



**Grissom Air Reserve Base Joint Land Use Study
Joint Policy Committee and Technical Working Group
Meeting Summary
October 10, 2017, 9:00 a.m.**

Policy Committee Members Present:

Colonel Larry Shaw, Commander, 434th Air Reserve Wing, Grissom Air Reserve Base
Joshua Francis, Commissioner, Miami County Commission
Steven Ray, Executive Director, North Central Indiana Regional Planning Council
Jim Sailors, Commissioner, Cass County Commission
Doug Schwartz, Grissom Regional Defense Alliance
Jim Tidd, Executive Director, Miami County Economic Development Authority
Jim Yates, Board Chairman, Miami County Economic Development Authority

Technical Working Group Members Present:

Tammy Gamble, Zoning Administrator/Building Commissioner, Miami County Planning Department
Christy Householder, Cass County Economic Development
Greg Lipscomb, 434th MSG/CECP
Arin Shaver, Executive Director/Subdivision Administrator, Cass County Planning Department
Jim Tidd, Executive Director, Miami County Economic Development Authority
Mark A. Waite, Chief Engineer, 434th Air Reserve Wing, Grissom Air Reserve Base

Additional Stakeholders Present:

Grover Bishop, Commissioner, Grant County Commission, and Member, Grissom Regional Defense Alliance
Bill Gornto, Building Commissioner, Miami County Building Department
Brandi Hughes, Indiana Office of Defense Development
Jim Holland, Office of Economic Adjustment, Office of the Secretary of Defense
Colonel Scott Russell, Commander, 434th Mission Support Group, Grissom Air Reserve Base

Consultant Team Members Present:

Tyson Smith, White & Smith, LLC Planning and Law Group
John Broughton, Marstel-Day
Vagn Hansen, Benchmark Planning

Mr. Yates called the meeting to order and welcomed everyone. He turned the meeting over to Consultant Team Leader Tyson Smith, with White & Smith Planning and Law Group. Mr. Smith introduced Consultant Team Members Vagn Hansen, with Benchmark Planning, and John Broughton, with Marstel-Day.

Mr. Smith reviewed the meeting agenda, which includes an update on the Consultant Team's work since June, what the Team has learned so far, and where things are headed in terms of recommendations to bring back for the Committees' review in January.

Mr. Smith stated that, since June, the Consultant Team conducted stakeholder interviews, toured Grissom Air Reserve Base (Grissom ARB), held a public kick-off meeting, and completed data collection and analysis (both GIS data and review of past studies). Mr. Hansen conducted a conflict and compatibility analysis, which is a parcel-by-parcel analysis of current on-the-ground conditions and comparison to operations at Grissom. The Team inventoried the state statutory and authority framework to ensure local governments and other stakeholders are authorized to implement the eventual Joint Land Use Study (JLUS) recommendations. The Team also maintains a project website and Facebook page.

Mr. Smith noted the Consultant Team started a side project to develop a zoning overlay district for Bunker Hill and Miami County, similar to Cass County's Grissom Air Reserve Base Overlay District adopted in 2016. The Consultant Team provided drafts of the Bunker Hill and Miami County ordinances to staff for review and feedback, and will return on November 8 to review the drafts in-person with staff. The proposed overlay district addresses height and land use in Grissom's Noise and Accident Potential Zones.

Mr. Smith stated the Team has received public input through a number of channels, including stakeholder interviews conducted in June and a public survey conducted over the summer. Mr. Smith stated the Team has summarized this public input, along with the results of the conflict and compatibility analysis, in a Strengths, Weaknesses, Opportunities, and Constraints (SWOC) Analysis. The SWOC Analysis summarizes the information reviewed and identifies what can be improved upon. The Team will compare this analysis to available tools and Indiana authorities, and develop recommendations to maintain or improve compatibility.

Mr. Broughton reviewed the public survey results, compiled at the end of August. The survey contained twenty-four questions falling into five main categories. The Team received a total of twelve responses. Mr. Broughton noted a few key observations:

- Survey respondents are supportive of Grissom ARB and believe the installation plays a significant role in the local economy;
- Respondents believe the community has a role to play in ensuring protection of the installation's mission;

- A majority of respondents rarely hear noise and, when they do, it has an insignificant impact; and
- Respondents rated the installation as having a positive or highly positive impact on the community.

