



SHEPPARD AFB JOINT LAND USE STUDY

EXECUTIVE SUMMARY

MAY 2014

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SHEPPARD AIR FORCE BASE JLUS OVERVIEW

The Sheppard Air Force Base (AFB) Joint Land Use Study (JLUS) was conducted as a collaborative planning effort that included the following project partners:

Texas

- City of Wichita Falls
- City of Burkburnett
- City of Cashion Community
- City of Iowa Park
- Town of Pleasant Valley
- Wichita County

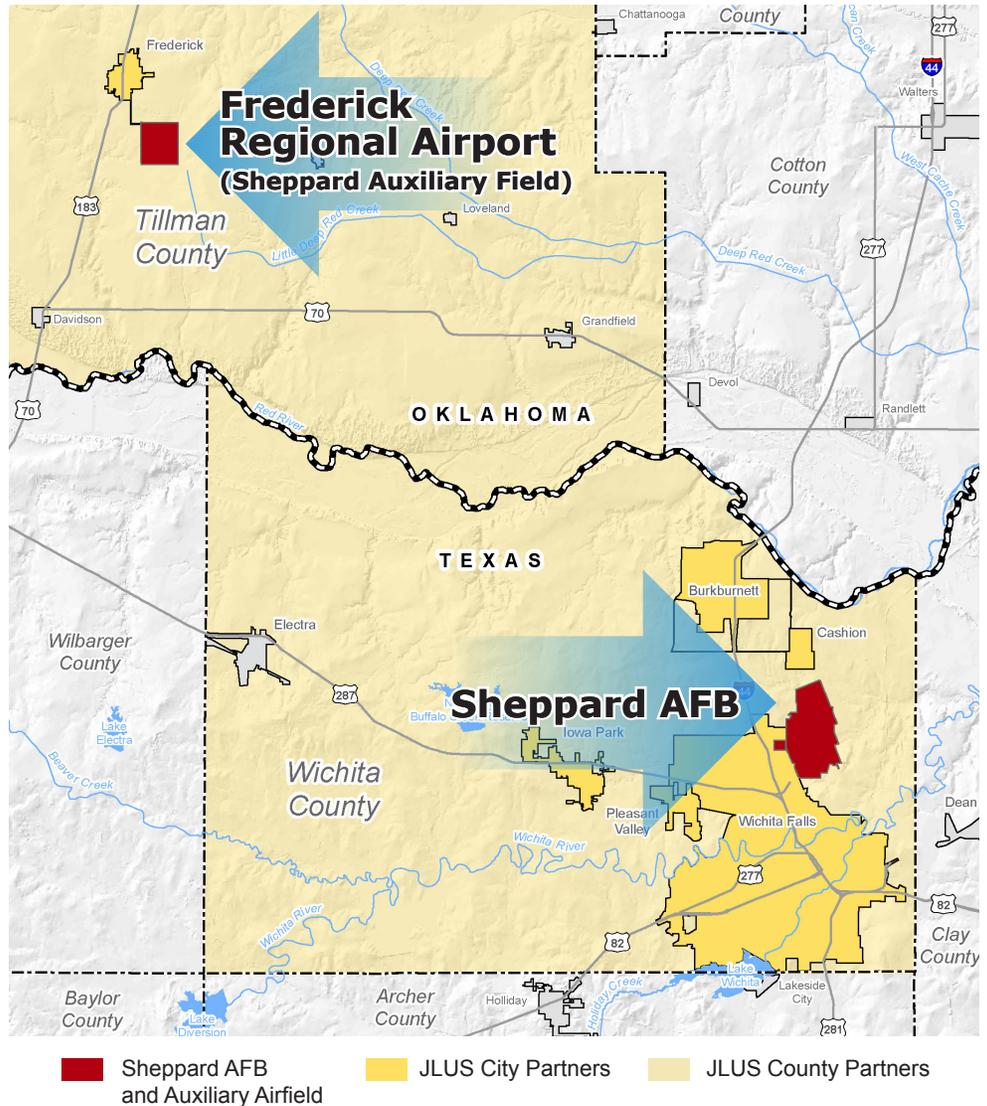
Oklahoma

- City of Frederick
- Tillman County

Sheppard AFB

The intent of this planning effort is to establish and foster an on-going working relationship among Sheppard AFB and its neighboring communities.

