

JOINT LAND USE STUDY



JOINT LAND USE
STUDY REPORT





This study was prepared under contract with the County of Lauderdale with financial support from the Office of Economic Adjustment, Department of Defense. The content reflects the views of the key JLUS partners involved in the development of this study and does not necessarily reflect the views of the Office of Economic Adjustment.



NAVAL AIR STATION MERIDIAN

JOINT LAND USE STUDY

Prepared under contract with:

Lauderdale County
410 Constitution Avenue, 11th Floor
Meridian, MS 39301

Prepared by:



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This study was prepared under contract with the Lauderdale County, with financial support from the Office of Economic Adjustment, Department of Defense. The content reflects the views of Lauderdale County and the jurisdictions, agencies, and organizations participating in the JLUS program, and does not necessarily reflect the views of the Office of Economic Adjustment.



Acknowledgements

Policy Committee

The Policy Committee (PC) served an active and important role in providing policy direction during the development of the Naval Air Station Meridian (NAS Meridian) and Naval Outlying Landing Field Joe Williams (NOLF Joe Williams) Joint Land Use Study. The Policy Committee was composed of the following individuals:

-
- **Percy Bland, Mayor**
City of Meridian
 - **Captain Scott Bunnay, Commanding Officer (Former)**
Naval Air Station Meridian
 - **Terry Burton, Senate, President Pro Tem**
Mississippi Senate
 - **Videt Carmichael, Senate**
Mississippi Senate
 - **Justin Creer, Supervisor, District 3**
Kemper County
 - **Michael Evans, State Representative**
Mississippi House of Representatives
 - **James “Pat” Granger, Supervisor, District 1**
Kemper County
 - **Steve Horne, State Representative**
Mississippi House of Representative
 - **Captain Brian Horstman, Commanding Officer**
Naval Air Station Meridian
 - **Elvis Hudson, Mayor**
Town of Marion
 - **Sampson Jackson II, Senate**
Mississippi Senate
 - **Chris Lafferty, Administrator**
Lauderdale County
 - **Bernice Martin, Alderman**
Town of Marion
 - **Lamar McDonald, Member**
Meridian Military Team
 - **Mike McGrevey, Executive Director**
Mississippi Development Authority
 - **Wayman Newell, Supervisor, District 2**
Lauderdale County
 - **Greg Snowden, State Representative**
Mississippi House of Representatives
 - **Dr. George Thomas, Ph.D., Councilman**
City of Meridian
 - **Jonathan Wells, Supervisor, District 1**
Lauderdale County
 - **Charles Young, Jr., State Representative**
Mississippi House of Representatives
-

Technical Working Group

The Technical Working (TWG) served a key role in the development of the NAS Meridian and NOLF Joe Williams Joint Land Use Study. They provided the overall technical support, review, and guidance of the study. The TWG was composed of the following individuals:

-
- **Barbara Anthony**
Town of Marion
 - **Robert “Bo” Bailey**
Kemper County
 - **Jenifer Buford**
East Central Planning and Development District
 - **Gerry Coghlan**
Kemper County
 - **Jim Copeland**
Naval Air Station Meridian
 - **Willie Davidson**
City of Meridian
 - **Ben Dudley**
Kemper County
 - **Patrick Dunson**
City of Montgomery
 - **Randall Gaither**
City of Meridian
 - **Bill Hannah**
East Mississippi Business Development Corporation
 - **Craig Hitt**
Kemper County Economic Development Authority
 - **Whitney Hodges**
Lauderdale County
 - **Mike Howse**
East Central Planning and Development District
 - **Kevin Locke**
City of Meridian
 - **Cathy Lummus**
Lauderdale County
 - **Richie McAlister**
City of Meridian
 - **Kawana McCary**
East Central Planning and Development District
 - **Leah McGraw**
Lauderdale County
 - **Bunky Partridge**
City of Meridian
 - **Tony Payne**
Property Owner
 - **Ron Posey**
Town of Marion
 - **James Rainey**
Lauderdale County
 - **Steven Redd**
City of Meridian
 - **Scott Spears**
Lauderdale County
-

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Lauderdale and Kemper County
 - **Lee Thaggard**
Lauderdale County
 - **Steven Williams**
Lauderdale County
 - **Tom Williams**
Meridian Airport & Meridian Military Team
-

Lauderdale County

Lauderdale County served as the overall JLUS project management agency and the administrator of the Office of Economic Adjustment grant that helped to fund the study.

- **Chris Lafferty**
Lauderdale County Administrator
-

East Central Planning and Development District

The East Central Planning and Development District (ECPDD) served as the overall JLUS project coordinator and assisted Lauderdale County, the administrator of the Office of Economic Adjustment grant that helped to fund the study.

- **Jenifer Buford**
Community Development Director
-

JLUS Consultant / Technical Advisors

Matrix Design Group was the project consultant hired to conduct the JLUS project through coordination with and assistance from Lauderdale County, the ECPDD, the PC, the TWG, the public, and other stakeholders.



- **Mike Hrapla**
Project Manager
- **Celeste Werner, AICP**
Deputy Project Manager
- **Rick Rust, AICP, GISP**
Technical Manager
- **Michele Mora**
Lead Planner

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Acronyms

A

| | |
|-------|--|
| AGL | above ground level |
| AICUZ | Air Installations Compatible Use Zones |
| APZ | Accident Potential Zone |
| AT | Anti-Terrorism / Force Protection |

B

| | |
|------|---------------------------|
| BASH | Bird Air Strike Hazard |
| BHWG | Bird Hazard Working Group |

C

| | |
|-----|------------------------------|
| CA | Climate Adaptation |
| CFR | Code of Federal Regulations |
| COM | Coordination / Communication |
| CZ | Clear Zone |

D

| | |
|-----|--|
| dB | decibel |
| dBA | decibel A-weighted |
| DNL | Day Night Average A-weighted Sound Level |
| DOD | Department of Defense |

E

| | |
|------|--------------------------|
| e.g. | for example |
| EAP | Encroachment Action Plan |
| ED | Energy Development |

F

| | |
|-----|---|
| FAA | Federal Aviation Administration |
| FSI | Frequency Spectrum Interference / Impedance |

H

HA Housing Availability
HUD U.S. Department of Housing and Urban Development

I

i.e. in other words
IE Infrastructure Extensions
IDP Installation Development Plan
IFR Instrument flight rules

