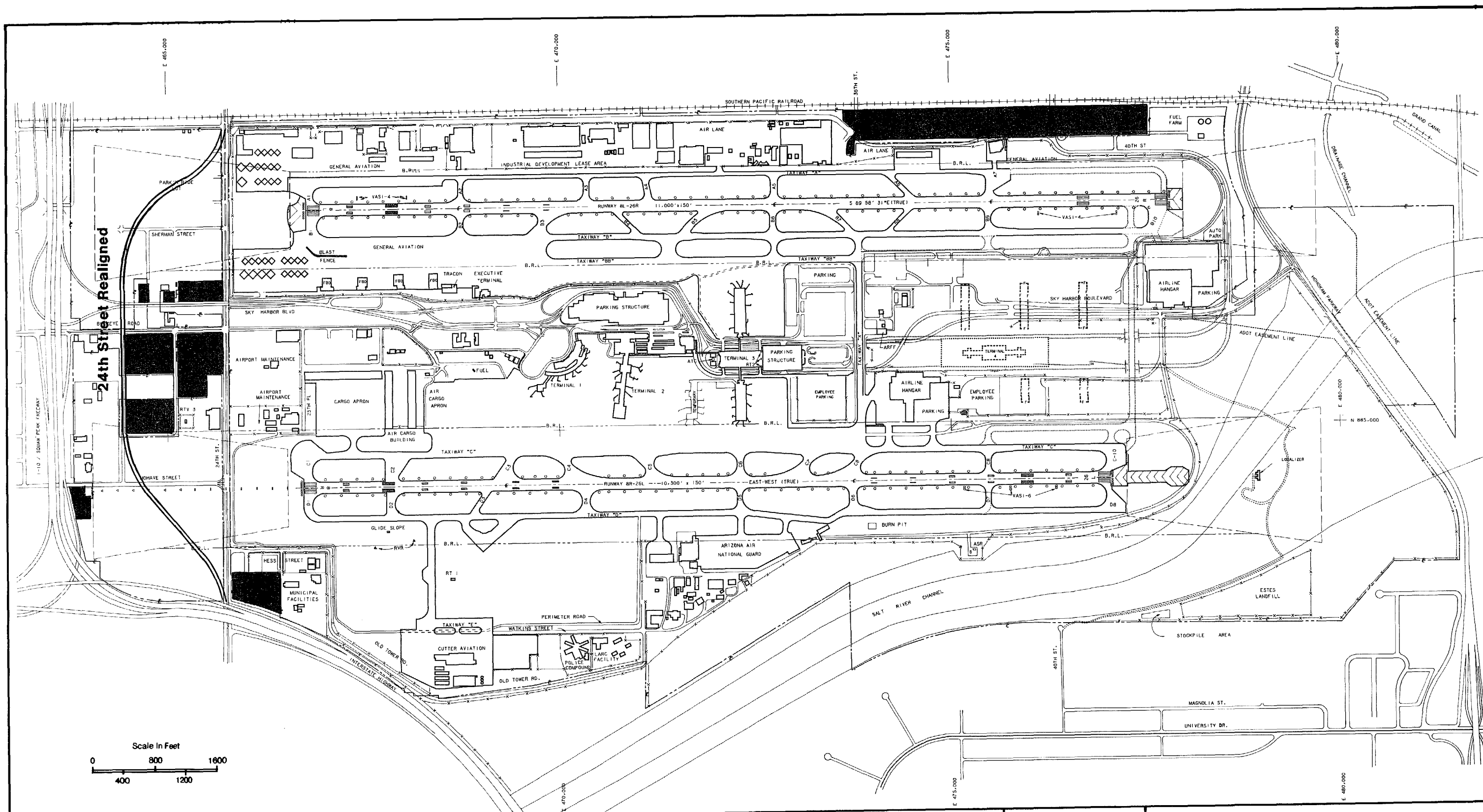
2. AIRPORT LAND USE CONCEPT

Chapters IX-XIII addressed the location of individual facilities and activities on the airport. In this section of the report, there is developed an overall picture of how they work together.