The JLUS was undertaken in an effort to develop a set of recommendations that would prevent or mitigate encroachment in the areas surrounding Sheppard AFB in Texas and its auxiliary airfield at Frederick Regional Airport in Oklahoma for their military training missions. The term encroachment refers to incompatible uses of land, air, and other resources that may individually or cumulatively impact the military's ability to carry out its training mission. Additionally, encroachment or incompatible development may be at higher risk for impacts from military operations, such as noise or safety issues. The JLUS recommendations help protect the installations' military missions, and the public health, safety, welfare, quality of life, and economic stability of the community.



COLLABORATIVE PLANNING



JLUS public meeting exercise

The JLUS planning process was designed to create a locally relevant plan that builds consensus and obtains support from the various stakeholders involved. The general public was instrumental in the

development of this JLUS by providing their perspective and feedback, both in the JLUS public forums and through the use of the interactive project website.

The development of the project was also guided by two committees composed of community and military stakeholder representatives, specifically the Policy Committee that provided project oversight, guidance, and decision-making, and the Technical Committee that assisted in the identification and assessment of compatibility issues, the creation of recommendations, and the overall report development.

JLUS RECOMMENDED STRATEGIES

The heart of the Sheppard AFB JLUS is the set of over 110 recommended strategies that address compatibility issues. Since the Sheppard AFB JLUS is the result of a collaborative planning process, the strategies represent a true consensus plan; a realistic and coordinated approach to compatibility planning developed with the support of stakeholders involved throughout the process.

A key strategy to guide compatible development without over-regulating is a zoning overlay district, titled Military Compatibility Area Overlay District, proposed for both Sheppard AFB and Frederick Regional Airport. See the following pages for maps that illustrate the geographic boundaries of the overlay districts and their subzones. Other key strategies include:



COMMUNICATIONS

- Establish a JLUS Coordination Committee to monitor implementation progress of JLUS strategies
- Incorporate Sheppard AFB as one of the agencies that review pre-development applications / proposals
- Public review of military planning documents
- Establish a Sheppard AFB Public Outreach Program
- Include AICUZ information on community websites
- Provide media announcement of atypical Sheppard AFB activities
- Hold Sheppard AFB Good Neighbor Program Town Hall Meetings
- Include Sheppard AFB ex-officio representative on the Wichita Falls Airport Board of Adjustment
- Include Sheppard AFB ex-officio representative to the jurisdictions' planning and zoning commissions
- Identify public-public and public-private partnerships per Section 301
- Include a Sheppard AFB ex-officio representative on the Wichita Falls MPO



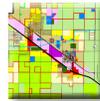
SAFETY

- Control bird and wildlife attractants near base
- Amend zoning ordinances for BASH
- Recommend deed notifications acknowledging military operations in the region



LIGHT AND GLARE

- Create a Dark Skies Ordinance to minimize ambient light generation



LAND USE

- Establish Military Compatibility Areas (MCAs) as part of jurisdictions' general plans
- Establish agreements between Wichita Falls and Wichita County related to airport zoning regulations
- Update local jurisdiction zoning codes with MCA districts
- Update comprehensive plans to include compatibility policies
- Encourage economic development marketing for industries compatible with Sheppard AFB
- Enhance legislation to enforce airport zoning



VERTICAL OBSTRUCTIONS

- Discourage placement of tall structures within safety flight corridors
- Provide information to the public on airfield obstacles and how existing structures are addressed
- Adopt height regulations in the zoning ordinance to address the Imaginary Surfaces MCA
- Train local jurisdiction planning staff on types of development that impact Terminal Instrument Procedures at Sheppard AFB



NOISE

- Research and consider amending airport zoning regulations to implement an additional noise buffer
- Develop a real estate disclosure statement regarding military noise
- Amend building codes to include sound attenuation
- Involve municipality staff in AICUZ updates



WATER QUALITY / QUANTITY

- Develop information for the public regarding the region's long-term water capacity



STRATEGIES SPECIFIC TO FREDERICK REGIONAL AIRPORT

- Include Sheppard AFB ex-officio representation on the Frederick Airport Commission
- Include a representative from Frederick on the Sheppard Military Affairs Committee (SMAC)
- Pursue Federal funding for Frederick Regional Airport improvements