J

JLUS Joint Land Use Study

L

LAS Land, Air, and Sea Spaces
LG Light and Glare
LEG Legislative Initiatives
LU Land Use

M

MOA Military Operating Area
MTR Military Training Route

N

NAS Naval Air Station
NGO Non-governmental Organization
NJROTC Navy Junior Reserve Officers Training Corps
NM nautical mile
NOI Noise
NOLF Naval Outlying Landing Field
NTTC Naval Technical Training Center

O

OEA Office of Economic Adjustment

P

PC Policy Committee
PT Public Trespassing

Acronyms

R

RC Roadway Capacity

S

SA Safety
SDZ Surface Danger Zone
SUP Special Use Permit

T

TWG Technical Working Group

U

US United States
USAHAS United States Avian Hazard Advisory System

V

VFR Visual Flight Rules
VO Vertical Obstructions

Please see next page.



Introduction

1

The Naval Air Station (NAS) Meridian JLUS Joint Land Use Study (JLUS) is a collaborative planning effort led by the County of Lauderdale in partnership with Kemper County, the City of Meridian, the Town of Marion, and NAS Meridian. The JLUS was undertaken in an effort to guide planning and development in the areas surrounding NAS Meridian and its Naval Outlying Landing Field (NOLF) Joe Williams, to help mitigate any future issues, and to enhance coordination among all entities involved in the process.

The NAS Meridian JLUS encourages a proactive approach to promote increased communication about the important decisions surrounding land use regulation, conservation, and natural resource management issues that affect both the local communities and the military. The aim of the process is to establish and encourage a working relationship between military installations and the neighboring communities that surround them so that encroachment issues related to current and future missions and local growth can be reduced or prevented. Encroachment issues refer to the conflicting uses of land, air, water, and other resources that can individually, or cumulatively impact the military's ability to carry out its training missions.

The compatibility factors considered in this document are described in the Compatibility Assessment (Chapter 5 of the JLUS or Chapter 5 of the Background Report). A review of these factors led to the development of a set of strategies to address compatibility concerns. The recommended strategies are based on a toolbox of methods used to address the application of policy, planning and zoning, coordination and communication, and outreach methods. One of the key recommendations is the formation of a JLUS Coordination Committee responsible for overseeing the implementation progress in the months and years after the JLUS is completed.

The recommended strategies are outlined in more detail in Chapter 6, Implementation Plan.

What Is a Joint Land Use Study?

A JLUS is a planning process accomplished through the collaborative efforts of stakeholders in a defined study area to identify compatible land uses and growth management within and adjacent to an active military installation. These stakeholders include local community, state, and federal officials, residents, business owners, nongovernmental organizations, and the military. Through the JLUS process, these parties convene to identify existing and potential future issues, and the potential actions that might be carried out to eliminate, mitigate, or avoid compatibility conflicts. In addition, the process is intended to establish and encourage a formal, permanent working relationship between local jurisdictions, agencies, NSA Meridian, and NOLF Joe Williams.

JLUS Goal and Objectives

The goal of the NAS Meridian JLUS is to protect the viability of current and future military missions and operations, while simultaneously guiding community growth, sustaining the environmental and economic health of the region, and protecting public health, safety, and welfare.

This goal is achieved through application of three primary JLUS objectives.

- **Understanding.** Convene community and military representatives to identify, confirm, and understand compatibility issues and concerns in an open forum, considering both the community and military perspectives and needs. This includes increasing public awareness,

education, and opportunities for input organized in a cohesive outreach program.

- **Collaboration.** Encourage cooperative land use and resource planning by NAS Meridian and surrounding communities so that future community growth and development are compatible with the NAS Meridian (including NOLF Joe Williams) missions and operations, while seeking ways to reduce operational impacts on land within the JLUS Study Area.
- **Actions.** Provide a set of mutually supported tools, activities, and procedures that local jurisdictions, agencies, and NAS Meridian can implement in order to avoid and mitigate compatibility issues. The actions include both operational measures to mitigate installation impacts on surrounding communities, and local government and agency approaches to reduce community impacts on military operations. These strategies will help decision makers resolve compatibility issues and prioritize projects within their annual budgeting cycles.

Why Prepare a Joint Land Use Study?

Collaboration and joint planning among military installations, local jurisdictions, and agencies protects the long-term viability of existing and future military missions. Working together also enhances local economies and industries before incompatibility becomes an issue.

Recognizing the close relationship that should exist between installations and adjacent communities, the Department of Defense (DOD) Office of Economic Adjustment (OEA) implemented the JLUS program to mitigate existing and

future conflicts and enhance communication and coordination among all affected stakeholders. This program aims to preserve the sustainability of local communities while protecting current and future flight training missions supported by tenant commands at NSA Meridian and its NOLF Joe Williams.

Public Outreach

The JLUS process was designed to create a locally relevant document that builds consensus and garners stakeholder support. To achieve the JLUS goals and objectives, the JLUS process included a public outreach program providing a variety of participation opportunities for interested parties.

Stakeholders

An early step in any planning process is the identification of stakeholders. Stakeholders include individuals, groups, organizations, and governmental entities interested in, affected by, or affecting the outcome of the JLUS project. Informing and involving them early in the project is essential to identifying, understanding, and resolving their most important issues through the development of integrated strategies and actions.

Stakeholders identified for the NAS Meridian JLUS included, but were not limited to:

- Local jurisdictions (Lauderdale County, City of Meridian, Town of Marion, and Kemper County);
- DOD officials (including OEA representatives) and military installation personnel;
- Local, regional, and state planning, regulatory, and land management agencies;
- Landholding and regulatory federal agencies;
- The public (including residents and landowners);

- Environmental advocacy organizations;
- Non-governmental organizations (NGOs); and
- Other special interest groups (including local educational institutions and school districts).

Policy Committee and Technical Working Group

The development of the NAS Meridian JLUS was guided by two committees made up of city, county, state and federal agencies, NAS Meridian personnel, resource agencies, and other stakeholders. The two committees were the Policy Committee (PC) and the Technical Working Group (TWG).

Policy Committee (PC). The PC consisted of elected officials from participating jurisdictions, NAS Meridian leadership, and representatives from other interested and affected agencies. The PC was responsible for the direction of the JLUS, preparation and approval of the study design, approval of policy recommendations, and approval of draft and final JLUS documents.