The key elements are shown in Figure XIV-2.

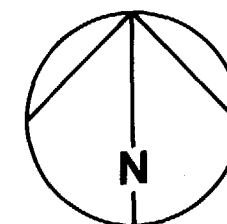
- Airfield includes the runway/taxiway system out to the building restriction line. The third parallel runway, constructed to its initial length of 7,800 feet, is included.

- the Air National Guard boundaries are realigned to permit the construction of the third runway.
- Passenger terminal activities are concentrated in T-3 and T-4. T-3 may be developed as a three-concourse terminal or remain a two-concourse terminal after the demolition of the temporary concourse in 1991. T-4 will become a seven-concourse terminal by 2007. T-1 will be demolished in 1991, and T-2 will be removed in the year 2000. The T-2 location will be reserved for future passenger terminal development after full build-out of T-4. The T-2 parking garage can be retained in this use after the terminal is removed and until this section of the terminal spine is redeveloped.
- General aviation will remain on the north and south sides of Runway 8L-26R at its western end and at the Cutter facility on the south side of the airport. Consolidation of the south side in the long-term would have operational advantages with respect to access to the new (shorter) runway.
- Five city fuel storage facilities will be consolidated at a site adjacent to the airline fuel storage facility at the northeastern corner of the airport.
- Land fronting Air Lane will be acquired, Air Lane will be relocated adjacent to the railroad, and the area between Air Lane relocated and the BRL for Runway 8L-26R will be allocated for airline maintenance.
- The roadways at both ends of the airport will be revised to facilitate access to the regional highway system.
- Parking will be provided at T-3 and T-4 with remote parking at the east and west ends of the airport and at T-2 for as long as that structure is available.
- The area west of the existing alignment of 24th Street will be utilized for airport-related uses including rental car and flight kitchen facilities.
- A new hotel will be located on the existing hotel site expanded to the west.
- These projects are shown on Figure XIV-3.