SHEPPARD AFB MILITARY COMPATIBILITY AREA OVERLAY DISTRICT PROPOSED ZONING OVERLAY

The MCAOD for Sheppard AFB consists of the following four MCAs:

- Safety MCA
- BASH MCA
- Noise MCA
- Imaginary Surfaces MCA

MILITARY COMPATIBILITY AREAS

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 carry out its mission. A *Military Compatibility Area Overlay District (MCAOD)* containing each of the MCAs is proposed for Sheppard AFB and for Frederick Regional Airport.

BASH MILITARY COMPATIBILITY AREA



The proposed Bird and Wildlife Strike Hazard (BASH) MCA extends out from Sheppard AFB a distance of five miles. This MCA 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. Even minor bird strikes can cause costly repairs to aircraft and interfere with training missions.

SAFETY MILITARY COMPATIBILITY AREA



The proposed Safety MCA would regulate compatible land use types and densities / intensities within the Clear Zones

(CZs) and Accident Potential Zones (APZs) I and II of Sheppard AFB's runways. Each of these would be a subzone of the Safety MCA. The current location of each safety subzone is based on the airfield layout and air operations identified in Sheppard AFB's 2011 AICUZ study. The boundaries of each subzone may need to be amended when the AICUZ study is updated.

NOISE MILITARY COMPATIBILITY AREA



Noise is often a concern to the public surrounding military installations with flying missions. The Noise MCA includes all land located off-installation within

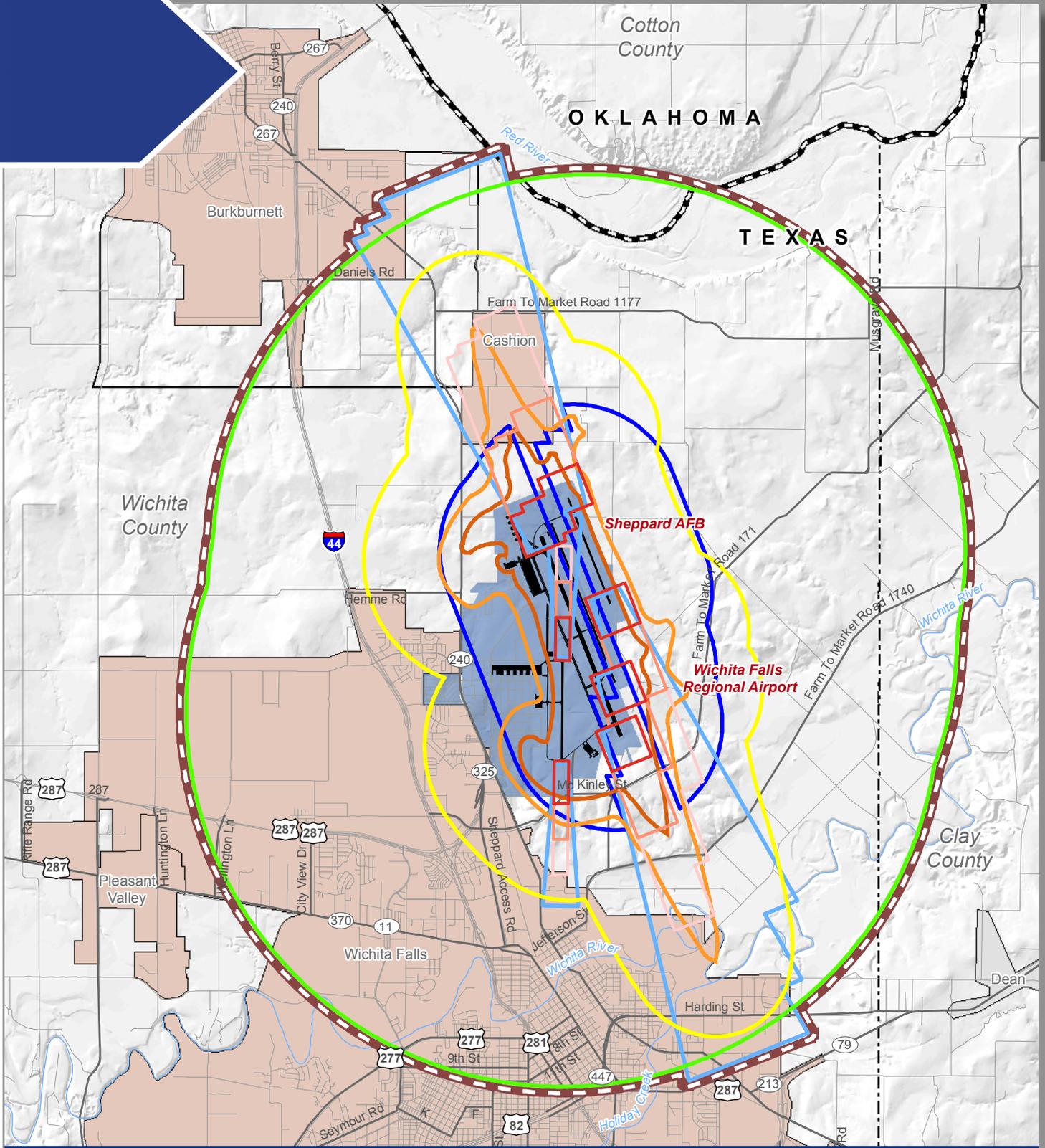
noise contours greater than 65 dB Day-Night Average Sound Level (DNL) associated with military and civilian aircraft activities, and an additional one mile buffer past the 65 dB noise contour to be proactive about possible future missions at Sheppard AFB. Residential developments and other noise sensitive land uses within this MCA may be subject to sound attenuation measures to reduce interior noise impacts and achieve a maximum 45 dB DNL inside buildings.