Technical Working Group (TWG). The TWG was responsible for identifying and studying technical issues, providing feedback on report development, and assisting in the development and evaluation of implementation strategies and tools. Membership included area planners, military base planners, business and development community representatives, and other subject matter experts as needed to assist in the development and evaluation of implementation strategies and tools. Items discussed by the TWG were brought before the PC for consideration and action.

Public Workshops

A series of public workshops were held throughout the development of the JLUS. These workshops provided an opportunity for the exchange of information with the greater community. Participants who attended the workshops assisted in identifying the issues to be addressed in the JLUS and provided input on the strategies proposed.

Each workshop included a traditional presentation and a facilitated exercise providing a “hands on,” interactive opportunity for the public to participate in the development of the study.

Public Outreach Materials JLUS Overview / Compatibility

Factors Fact Sheet. At the beginning of the JLUS project, a fact sheet was developed describing the JLUS program, objectives, methods for the public to provide input into the process; providing an overview of the 25 compatibility factors that would be analyzed throughout the project; and map of the proposed NAS Meridian JLUS Study Area. This fact sheet was made available at the public workshops for review by interested members of the public, as well as posted on the website for download.

Strategy Tools Brochure.

The Strategy Tools Brochure was prepared for the second public workshop. JLUS strategies constitute a variety of actions that local governments, military installations, agencies, and other stakeholders can take to promote compatible land use planning. This brochure provides an overview of the strategy types that could be applied to address compatibility issues around NAS Meridian’s assets.



Stay up-to-date on the NAS Meridian JLUS at www.meridianjlus.com

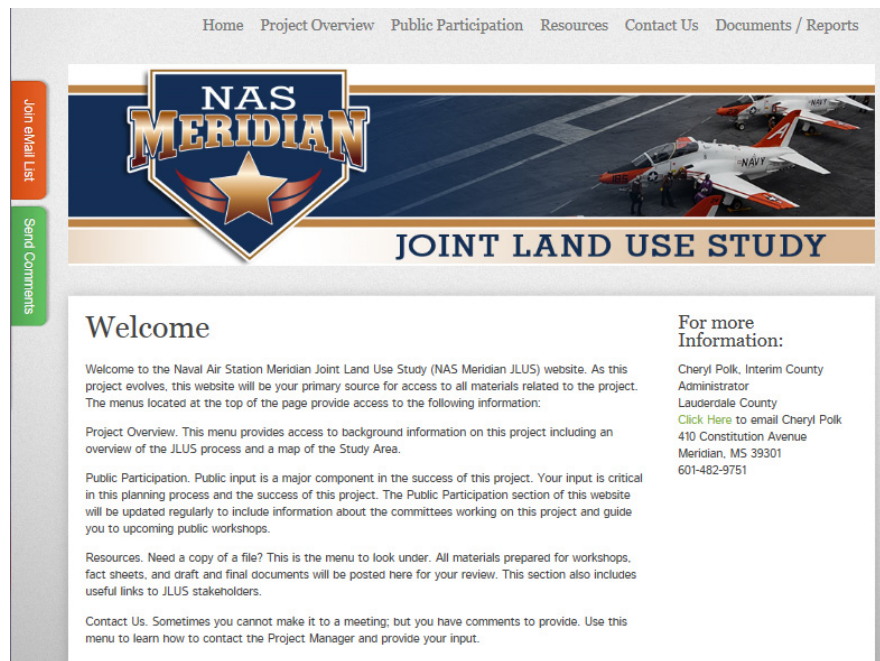
NAS Meridian JLUS Overview / Compatibility Factors Fact Sheet #1

NAS Meridian JLUS Website

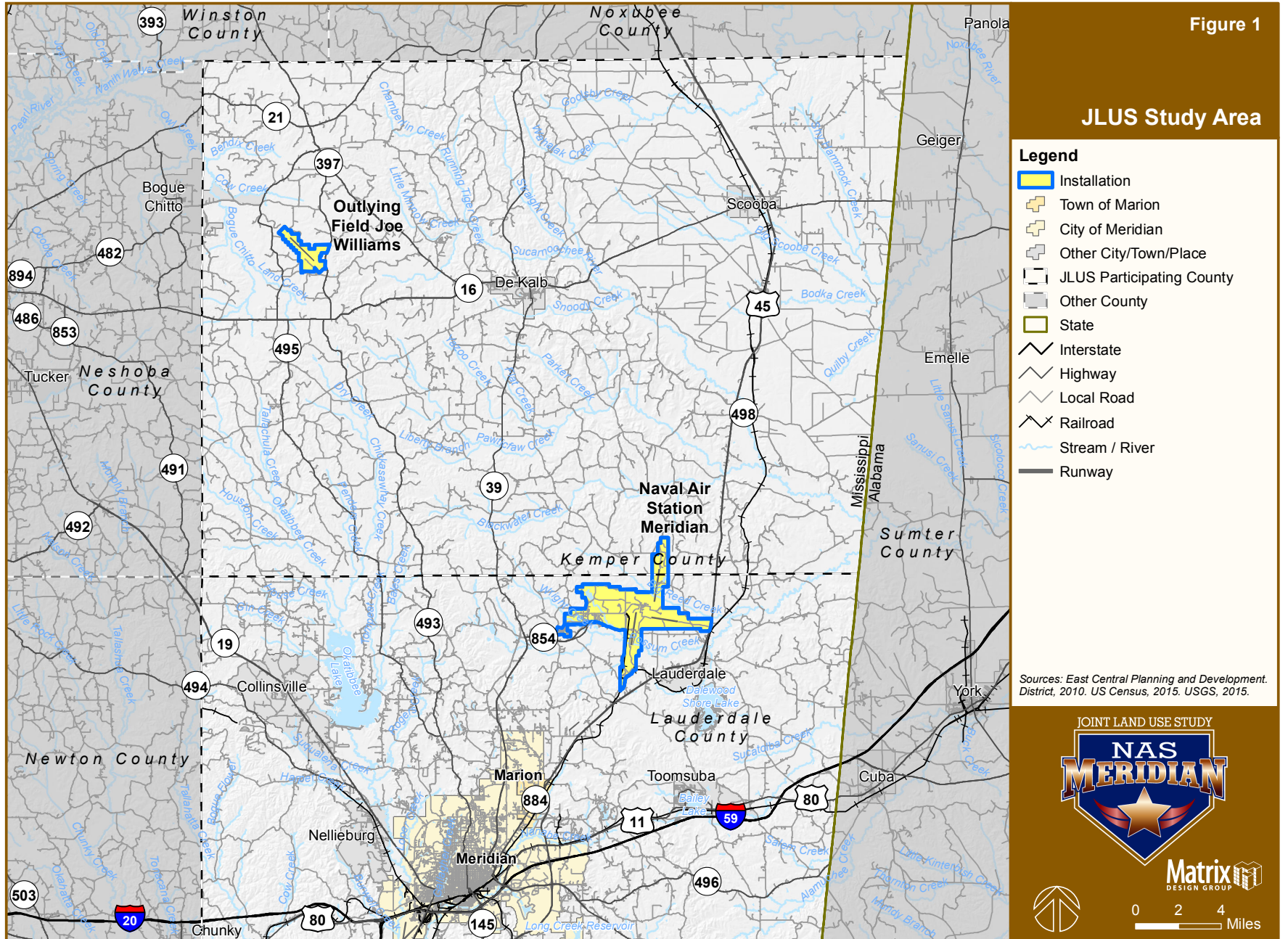
A project website was developed and maintained to provide stakeholders, the public, and media representatives with access to project information. This website was maintained for the entire duration of the project to ensure information was easily accessible. Information on the website included program points of contact, schedules, documents, maps, public meeting information, and comment and join email database tabs. The project website is located at www.meridianjlus.com.