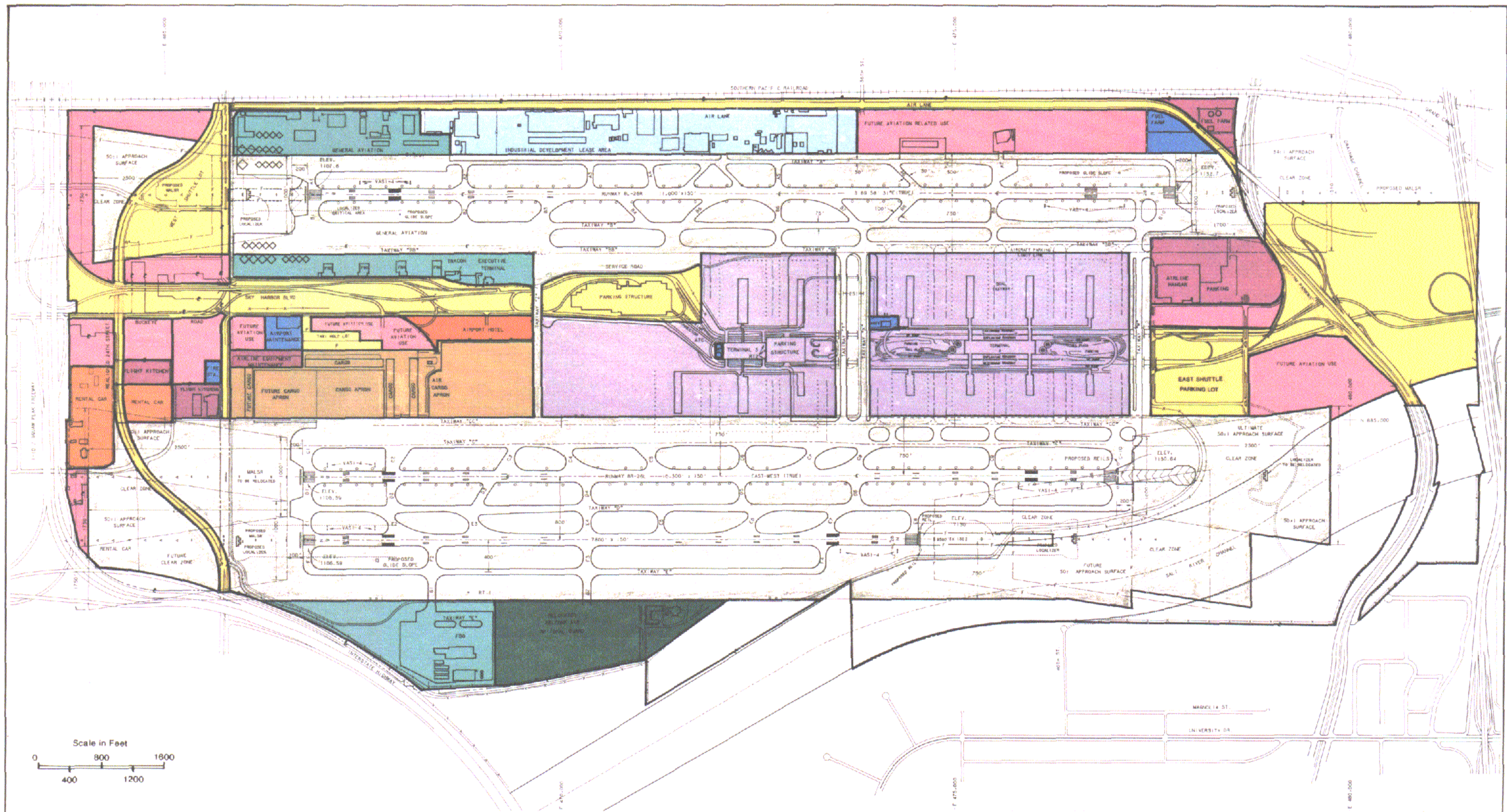
PHOENIX SKY HARBOR INTERNATIONAL AIRPORT MASTER PLAN UPDATE

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|--------------------------|---------------------------------|----------------------|
| ----- Airport Boundary | ----- Building Restriction Line | ■ Future Acquisition |
| ----- Runway Safety Area | ----- Railroad | |
| ----- Runway Clear Zones | -x-x-x- Fenceline | |
| ----- Runway Centerline | ----- Future Development | |