IMAGINARY SURFACES MILITARY COMPATIBILITY AREA



The flight operations approach and departure areas are regulated by stringent height restrictions defined by FAA and military

regulations. This Imaginary Surfaces MCA is based on the FAA inner horizontal surface which addresses development of buildings and structures from zero to 150 feet above mean sea level, and the approach-departure clearance surface. The Imaginary Surfaces MCA is intended to emphasize the importance of following FAA imaginary surfaces with regard to structure height and is not intended to reduce or change FAA guidance with regard to maximum height of structures.



Legend

Sheppard AFB MCAOD

Sheppard AFB MCAOD

BASH MCA

BASH MCA

Safety MCA

Clear Zone
 APZ I
 APZ II

Noise MCA

65 dB
 70 dB
 Noise MCA One
 Mile Buffer

Imaginary Surface MCA

Approach-Departure Clearance Surface
 Inner Horizontal Surface

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FREDERICK REGIONAL AIRPORT MILITARY COMPATIBILITY AREA OVERLAY DISTRICT PROPOSED ZONING OVERLAY

The MCAOD for Frederick Regional Airport consists of the following three MCAs:

- BASH MCA
- Safety MCA
- Imaginary Surfaces MCA

OPERATIONS AT FREDERICK REGIONAL AIRPORT

To supplement pilot training activities, the Air Force has an agreement with the City of Frederick in Oklahoma to utilize one of the runways at Frederick Regional Airport for training. Frederick Regional Airport is used by Sheppard AFB T-6 aircraft for student pilot training, which primarily includes touch-and-go landing operations. The types of patterns flown into Frederick Regional Airport include straight-in approaches, overhead patterns, and emergency landing patterns.

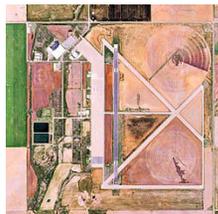
BASH MILITARY COMPATIBILITY AREA



The proposed BASH MCA extends out from Runway 17/35 at Frederick Regional Airport a distance of five miles. This MCA 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. Even minor bird strikes can cause costly repairs to aircraft and interfere with training missions.

