

DYESS AFB

JOINT LAND USE STUDY



EXECUTIVE SUMMARY

What is a Joint Land Use Study?

A Joint Land Use Study (JLUS) is a cooperative planning effort conducted as a joint venture between an active military installation(s) and surrounding JLUS Partners, including local jurisdictions, state and federal officials, agencies and organizations, property owners, business organizations, and non-governmental organizations to identify and address compatibility issues. The Dyess Air Force Base (AFB) JLUS was funded through a grant from the Department of Defense, Office of Economic Adjustment with financial support from the City of Abilene, through the Development Corporation of Abilene. The JLUS was developed under the guidance of three main objectives.

UNDERSTANDING – Increase communication and understanding between the military and JLUS Partners about the economic and physical relationship between Dyess AFB and its neighbors.

COLLABORATION – Promote collaborative planning between the JLUS Partners in order to facilitate a consistent approach in addressing compatibility issues.

ACTIONS – Develop applicable strategies for avoiding or reducing the impacts of incompatible / not recommended land uses between the community and military operations.

Collaborative Planning

The JLUS planning process was designed to create a locally relevant study that builds consensus and obtains support from the stakeholders involved. The public was involved in the development of this JLUS by providing their perspective and feedback, both in the JLUS public workshops and the use of the project website.

The development of the project was also guided by two committees composed of JLUS Partner representatives.

Policy Committee – Provided project oversight, guidance, and decision-making approval of the study design, policy recommendations, and draft and final JLUS documents.

Technical Advisory Committee – Assisted in the identification and assessment of technical issues, provided feedback on report development, and assisted in the development and evaluation of implementation strategies and tools.

The Dyess AFB JLUS collaborative planning effort included the following project partners:

- Abilene Chamber of Commerce
- City of Abilene
- City of Tye
- Dyess AFB
- Military Affairs Committee
- Property Owners / Residents
- Taylor County
- View / Caps Community

Why Is It Important to Partner with Dyess AFB?

It is important to partner with Dyess AFB on relevant and long range planning projects to ensure viability and sustainability of the military training mission and economic impact that the base provides now and into the future. As the largest single employer in the Abilene Metropolitan Area, Dyess AFB employs nearly 5,000 military and civilian personnel, and contributed approximately \$433 million to the local economy in Fiscal Year 2014. Dyess AFB is home to the 7th Bomb Wing, one of only two B-1B Lancer strategic

bombardment wings and the only B-1B formal training unit in the US Air Force, and the 317th Airlift Wing, which is tasked with transportation of personnel and equipment into combat zones and humanitarian disaster relief and emergency evacuations of American nationals from troubled areas around the world. Dyess AFB personnel also participate in a variety of community events and activities throughout the year, including special events, parades, and fire department and police support to local jurisdictions.

13,860



Dyess AFB extended population including workforce, dependents, and retirees (estimated Fiscal Year 2014)

\$57M



Estimated value of jobs created in the community for Fiscal Year 2014

\$433M



Total annual economic impact of Dyess AFB for Fiscal Year 2014 (payroll, contracts, estimated value of all jobs and local spending)

33

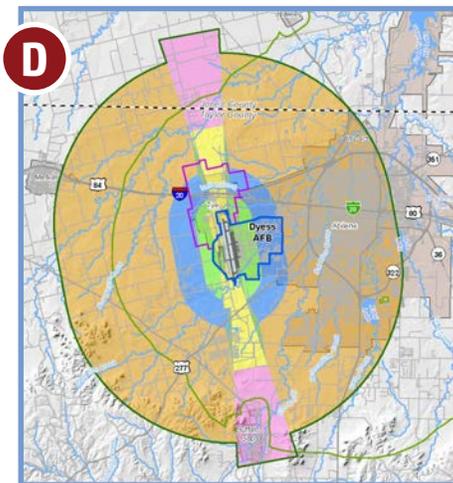
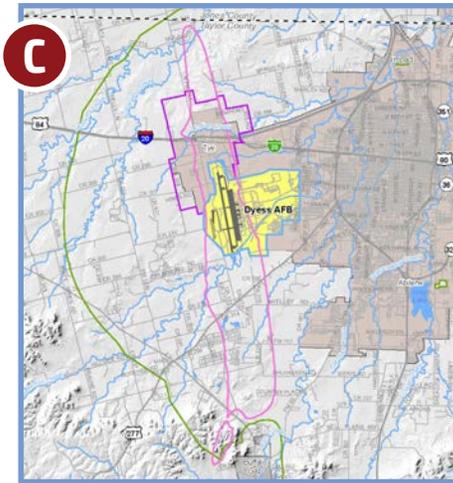
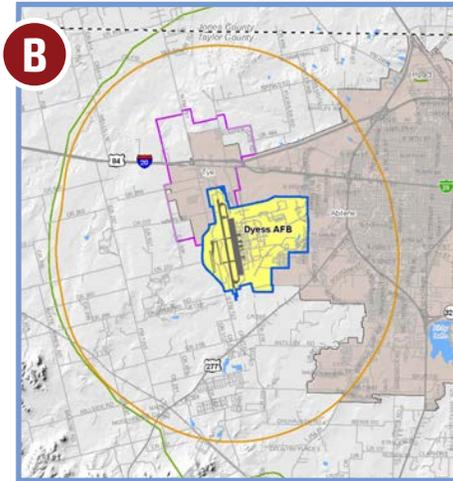
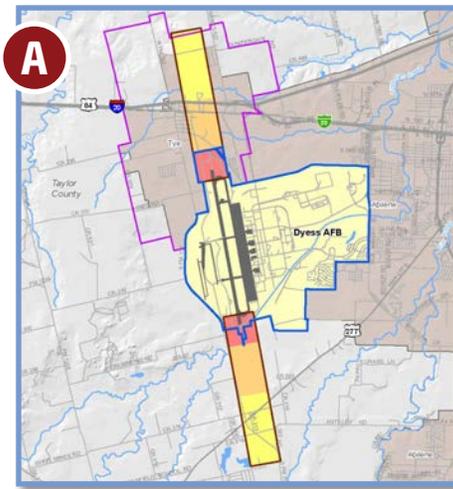