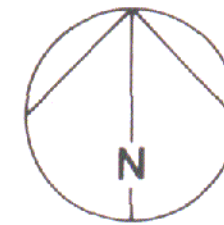
Areas To Be Acquired

Figure XIV-1



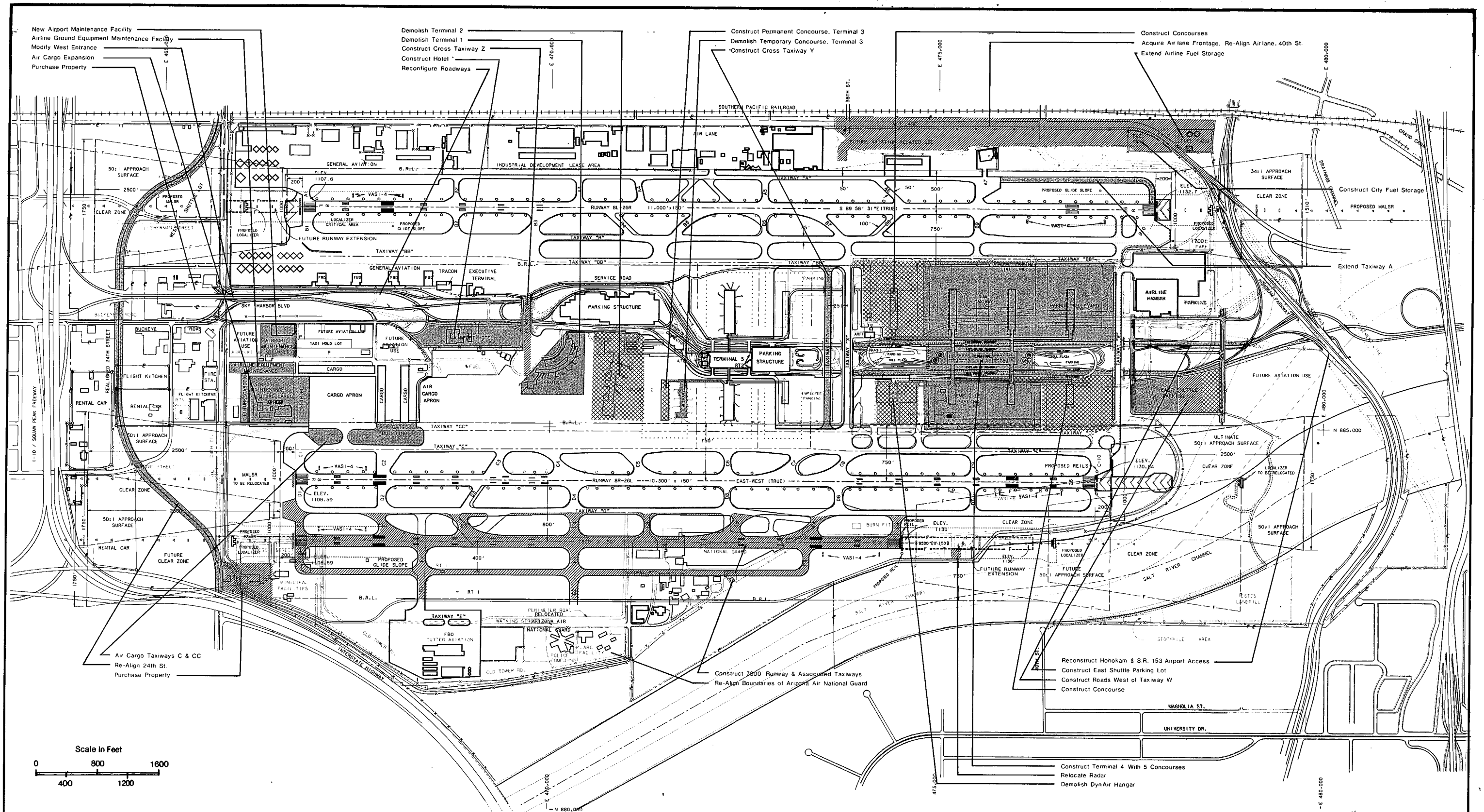
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|--|--------------------------------|--|---|--|------------------------------------|
| | Airfield | | Airline Maintenance & Support | | Future Aviation Related Use |
| | Passenger Terminal Area | | Airport Maintenance & Support | | Hotel |
| | Air Cargo Area | | Airport Industrial Area | | Rental Cars |
| | General Aviation | | Roadway & Parking (Outside Terminal Areas) | | Vacant |
| | Military | | | | |

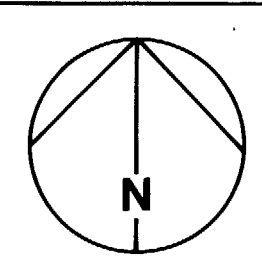


Airport Land Use Concept

Figure XIV-2



PHOENIX SKY HARBOR INTERNATIONAL AIRPORT MASTER PLAN UPDATE			
Phasing Legend:			
--- Airport Boundary	--- Building Restriction Line	1989 - 1992	
--- Runway Safety Area	--- Railroad	1993 - 1997	
--- Runway Clear Zones	--- Fenceline	1998 - 2007	
--- Runway Centerline	--- Future Development		



Major Projects Scheduled 1989-2007

Figure XIV-3