IMAGINARY SURFACES MILITARY COMPATIBILITY AREA



The flight operations approach and departure areas are regulated by stringent height restrictions defined by FAA and military

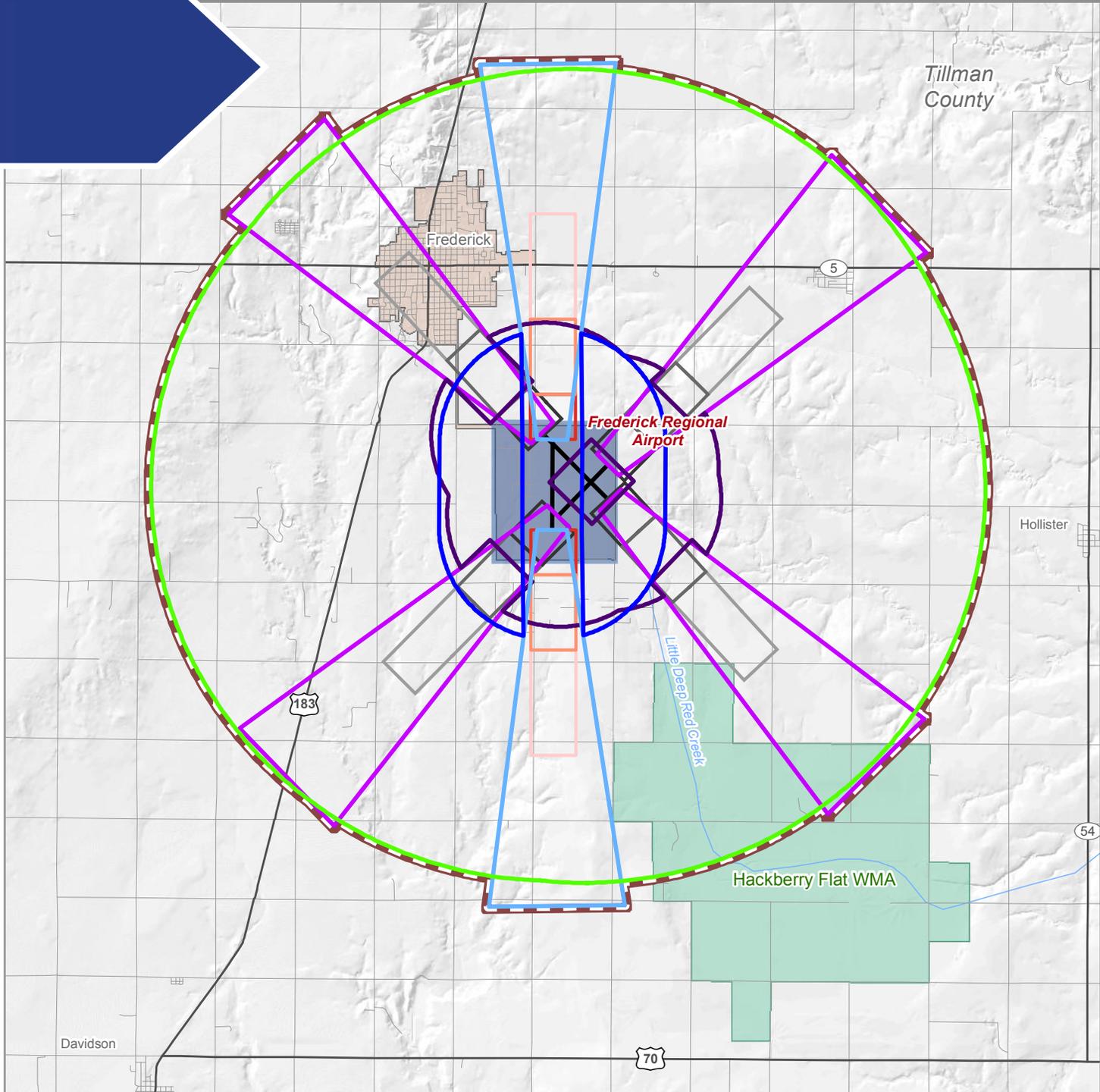
regulations. This Imaginary Surfaces MCA is based on the FAA inner horizontal surface which addresses development of buildings and structures from zero to 150 feet above mean sea level, and the approach-departure clearance surface. The Imaginary Surfaces MCA is intended to emphasize the importance of following FAA imaginary surfaces with regard to structure height and is not intended to reduce or change FAA guidance with regard to maximum height of structures.

