Youngstown ARS Joint Land Use Study

Executive Summary

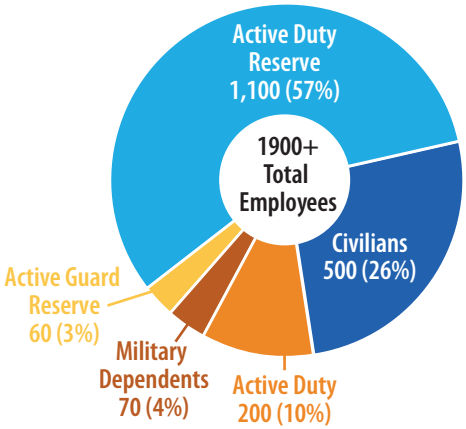
What is the Youngstown ARS Joint Land Use Study?

The Youngstown ARS Joint Land Use Study (JLUS) was developed over two years through a collaborative planning effort between Trumbull County, Vienna Township, Fowler Township and Howland Township, Youngstown Air Reserve Station (ARS), and other partners including organizations, agencies and the public.

The purpose of the JLUS is to identify and address compatibility issues, culminating in a set of implementable recommendations. Through the JLUS process, stakeholders established a working relationship to collaboratively identify, prevent, and/or reduce encroachment issues associated with current and future military missions and local community growth.

Youngstown ARS Key Facts

- Youngstown ARS is one of the largest employers in Trumbull County with a workforce of almost 2,000 and creating an estimated 500+ indirect jobs in the region.
- Youngstown ARS is located adjacent to and shares runways with the Youngstown-Warren Regional Airport and is the primary responder for fire suppression and incidents on the runways.
- Youngstown ARS is very active within the community, participating in local outreach, education and business events including partnering with local law enforcement and emergency management for training and providing mutual aid support for fire protection / suppression and other emergencies.
- The 910th Airlift Wing (AW) is the host command supported by multiple organizations to provide a mission ready force for combat tactical and humanitarian airlift operations, aerial spraying, aeromedical training, air assault training and arms training, in addition to aircraft maintenance and wing mobility.
- In Fiscal Year 2018, Youngstown ARS contributed $100 million to the region's economy.



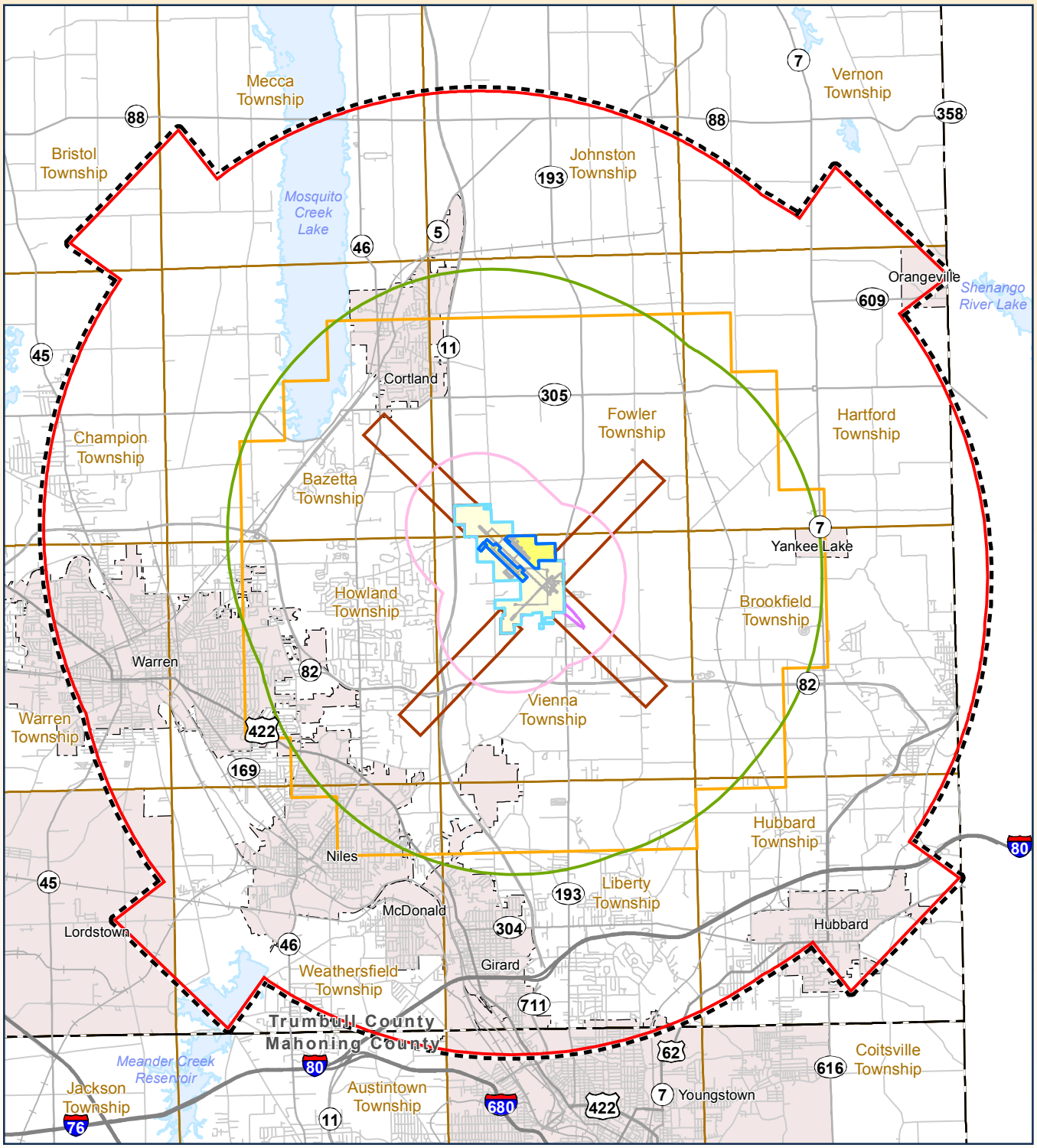
Youngstown ARS Military Compatibility Areas