JLUS Study Area

The NAS Meridian JLUS Study Area, as depicted on Figure 1, is designed to address all land near NAS Meridian and NOLF Joe Williams where community uses and activities may impact current or future military operations or where uses and activities may be impacted by military operations. Part of NAS Meridian extends from Lauderdale County into Kemper County, while NOLF Joe Williams is wholly within Kemper County.



NAS Meridian JLUS Website



Please see the next page.



Community Profiles **2**

The study area for the Naval Air Station (NAS) Meridian JLUS covers land in east central Mississippi and is focused on NAS Meridian and Naval Outlying Landing Field (NOLF) Joe Williams. The study area includes the communities of Lauderdale County, City of Meridian, Town of Marion, and Kemper County. An overview of the JLUS study area communities is provided to gain a better understanding of the activities outside the fence line and how those activities may impact mission operations.

Study Area Growth Trends

The following section provides population growth, housing, median home values, and economic growth trends for the JLUS Study Area. These trends illustrate the type of growth which has occurred in the region surrounding NSA Meridian and NOLF Joe Williams, what may be anticipated to occur in the future, and provide valuable insight of where potential incompatibilities between NAS Meridian and the surrounding communities may develop.

Population Trends and Projections

The population data used in the following tables is based on information obtained from the US Census Bureau. Population projections show the overall population trends in the JLUS Study Area, which informs future planning and infrastructure investments. Table 1 shows the population in 2000 and 2010 and the percent increase over the decade.

Table 1. Study Area Population from 2000 – 2010

| Jurisdiction | 2000 | 2010 | 2000-2010 Change |
|-------------------|-----------|-----------|------------------|
| Mississippi | 2,844,658 | 2,967,297 | 4.30% |
| Lauderdale County | 78,161 | 80,261 | 2.60% |
| City of Meridian | 39,968 | 41,148 | 2.90% |
| Town of Marion | 1,305 | 1,479 | 13.30% |
| Kemper County | 10,453 | 10,456 | 0.02% |

Source: US Census, 2000 and 2010,
<http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml#>

Population is relatively stable in the JLUS Study Area, with Lauderdale County and the City of Meridian increasing slightly at the same rate. The Town of Marion is one exception, which grew three times the rate as the State of Mississippi. Kemper County was the only jurisdiction that experienced a minimal increase in 10 years.

County population growth estimates were prepared by the Office of Policy Research and Planning Mississippi Institutions of Higher Learning. These projections are provided in Table 2 at five-year intervals through 2025.

Table 2. Study Area Population Projections from 2010 – 2025

| Jurisdiction | 2010 | 2015 | 2020 | 2025 | Percent Change (From 2010 to 2025) |
|-------------------|-----------|-----------|-----------|-----------|------------------------------------|
| Mississippi | 2,967,297 | 3,068,672 | 3,156,054 | 3,227,364 | 8.8% |
| Lauderdale County | 80,261 | 82,057 | 83,788 | 85,329 | 6.2% |
| Kemper County | 10,456 | 10,247 | 10,097 | 10,016 | -4.2% |

Sources: US Census, 2010; Office of Policy Research and Planning Mississippi Institutions of Higher Learning, Mississippi Population Projections, 2015, 2020, and 2025: February 2012

The population projections for Lauderdale County slightly increase during the 15-year timeframe and are similar to the rate of growth for the State of Mississippi during this time period. However, Kemper County is projected to lose approximately 440 people by 2025.

Population density is the amount of people per square mile who live within a defined geographic area. Population density trends indicate that the growth is decentralizing from the City of Meridian, moving north-northwest into Lauderdale County. The concentration of growth within Lauderdale County has mostly remained centralized. There has been steady growth moving northeast from the City of Meridian into the Town of Marion following the US Highway 45 Corridor near NAS Meridian. Additionally, there has been steady growth over the past 10 years along US Highway 11 and Interstate 59 towards the Mississippi-Alabama state line. While a majority of the area around NAS Meridian has a density of less than 100 people per square mile, the figures indicate increased steady growth towards the installation. This can have implications for the military mission including increased noise complaints and safety risks.

Economic Growth Trends

The historic economic engine of eastern Mississippi has been a combination of timber manufacturing and harvesting, government services not only in the federal sector through NAS Meridian but also local government services, and medical services. Timber manufacturing and harvesting, government services, and medical services continue to play a significant role in the regional economy today. NAS Meridian is a major employer, providing over \$430 million annually in economic benefit to the JLUS Study Area. While the geography and climate of eastern Mississippi is ideal for timber manufacturing and harvesting, the area has diversified and experienced a rise in healthcare and education services and retail trade.