A Committee member asked whether the noise impacts are just those in the vicinity of the installation or include surrounding areas where it might be from aircraft unaffiliated with Grissom ARB. Mr. Broughton stated it is combination of both, as survey responses came from areas near Grissom, such as Peru, as well as areas further away, such as Logansport and Wabash.

Mr. Hansen reviewed the results of the initial conflict and compatibility analysis. He showed a map of the four-county JLUS study area, within which is the JLUS Focus Area where the analysis was conducted. The Team developed a GIS database of land use characteristics, including existing land use, current zoning, future land use recommendations, and land subdivision patterns in the JLUS Focus Area. Mr. Hansen reviewed maps of these characteristics with the Committees.

Using this assessment, the Team conducted a compatibility assessment based on Air Force Air Installation Compatible Use Zone guidance, which addresses land use compatibility in Noise Zones and Accident Potential Zones. Land uses are categorized as compatible, conditionally compatible, or incompatible. Mr. Hansen noted Air Force guidance recently changed, and residential land uses are now considered generally incompatible in all Noise Zones.

Mr. Hansen stated the analysis revealed a high degree of compatibility between existing land uses and military operations; only ninety-six acres of off-base land is located within one of the noise contours, which is a very small amount of land compared to most installations, and one hundred percent of uses located in the Noise Zones are considered compatible. Based on the Air Force's Environmental Impact Statement, only minor changes in the noise contours are anticipated if KC-46 aircraft come to Grissom ARB. With respect to the Accident Potential Zones, less than five percent of uses in the off-base acreage are identified as incompatible.

A committee member asked whether the identified noise contours include only aircraft based at Grissom ARB and not transient aircraft. Mr. Hansen responded that the analysis takes both into account.

Mr. Hansen reviewed maps showing current zoning and land use in the Noise Zones and Accident Potential Zones.

Mr. Tidd asked to go back to the slide showing the Clear Zone, and clarified that when Miami County Economic Development Authority (MCEDA) received the deeds for the former Air Force Base property, there was a deed restriction limiting future expansion of the footprint of buildings located in the Clear Zone. He noted, however, it is not clear whether buildings located in the Clear Zone could be rebuilt if destroyed (by fire, for example). MCEDA has retained ownership of all but two buildings/parcels located in the Clear Zone and intends to maintain them as airport property.

Mr. Hansen noted the Grissom Air Museum is located in an accident potential zone, but is generally compatible with Air Force guidance since it does not accommodate very large groups of people.

Mr. Tidd noted a reversion clause in the deed stating that if the property ever ceases to be a museum, the property would revert back to community ownership.

A committee member noted that uses in the Clear Zone located in Cass County may be compatible but the land is privately owned, which tends to make the Air Force uneasy.

Mr. Hansen responded that the current zoning overlay district protects the Clear Zone, but concurred zoning is not necessarily a permanent protection.

A committee member asked whether a house could be built in an agricultural zoning district in Cass County.

Ms. Shaver responded that the base zoning district might allow the use, but the Grissom overlay district prohibits residential uses in the Clear Zone.

Mr. Hansen reviewed the zoning and future land use compatibility maps. He then began review of additional compatibility factors, including the imaginary surfaces associated with Grissom. These surfaces provide safe maneuvering areas for aircraft to take off and land.

Mr. Tidd stated Grissom's Encroachment Committee has discussed providing local planning/zoning staffs with a radius around the installation to help staff determine when they should seek input from Grissom ARB on proposed development. He noted he would like to see a process implemented.

Mr. Smith noted all development proposed in the Cass County overlay district requires review by the Encroachment Committee. Ms. Shaver concurred. Mr. Smith noted the current draft Bunker Hill and Miami County overlay districts requires the same.

Mr. Hansen reviewed maps showing special use airspace, wind energy potential, existing and planned wind turbines, light pollution, and potential transportation improvements to US 31. He also showed a map of the location of an existing abandoned structure near Grissom ARB's main gate, which presents a security concern.