An important step in educating and guiding stakeholders on compatible development and activities without overregulating is the establishment of the Youngstown ARS Military Compatibility Areas (MCAs). The MCAs are geographic areas of Youngstown ARS operational footprints outside the installation where certain military activities may impact local communities and vice versa. The MCAs are used to identify locations where development would be compatible or incompatible, relative to each type of military operation. There are five MCAs and one Awareness Area that comprise a **Military Compatibility Area Overlay District (MCAOD)** for the Youngstown ARS, which are:

- Safety MCA
- BASH MCA
- Drone MCA
- Noise MCA and Noise Awareness Area
- Vertical Obstruction Awareness MCA

In compatibility planning, the term "Military Compatibility Area" (MCA) is used to formally designate a geographic area where military operations may impact local communities and, conversely, where local activities may affect the military's ability to conduct its mission. An MCA is designated to accomplish the following:

1	Protect public health, safety, and welfare
2	Promote an orderly transition between community and military land uses to achieve and maintain compatibility
3	Maintain operational capabilities of Youngstown ARS
4	Promote an awareness of the size and scope of military activities to protect areas outside Youngstown ARS used for, or impacted by, miltiary operations (e.g., important air space).
5	Inform the local community of compatibility recommendations for specific geographies with the JLUS Study Area.



MCAOD
Vertical Obstruction MCA
Noise MCA
Noise Awareness Area
Airfield Safety MCA
BASH MCA
Drone MCA

Youngstown ARS
Youngstown-Warren Regional Airport
County
Township
City

Interstate
US Route
State Route
Local Roads
Railroad
Airfield Surface / Runway
Waterbody

Matrix

0 1 2 Miles

Source: Youngstown ARS, 2017. Matrix Design Group, 2018.

Military Compatibility Area Overlay District (MCAOD)

The MCAOD is a zoning technique that ensures the JLUS strategies are applied to the appropriate areas, and that locations deemed not subject to a specific compatibility issue are not adversely impacted by regulations or policies inappropriate for their location or circumstance.

The MCAOD encompasses all of the MCAs. Its geographic boundary is defined by the largest boundary of all the MCAs - the Vertical Obstruction MCA. Each jurisdiction's MCAOD boundary is determined by the largest geographic boundary of all the MCAs within their jurisdiction. When used by local jurisdictions, the MCAOD can be used to address, prevent or mitigate compatibility issues.

BASH MCA

The Bird / Wildlife Aircraft Strike Hazard (BASH) MCA extends 5 statute miles in all directions from the air operations area at the Youngstown-Warren Regional Airport based on the FAA recommendations for managing bird and wildlife attractants around runways. Bird and wildlife strikes with aircraft can pose serious safety concerns, including the potential for loss of life or aircraft. Even minor bird strikes can cause costly repairs to aircraft and interfere with training missions.

Key recommendations include:

- Adopt the BASH MCA in local planning documents and consider minimizing uses that could pose birds and wildlife aircraft strike hazards.
- Educate the public about the relationship between the military's presence and bird / wildlife habitats and what constitutes a bird / wildlife attractant.

Vertical Obstructions MCA

The Vertical Obstruction MCA comprises a set of imaginary surfaces that are based on heights at different distances around a runway. The imaginary surfaces are 3-D geospatial areas that include approach and departure airspace corridors and safety buffers. The height of buildings and structures is a major concern for flight operations and training due to the potential for a structure to extend into navigable airspace and impede safe flight operations.