Table 3 shows the local labor force for the JLUS Study Area jurisdictions between 2009 and 2013, based on Bureau of Labor and Statistics numbers, which defines the workforce as a person of 16 years of age or older in the civilian non-institutional population who worked last week. Unemployment was higher than the national unemployment rate during this period, with Kemper County having the highest unemployment rate in the JLUS Study Area.

Table 3. 2009-2013 Labor Force

| Jurisdiction | Labor Force | Armed Forces | Employed | Unemployed | Percent Unemployed |
|-------------------|-------------|--------------|-----------|------------|--------------------|
| Mississippi | 1,343,584 | 12,103 | 1,194,436 | 149,148 | 11.1% |
| Lauderdale County | 36,167 | 907 | 32,099 | 4,068 | 11.2% |
| City of Meridian | 18,330 | 146 | 15,803 | 2,527 | 13.8% |
| Town of Marion | 1,130 | 7 | 974 | 156 | 13.8% |
| Kemper County | 4,117 | 0 | 3,495 | 622 | 15.1% |

Source: Selected Economic Characteristics, American Community Survey 5-year Estimates, 2009-2013

Lauderdale County

The primary industries in Lauderdale County are education and healthcare, retail, and manufacturing. The education and healthcare industry comprise 29 percent of the county’s workforce.

Major employers in Lauderdale County include Rush Healthcare and Anderson Regional Health System and the Meridian Public School System. While local government services was not one of the top three industries by employment numbers, government services comprise over six percent of the county’s workforce. NAS Meridian employs 2,689 civilians and military personnel directly at the installation in various operational and support missions, generating 5,526 indirect jobs in total.

City of Meridian

The primary industries in the City of Meridian between the years 2009 and 2013 are educational services and healthcare; arts, entertainment, and recreation; retail trade; and manufacturing. Each of these industries employs over 1,000 employees. Education services and healthcare make up 31 percent, or a third of the city’s workforce. In addition, according to Mississippi State University Business School, Peavey Electronics Corporation is the largest private sector employer in the City of Meridian, employing approximately 1,200 persons.

Town of Marion

The primary industries in the Town of Marion are educational services and healthcare; retail trade; and arts, entertainment, and recreation, which make up approximately 56 percent of the workforce collectively.

Kemper County

The primary industries in Kemper County are educational services and healthcare; construction; manufacturing; arts, entertainment, and recreation; and other services excluding public services, which make up approximately 61 percent of the workforce collectively.

In summary, the largest employment industry in this region is educational services and healthcare, with JLUS Study Area jurisdictions employing at least a quarter of the workforce in this sector. While NAS Meridian employs over 2,689 people in this region, the private industries provide numerous jobs in this region creating a diverse regional economy.

Watersheds, Timberland, and Wetlands

The JLUS Study Area is characterized by low hills, low steep-sided ridges, and gently rolling lowlands and vast timberland, grasslands, and wetlands.

NAS Meridian is located within the Sucamoochee River watershed in the Tombigbee Basin in central and southern Mississippi and southwestern Alabama. There are several creeks that traverse the installation and provide the optimal environment for wetlands and other habitat. These creeks, including Ponta Creek, eventually run into Mobile Bay.

NOLF Joe Williams is located within the Bogue Chitto Creek watershed in the Upper Pearl Basin. Several creeks and tributaries run from NOLF Joe Williams including Cow and Land Creeks that terminate at the Pearl River.

These creeks and tributaries provide for a significant watershed area, which contributes to the environments of the rich timber, marshes, and wetlands that surround and are located within NAS Meridian and surround NOLF Joe Williams.

Source: NAS Meridian Integrated Natural Resource Management Plan Update, 2013

Current Development Overview

Land uses throughout the JLUS Study Area range from timber and forests, agriculture, to rural estate residential uses. The nearest city is Meridian approximately 15 miles southwest of NAS Meridian and roughly eight miles west of the Mississippi-Alabama border. The development proximate the installation includes pockets of development including residential estates and religious uses. However there are no plans for dense development around installation that would draw concern for increased land use encroachment.

NAS Meridian

The primary land uses surrounding NAS Meridian generally are characterized by forests and timberland, grasslands and wetlands, and pockets of isolated development including residential properties. Development surrounding NAS Meridian is characterized by the following:

North

The majority of the land uses north of NAS Meridian comprise timber and forests. There are agricultural and isolated pockets of rural residential estate properties located sporadically through the north of NAS Meridian including into Kemper County. Immediately to the north-northeast of Runway (19L / 01R) is a mobile home community located in the Accident Potential Zone II.

East

The majority of the land uses east of NAS Meridian are characterized by forest and timber, grasslands, and wetlands. There are sporadic agricultural and rural residential estate land uses, but they are southeast of NAS Meridian. The unincorporated Lauderdale Community hosts over 200 homes. Dalewood hosts over 700 homes, but is not a typical subdivision, many homes are second or vacation homes. Because of the low sewage volumes, Marion is able to pump sewage to use Dalewood's Treatment Plant's excess capacity. The main runs along US Route 45. Lauderdale businesses are seeking to hookup to the line. The sewage line may also promote development along US Route 45, a development corridor out of Meridian.

South

The majority of the land uses south of NAS Meridian comprise forests, grasslands and shrubs, and water bodies. Development has historically occurred to the north of Meridian along the Highway 39 and 45 corridors. Chip Pickering Drive now connects Highways 39 and 45 with development starting along the south end.

West

The majority of the land west of NAS Meridian is characterized by forest, timberland, and agricultural uses. Grasslands and wetlands, three churches, small subdivisions, and water bodies dot the western area outside the installation. Fred Clayton Road area follows the landing pattern for 1L leading to noise problems among the 40 homes.

NOLF Joe Williams

The primary land uses surrounding NOLF Joe Williams are generally characterized by forests and timberland, grasslands and wetlands, and few rural residential estate properties. Development surrounding NOLF Joe Williams is characterized by the following:

North

The northern area outside NOLF Joe Williams is characterized by forest and timberland, grasslands and shrubs, wetlands, pocket agricultural uses accompanied with rural residential estate properties, and a poultry farm located on Haggard Road. There are no major development plans for the northern area of NOLF Joe Williams. However, Kemper County is paving roads such as St. Johns, Moore, and Kemper Springs Roads, and with this infrastructure improvement it is likely more homes will follow. This could have impacts to the military mission.