SAFETY MILITARY COMPATIBILITY AREA



The proposed Safety MCA would regulate compatible land use types and densities / intensities within the Clear Zones

(CZs) and Accident Potential Zones (APZs) I and II associated with Runway 17/35 at Frederick Regional Airport, and the estimated CZs and APZs I and II for runways 3/21 and 12/30 to be proactive in the event they are used by Sheppard AFB aircraft in the future. Each of these would be a subzone of the Safety MCA. The existing safety zones for Runway 17/35 are based on an AICUZ Study prepared for Frederick Regional Airport in 1980, and may need to be updated.



Legend

Frederick MCAOD

Frederick MCAOD

BASH MCA

BASH MCA

Safety MCA

Clear Zone

APZ I

APZ II

Estimated Safety Zones

Estimated Clear Zone

Estimated APZ 1

Estimated APZ 2

Imaginary Surface MCA

Inner Horizontal Surface

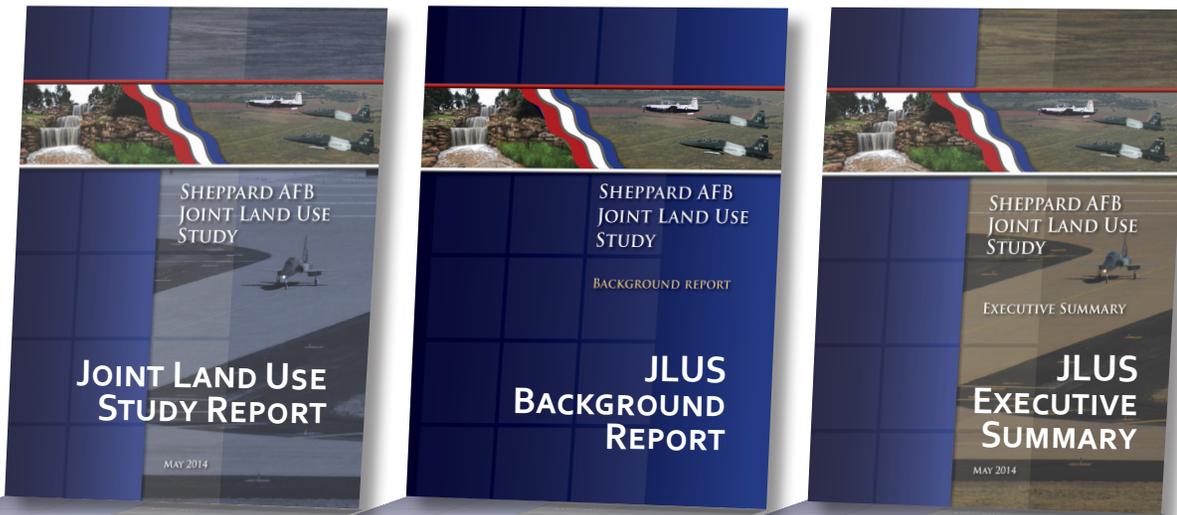
Approach-Departure Clearance Surface

Estimated Imaginary Surface MCA

Estimated Inner Horizontal Surface

Estimated Approach-Departure Clearance Surface

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JLUS RESOURCES

Several JLUS resources providing different levels of information are available to the public, elected and appointed officials, and the military. These resources provide an overview of the JLUS process, detailed information on Sheppard AFB and Frederick Regional Airport and the overall study area, an assessment of existing compatibility issues, and the recommended implementation plan. The resource documents include:

JLUS REPORT

The JLUS Report presents an overview of the JLUS planning process, purpose and objectives of the study and the recommended implementation plan. The report presents a concise description of the following:

- JLUS project study area, including Sheppard AFB and Frederick Regional Airport mission overviews;
- Wichita Falls and Frederick regions, their demographic profile and market trends;
- Summary of the factors and encroachment issues identified during the JLUS process; and
- Set of recommended strategies to mitigate or prevent encroachment and proactively achieve land use compatibility.

JLUS BACKGROUND REPORT

The Sheppard AFB JLUS Background Report provides the technical background and detailed compatibility assessment that was used to identify issues and develop JLUS recommendations.

JLUS EXECUTIVE SUMMARY BROCHURE

The JLUS Executive Summary Brochure serves as a quick reference describing the purpose of a JLUS and providing an overview of the key JLUS recommendations and Military Compatibility Areas.

FOR ADDITIONAL INFORMATION CONTACT:

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