Key recommendations include:

- Amend zoning regulations and procedures for imaginary surface heights and slopes.
- Develop a 3-Dimensional Imaginary Surfaces model to assess the compatibility of proposed development heights around the Youngstown-Warren Regional Airport.

Noise MCA and Noise Awareness Area

The Noise MCA includes all land located off installation within the 2025 Youngstown-Warren Regional Airport noise contours associated with military aircraft activities. The Noise MCA extends outside the airport boundary to the southeast in Vienna Township. Restrictions within the Noise MCA are important, as without proper sound attenuation to reduce interior sound levels, certain noise-sensitive developments such as homes, schools, healthcare facilities, and places of worship are considered incompatible where noise levels reach 65 dB DNL or greater. A 1.5 mile Noise Awareness Area buffer is also included but is not regulatory in nature.

Key recommendations include:

- Establish the Noise MCA in local planning documents and adding noise contours on official maps.
- Include noise awareness in real estate disclosures.
- Conduct a feasibility study for the relocation of Mathews High School.
- Coordination between Youngstown ARS and Mathews Local School District to restrict military overflight of schools to the maximum extent practicable.
- Avoid overflight during key community events.

Safety MCA

The proposed Safety MCA addresses compatible land use types and densities / intensities within the Clear Zones (CZs) and Accident Potential Zones (APZs) I and II of the runways at the Youngstown-Warren Regional Airport. The location of each safety zone is based on the airfield layout and current air operations.

Key recommendations include:

- Establishing the Safety MCA in local planning documents and adding safety zones on official maps.
- Apply Air Force Safety Zone Criteria to future development of airport property.
- Consider obtaining easements from willing landowners within Clear Zones.

Drone MCA

The Drone MCA includes height restrictions for drone operations in airspace surrounding Youngstown ARS and the Youngstown-Warren Regional Airport. It is important to coordinate drone use within this area to ensure a safe flying environment. Future civilian drone activity could impact Youngstown ARS flight capabilities, including airspace extending to Camp Garfield. Drones should not be operated within this area without prior coordination and approval from Youngstown ARS or the Youngstown-Warren Regional Airport Manager.

Key recommendations include:

- Develop public education materials on proper drone usage and regulations.
- Conduct drone operator training / events.
- Consider ordinances regulating drone use.
- Consider ordinances for aiming laser pointers as harassment.

Other Key Youngstown ARS JLUS Recommendations:

The following are some additional key recommendations from the JLUS that are not associated with specific MCAs:

AntiTerrorism / Force Protection

- Evaluate land acquisition options that could be used to construct a new main gate on King Graves Road.

Light and Glare

- Coordinate mutually beneficial projects between Youngstown ARS, Youngstown-Warren Regional Airport and the FAA to ensure projects do not impact each other's operations.
- Require use of solar project siting tools to prove avoidance of adverse impacts on military and other aircraft operations.
- Assess future ambient lighting impacts on night flying operations.
- Implement best lighting practices in local zoning ordinances.

Energy Development

- Amend planning codes to incorporate policies and procedures to coordinate alternative energy development applications with the DoD Siting Clearinghouse.
- Youngstown ARS should coordinate and partner with the Western Reserve Port Authority on developing onsite renewable energy options to reduce energy dependence on outside sources.

Land Use

- Incorporate military compatibility planning in capital improvement planning and infrastructure master plans.
- Ohio Department of Transportation and Trumbull County should coordinate with Youngstown ARS in Planning for King Graves Road realignment and to ensure installation access is maintained during construction.

Communication / Coordination

- Establish a Youngstown ARS JLUS Implementation Coordination Committee to assist in implementing recommendations after the JLUS is complete.
- Adopt a development notification checklist to assist communities with identifying development types that could trigger coordination with Youngstown ARS.
- Establish a working committee with state agencies that have permitting authority to educate them on compatibility issues at Youngstown ARS.
- Develop an outreach campaign to provide more information on Youngstown ARS activities and potential impacts on the public.
- Establish a state-level GIS web-based portal to share mapping data.

Legislative Initiatives

- Advocate for legislation to require state agencies and departments to notify military installations as part of their permitting review and approval process.
- Pursue legislation to allow local governments to regulate agricultural structures within runway Clear Zones.

Water Quality and Quantity

- Assess stormwater capacity along King Graves Road to address impacts from future development.

More information about the compatibility issues and recommendations that were identified as part of the Youngstown ARS JLUS can be found in the JLUS Background Report and JLUS Report.

To obtain electronic copies of these JLUS documents or other information, please visit www.yarsjlus.com

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The Youngstown ARS Joint Land Use Study was prepared under contract with Trumbull County, OH with financial support from the Office of Economic Adjustment, Department of Defense. The content reflects the views of Trumbull County and the jurisdictions, agencies, and organizations that participated in the JLUS program and does not necessarily reflect the views of the Office of Economic Adjustment.

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