East

The majority of the land uses east of NOLF Joe Williams comprises forest and timberland, grasslands and shrubs, wetlands, and pocket agricultural and rural residential land uses. Kemper County has purchased land at the intersection of Highways 16 and 397 for an industrial park and recreation. Kemper Lake to the east of Highway 397 has become the subject of recent development interest for high end homes.

South

The majority of the land uses south of NOLF Joe Williams are composed of forests and timberland, grasslands and shrubs, wetlands, and pockets of agricultural uses with associated residential uses, churches, and a substation. There are small developments along US Highway 16; however, there is no proposed or planned development in this area. The Kemper County Integrated Gasification Combined Cycle (IGCC) Plant is located approximately 19 miles northwest of NAS Meridian. Kemper IGCC is expected to develop a lignite coal mine over 40 square miles in extent between Highways 493 and 495. As that mine depopulates the area, some will be displaced north to the NOLF Joe Williams area. The over 300 permanent jobs may attract new residents.

West

The land uses west of NOLF Joe Williams include poultry farms, a trailer park on the end of Roebuck Road, churches, wetlands, grasslands and shrubs, and agricultural uses along with associated rural residential uses.

Generally, the land uses around NAS Meridian and NOLF Joe Williams are fairly compatible with the operations of the installation. There are rural residential uses dotted throughout the JLUS Study Area, and proximate to the military facilities. The low-density nature of development positively positions the community and military for potential future compatible land use planning.

Please see the next page.



Military Profile **3**

Naval Air Station (NAS) Meridian is located in Lauderdale County in east-central Mississippi. NAS Meridian and Naval Outlying Field (NOLF) Joe Williams are two geographically separate facilities. NAS Meridian is located in the northeast portion of Lauderdale County. NOLF Joe Williams is located in the northwestern portion of Kemper County.

Identifying and describing the various activities performed at the facilities and in the surrounding airspace provides valuable insight into the importance of NAS Meridian as a national strategic asset and as a part of the fabric of the surrounding communities. The purpose of providing this information is to enable stakeholders to make informed decisions about future development and economic growth within communities and institutions near NAS Meridian that could potentially impact the viability and future role of the installation.

NAS Meridian and NOLF Joe Williams Setting

NAS Meridian

NAS Meridian is predominantly located in the northeastern portion of Lauderdale County, with part of the north runway extending into southeastern Kemper County, in east central Mississippi. NAS Meridian occupies 9,970 acres of land and supports three runways: parallel runways 1L/19R and 1R/19L, and a third runway 10/28. The installation is approximately 10 miles west of the Mississippi-Alabama state border.

NOLF Joe Williams

NOLF Joe Williams occupies 1,255 acres of land and supports one northwest-southeast runway, Runway 14/32. NOLF Joe Williams is located approximately 18 miles northwest of NAS Meridian in Kemper County.

NAS Meridian Economic Benefit

The NAS Meridian economic impact within Kemper and Lauderdale counties is expressed in terms of direct, indirect, and induced impacts, as a result of Navy expenditures through local purchasing, procurement, and grants (the utilization of local goods and services); and through wages paid to and spent by Navy personnel and contractors. According to the University Research Center of Mississippi Institutions of Higher Learning, the installation provided a \$430 million contribution and 2,689 direct jobs with 5,526 total jobs generated into the local and regional economies in Fiscal Year 2015. This includes direct payroll, indirect jobs, and procurements for services.

Local Communities Working Together

NAS Meridian contributes to the local community through more than economics. In 2009, NAS Meridian was honored with two first place community service awards, the Personal Excellence Partnership Flagship and the Health, Safety, and Fitness Flagship. The Personal Excellence Partnership Flagship award was achieved through the efforts of 190 volunteers dedicating 1,407 hours of service to making a positive difference in Meridian and Lauderdale County schools, partnering with Big Brothers and Big Sisters organizations, and assisting area Navy Junior Reserve Officers Training Corps (NJROTC) groups.

The Health, Safety, and Fitness award involved approximately 200 military and civilian volunteers providing 2,224 hours to assist area Special Olympics, local youth soccer groups, local Boy Scouts, and NJROTC groups in the surrounding counties. Volunteers focused on promoting physical fitness and healthy lifestyles within the community.

NAS Meridian and its tenants are active in the community and provide support for organizations including: Special Olympics, Boy Scouts, Girl Scouts, and Habitat for Humanity. Several commands are also active in the state's Adopt-A-Highway program.

Military Strategic Importance

NAS Meridian is not only important to the local communities through its economic benefit, but also for the superior educational and leadership assets provided by the NAS Meridian mission components. NAS Meridian is home to the Naval Technical Training Center (NTTC), which is under the command of the Naval Education and Training Command. The NTTC Meridian is the Navy's primary training facility for enlisted Administrative and Supply Class "A" schools, which provide the necessary training to enlisted sailors for the jobs they will perform within the US Navy. NAS Meridian supports over 24 tenants, which provide aviation and technical training to the US Navy, US Marine Corps, and international naval aviators and sailors. NTTC provides the technical training.

Due to its physical location within the US, the installation also serves as a place of refuge for military aircraft during extreme weather conditions occurring in the southeastern portion of the country. The installation is close to east coast bases and carriers with more than ample airspace inland from salt water corrosion, hurricanes, and competing coastal development. In addition, NAS Meridian has an outlying field and Target Range to provide capacity for increased capabilities. The area is generally a safe, welcoming community with schools, housing, and amenities. The installation is located

next to Interstate 20 / Interstate 59 for Federal Emergency Management Agency support for hurricanes and earthquakes.

Military Operations

Mission

The NAS Meridian primary mission is to support U.S. Navy and U.S. Marine Corps war fighters through aviation and technical training support by providing timely, quality services and facilities in an environmentally safe and secure community. The installation is responsible for providing basic facility services, business and administrative functions, housing, and quality of life amenities in support of the mission. The mission is accomplished through the activities and operations of several tenants and units hosted at the installation. NAS Meridian is home to the following tenants and units:

- Training Air One
- Training Squadron Seven
- Training Squadron Nine
- Naval Technical Training Center
- Marine Aviation Training Support Squadron One
- Navy Operational Support Center Meridian
- Regional Counterdrug Training Academy

NAS Meridian and NOLF Joe Williams Mission Footprint

Mission activities conducted on and around NAS Meridian and NOLF Joe Williams can generate impacts on, or be subject to impacts from, surrounding communities. Examples of potential mission impacts on surrounding communities include noise and vibration from overflight and the risk of an aircraft accident. Conversely, the military mission is susceptible to

hazards and other incompatibilities created by certain types of civilian development or activities, such as obstructions to airspace or location of noise sensitive land uses in high noise zones. Understanding the overlapping spatial patterns of these compatibility zones, or “mission footprint,” is essential for promoting compatible and informed land use decisions, and developing the recommended strategies presented in Chapter 6 of the JLUS Report.