B-1B Lancer bomber aircraft assigned to the 7th Bomb Wing

27



C-130J Super Hercules cargo Aircraft assigned to the 317th Airlift Wing



A Safety Influence Area

The Safety Influence Area is designed to address compatible / recommended land use types and densities / intensities of development within the Clear Zones (CZs) and Accident Potential Zones (APZs) I and II of Dyess AFB's runway. The Safety Influence Area is intended to prevent the development of incompatible / not recommended land uses in areas with the greatest potential for an aircraft mishap based on the Air Force assessment of statistical probability.

Within the CZs, most types of land use are incompatible / not recommended with aircraft operations. Compatibility guidelines preclude land uses that concentrate large numbers of people (such as residential uses including multifamily dwellings, hospitals and medical facilities, places of worship, educational facilities, cultural facilities and recreational facilities) within the APZs.

Key recommendations include:

- The City of Tye should update its Comprehensive Plan and Zoning Regulations to incorporate the Dyess AFB AICUZ recommended land uses or a suitable alternative for future land use in the safety zones to the extent that the changes maintain the city's established community character.
- The City of Abilene should update its Comprehensive Plan to incorporate goals and policies to support its Airport Zoning Ordinance.

B BASH Influence Area

The BASH Influence Area extends from the air operations area at Dyess AFB for a radius of five miles. This Influence Area is meant to include areas near the airfield with the highest safety concerns if concentrations of birds or bird-attractant uses were located there. Bird strikes with aircraft can have serious safety concerns, including the potential for loss of life or aircraft. The five mile distance associated with the BASH Influence Area is a Federal Aviation Administration (FAA) recommended standard for managing bird attractants around runways.

Key recommendations include:

- Dyess AFB should provide educational information to local jurisdictions, agencies and landowners in the region relative to reducing the potential for bird and wildlife attractants that may impede safe aircraft operations and outline compatible solutions and techniques to minimize conflicts.

C Noise Influence Area

The Noise Influence Area includes all land located off-installation within Dyess AFB noise contours greater than 65 decibels (dB) day-night sound level (DNL) associated with military aircraft activities. Residential developments and other noise-sensitive land uses within this Influence Area may be recommended to consider sound attenuation measures to reduce interior noise impacts and achieve a maximum interior noise level of 45 dB DNL.

Key recommendations include:

- The City of Abilene should form a subcommittee to evaluate and consider if any appropriate zoning regulations could be established within the noise zones. Any updates would need to be agreed upon

by all stakeholders, including property owners within the unincorporated ETJ, and adopted through the established zoning amendment process.

- The City of Tye should consider updating its zoning map and zoning regulations to incorporate the Dyess AFB AICUZ recommended land uses or a suitable alternative in the noise zones to the extent that the changes maintain the city's established community character.
- Develop signage to install along key roads that alert drivers they are entering an area subject to impacts from Dyess AFB and that military aircraft operations are present that may cause noise, vibrations, etc.
- Consider real estate disclosures for property transactions within the noise zones.

D Vertical Obstructions Influence Area

The purpose of the Vertical Obstructions Influence Area is to monitor and recommend the height of all structures and buildings within the area defined by FAA guidance and Air Force Air Installation Compatible Use Zone Program instructions known as imaginary surfaces. The imaginary surfaces are a 3-D geographic area comprising approach and departure airspace corridors and safety buffers. Vertical obstruction heights are a major concern for flight operations and training due to the potential for a structure to extend into navigable airspace, which could impede safe flight operations and put both pilots and citizens on the ground at risk of an aircraft mishap.