Mr. Tidd stated the Indiana Department of Transportation (INDOT) proposed J-turns at two locations along US 31 in Miami County. He stated the community opposes the proposal due to safety concerns, and prefers interchanges. He noted INDOT may hold another public meeting in November.

Colonel Shaw described his recent meeting with the Lieutenant Governor to discuss the installation's concerns and longer-term solutions for US 31. He noted the Lieutenant Governor pledged her support in helping communication and coordination with INDOT.

Mr. Smith asked, from the installation's point of view, if US 31 ultimately becomes a freeway and the only access to the base is from SR 218, does this present a concern? Colonel Shaw responded in the negative, but noted the installation does have concerns with J-turns.

Committee members discussed potential changes to vehicular access to the installation.

Mr. Smith reviewed the draft SWOC Analysis, which provides a basis for the JLUS recommendations. He requested input from the Committees on issues with the installation's stormwater conveyance system, a potential weakness identified in the SWOC.

Committee members stated the flooding event that occurred over the summer was unusual, and there are only rare occasions where flooding presents a problem to Eagles Pointe residents.

Committee member Waite noted he is not aware of any stormwater studies. Committee members discussed the need for collaboration between the local governments and Grissom ARB to address stormwater issues. Both Miami County and Grissom ARB representatives agreed an updated stormwater management study is needed to evaluate the deficiencies of the current ditch and outflow system, identify where the choke points are, and identify where improvements are needed. Committee members concurred there is no encroachment to Grissom's mission or operations related to stormwater, even though a considerable amount of impervious surface has been added since construction of the base in the 1940's with no significant upgrade of the ditch system.

Mr. Smith also requested Committee input on the trees near the southwestern end of the runway. A committee member Greg Lipscomb stated the installation's new tree management plan recommends removal of these trees because they are located in the Clear

Zone; however, they are located on private property. Colonel Shaw questioned whether the location of these trees truly impacts the installation's mission. Committee members agreed this should be removed from the SWOC, as it is not considered an encroachment issue. Committee members agreed the stormwater issue should be removed from the SWOC as well, though both matters should be monitored.

Ms. Shaver noted the Cass County overlay district restricts the height of vegetation as well as structures. She stated this provides support for Grissom ARB officials should they decide to discuss tree removal with the landowners.

Mr. Smith continued review of the various elements of the SWOC Analysis.

Mr. Smith asked whether there are any formal plans for gate realignment. Committee members responded there is only discussion at this point.

Mr. Smith noted the Cass County overlay district and the draft Bunker Hill and Miami County overlay districts address only the impacts of the KC-135 aircraft currently at Grissom and not the KC-46, which may arrive at Grissom in the future. Mr. Tidd asked whether the local governments should consider inclusion of KC-46 aircraft in their ordinances now, rather than amending them in the future. Ms. Shaver stated the Cass County overlay district generally already addresses the impacts of KC-46 aircraft. Mr. Hansen confirmed the noise contours used in his analysis are from the Air Force's KC-46 Environmental Impact Statement. Committee members agreed the local governments should try to address potential future conditions now, rather than amending ordinances later.

A committee members asked whether there is a concern about development of solar facilities. Committee members indicated solar is not a concern.

Mr. Smith briefly reviewed the Jurisdictional Overview, which condenses a considerable amount of regulatory information into a matrix. He asked the Committee members to review and let him know by October 20 if any changes should be made.

Mr. Smith reviewed broad conflict resolution strategy areas, which range from voluntary to mandatory. He noted the JLUS will include an implementation program identifying potential strategies and associated timeframes, priority levels, estimated costs and funding sources, and responsible and participating parties. He showed an example of an implementation matrix that will be included in the final JLUS report.

Mr. Smith reviewed next steps, including the public meeting scheduled for this evening. He noted the Consultant Team will meet with the North Central Indiana Regional Planning Council Board today at lunch. He noted the next Committee meeting is tentatively scheduled

for January 9, 2018, and this meeting will include review of the draft JLUS report and recommendations.

Mr. Tidd noted the next step after recommendations is implementation, which could potentially be funded through another Office of Economic Adjustment grant.

The meeting adjourned at about 10:30 a.m.