There are several elements that make up the mission footprint that extend outside the boundaries of NAS Meridian and NOLF Joe Williams. These essential elements play a key role in the installation’s viability for sustaining current and future mission operations. These elements are listed below and described in more detail on the following pages.

Relevant Footprint Elements

- Accident Potential Zones
- Aircraft Noise Contours
- Airfield Approach and Departure Flight Tracks
- Part 77 Vertical Obstruction Compliance
- Imaginary Surfaces
- Airspace
- Restricted Airspace
- Military Operating Areas
- Military Training Routes
- Bird / Wildlife Aircraft Strike Hazard (BASH) Relevancy Area
- Small Arms Range Surface Danger Zone
- Explosive Quantity Distance Arcs

Accident Potential Zones

Accident Potential Zones (APZs) are developed per Navy regulations to assist military and community planners in planning land uses that are compatible with airfield operations, thereby protecting health and safety. For a complete technical explanation of the APZs, see Chapter 3, Military Profile of the Background Report. These safety zones for NAS Meridian and NOLF Joe Williams are illustrated on Figures 2 and 3, respectively.

There are typically three safety zones that extend from the ends of runways: Clear Zone (CZ), APZ I, and APZ II. The CZ begins at each end of the runway and measures 1,500 feet wide beginning at the end of the runway and flaring to a width of 2,284 feet at the 3,000 foot length. It is recommended that no development occur in the CZs unless it is a use that is needed for the safe operation of aircraft. All CZs are located within the installation boundaries except for an acre at the NOLF Joe Williams CZ.

The APZ I is an area beginning at the end of each CZ at a width of 3,000 feet and a length of 5,000 feet. APZ I may be a rectangle or curved to account for the shape of the primary flight track.

The APZ II is an area that begins at the end of each APZ I and measures 3,000 feet wide by 7,000 feet long. Like APZ I, APZ II may be rectangular or curved to account for the shape of the primary flight track. As aircraft move further away from the ends of the runway, the risk of accidents are reduced, allowing for some low-density / intensity development.

Aircraft Noise Contours

Aircraft noise is produced from flight operations (overflight, take-offs, landings, touch-and-go operations) and engine maintenance run-ups. The Navy considers how its operations impact the local community by calculating an average-weighted noise level measured as a day-night average A-weighted sound level (DNL). The NAS Meridian Air Installations Compatible Use Zones (AICUZ) study uses the DOD NOISEMAP program to develop noise contours indicating noise exposure levels from aircraft operations.

Figure 2

**Airfield Safety Zones
NAS Meridian**

- Legend**
- Airfield Safety Zones**
- Clear Zone
 - APZ-I
 - APZ-II
 - Installation
 - Other City/Town/Place
 - JLUS Participating County
 - Highway
 - Local Road
 - Railroad
 - Water Body
 - Wetlands
 - Stream / River
 - Runway

Sources: East Central Planning and Development District, 2010. US Census, 2015. USGS, 2015.