Key recommendations include:

- Develop a brochure that provides information about best practices for cell tower siting to telecommunications companies and local jurisdictions.
- A "Red, Yellow, Green" (RYG) Map should be developed and utilized, in consultation with Dyess AFB, that identifies locations where tall structures (with defined heights) are permissible, permissible with height restrictions, and not recommended to ensure compatibility.
- Abilene and Tye should update their zoning regulations to require Part 77 Obstruction Evaluations for any proposed development that meets the criteria for notice.



Key Recommendations Applicable to the Dyess AFB Combined Influence Area Overlay

The following is an overview of some of the key JLUS recommendations that are applicable within the whole Dyess AFB Combined Influence Area Overlay.



Communication and Coordination

- Establish a Dyess AFB Partnership Committee to maintain efficient and effective communication and coordination among the JLUS Partners, oversee the implementation of JLUS recommendations, and enhance long-term coordination on military compatibility issues.
- Develop a publicly accessible and interactive GIS web-based portal to share GIS data, e.g., military footprints, existing land use, zoning, and other pertinent JLUS-relevant GIS data, to promote enhanced, long-range, and coordinated compatibility planning.
- Develop a brief reference guide providing information about the various agencies in the JLUS Study Area and their respective missions, responsibilities, and geographic service areas.
- Dyess AFB should conduct, on a bi-annual basis, a Good Neighbor Program where they notify adjacent property owners and community members by inviting them to a Dyess AFB Neighbor Town Hall meeting to inform neighbors of any upcoming mission changes or operations and activities that may have an impact on the surrounding community and the community can provide input and feedback.
- Update community websites to educate the public on the AICUZ program, including posting the AICUZ Citizen's Brochure, and inform the public on installation changes that could affect residents.
- Dyess AFB should continue to work with state and local communities and private entities to leverage public-public and public-private partnerships through the Air Force Community Partnership Program to enhance the vitality of local economies by accomplishing mutual or shared objectives.
- Dyess AFB should develop short promotional and informational news briefs that provide an overview of the general mission and operations at Dyess AFB and some quick facts of recent or future base activities.
- Dyess AFB has developed a free smartphone app that can be downloaded by anyone with a smartphone that provides news alerts and general information for the public.
- Develop a voluntary enhanced real estate disclosure statement so that information about the missions and operations at Dyess AFB are fully disclosed at the earliest possible point in the interaction between realtor or real estate agent and a buyer or renter.



Land / Air Space Competition

- Adopt ordinances regulating unmanned aircraft to establish and enforce rules and regulations of unauthorized unmanned aerial system usage.
- Update the Dyess AFB and jurisdiction websites with information on requirements for unmanned aerial systems in the region, including FAA regulations and any local ordinances that may be adopted in the future.
- Develop a Drone Hazard Plan to identify areas surrounding Dyess AFB and Abilene Regional Airport where unmanned aerial system operations could be detrimental to aircraft operations and illustrate these areas on a Drone Hazard Map. The Plan may also identify Drone Fly Zones where recreational drone operations would generally be allowed, unless they need to be closed for critical aircraft operations.



Land Use

- Develop economic development marketing guidelines that identify the type of industries that are compatible / recommended with Dyess AFB mission, type of industries that are incompatible / not recommended with the military mission and the geography of these areas.
- Formalize development notification processes among the JLUS Partner jurisdictions and Dyess AFB for when a formal response is requested by the jurisdiction from Dyess AFB if they have any comments.
- Invite a representative from Dyess AFB and the Dyess AFB Partnership Committee to serve as ex-officio members on each of the JLUS jurisdiction planning and zoning commissions to provide comments on proposed developments that may impact military missions. These representatives shall only provide comments for technical consideration on compatibility impacts and will not make any recommendation on the final land use decision.



Roadway Capacity

- The City of Tye Police Department should enforce fines for drivers of heavy vehicles that use Air Base Road.
- The City of Tye should develop enhanced signage at the entrance to Air Base Road alerting truck drivers that they are prohibited on Air Base Road, and directions to the correct route to get to Dyess.
- The City of Tye should consider installing truck barriers such as overhead barriers that trucks cannot pass under, or traffic calming measures into the roadway to deter truck drivers from entering Air Base Road.
- The Abilene Metropolitan Planning Organization should work with Dyess AFB and other local stakeholders to update its Thoroughfare Plan to reduce the amount of proposed new roadway infrastructure in the areas surrounding Dyess AFB that are within the military noise zones and safety zones, that may otherwise induce future growth in these areas.

This study was prepared under contract with the City of Abilene, TX, with financial support from the Office of Economic Adjustment, Department of Defense. The content reflects the views of the City of Abilene and the jurisdictions, agencies, organizations, and other stakeholders involved in the development of this study and do not necessarily reflect the views of the Office of Economic Adjustment.

To obtain a copy of the documents or for additional information contact:



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