0 1/2 1 Miles

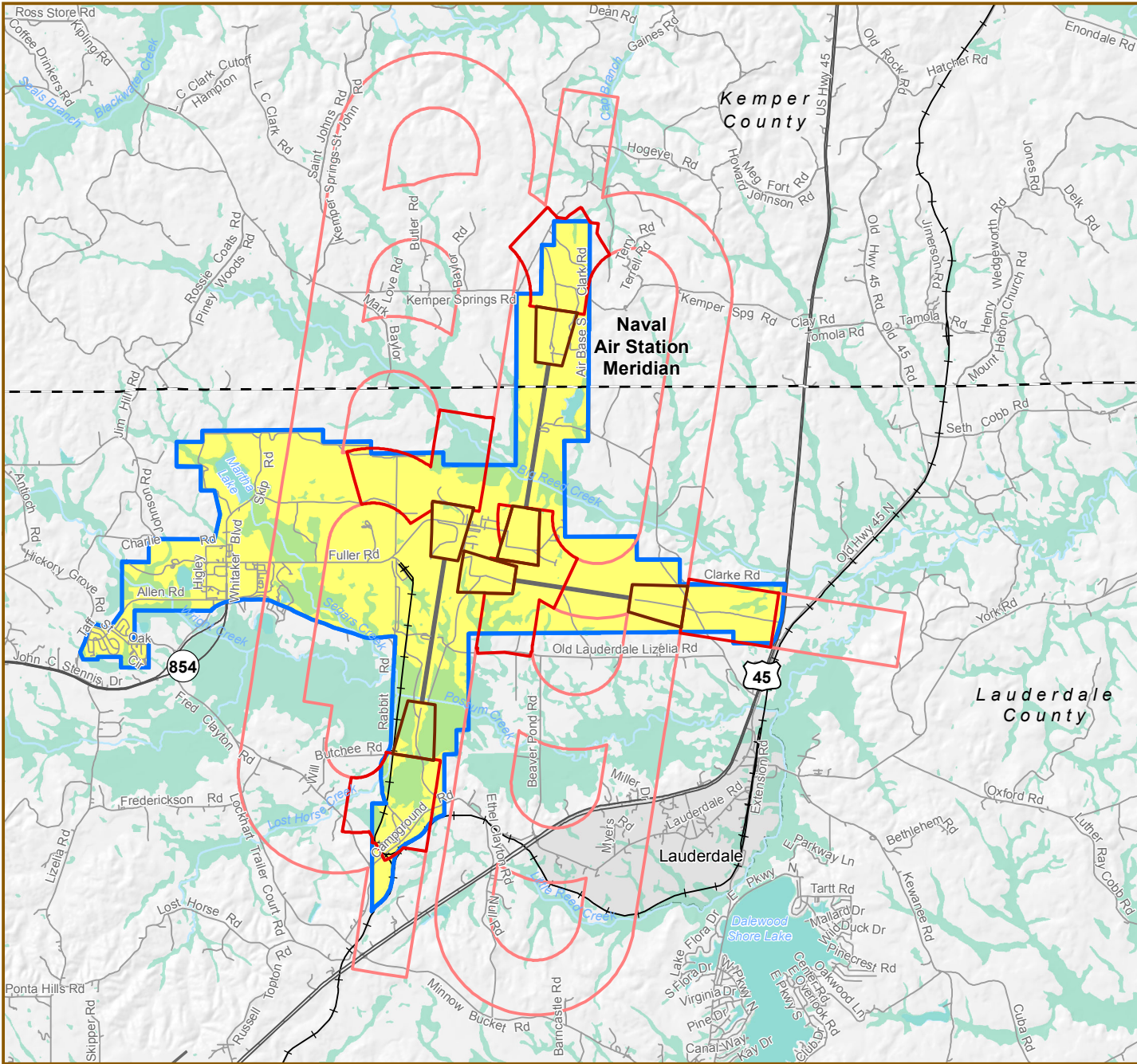





Figure 3









**Airfield Safety Zones
NOLF Joe Williams**

Legend

Airfield Safety Zones

-  Clear Zone
-  APZ I
-  APZ II

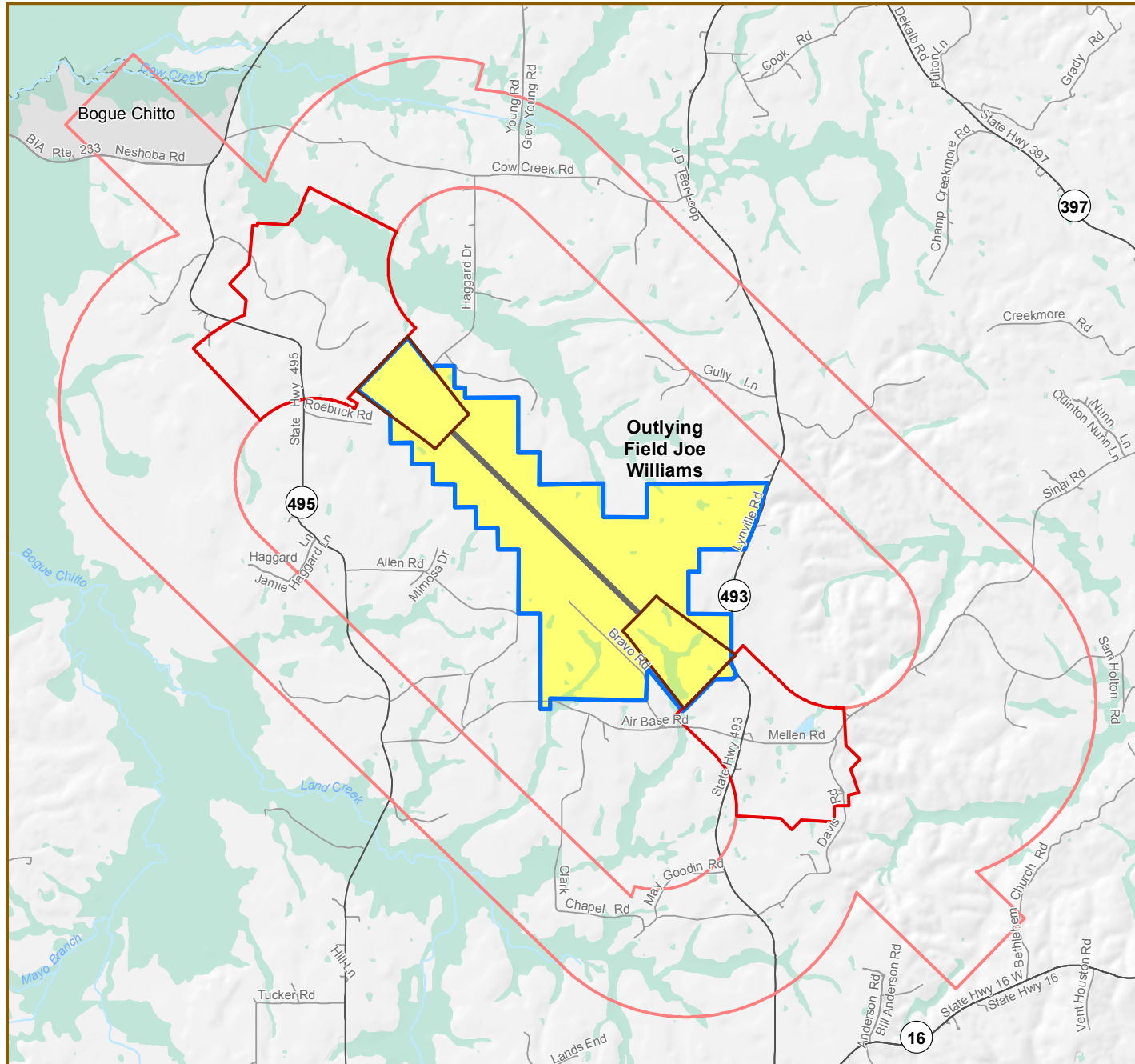
Installation

-  Installation
-  Census Designated Place
-  JLUS Participating County
-  Highway
-  Water Body
-  Wetlands
-  Stream / River
-  Runway

Sources: East Central Planning and Development District, 2010. US Census, 2015. USGS, 2015.



0 1/4 1/2 Miles



The contour lines developed in the model range from 65 decibel (dB) DNL to 80 dB DNL and increase in increments of 5 dB. The 80 dB DNL is the “loudest” contour line computed, and the 65 dB DNL is the “quietest”. The DNL measure has been determined to be a reliable measure of community sensitivity to aircraft noise and has become a standard metric used to map aircraft noise impacts. These noise contours are typically generated during the AICUZ study process. NAS Meridian’s AICUZ was updated in 2012 to reflect a change in aircraft equipment and mission operations. The 2012 noise contours are depicted on Figures 4 and 5.

Airfield Approach and Departure Flight Tracks

Flight tracks are developed to provide guidance on the average area of standard operations that may occur at and around the airfield, and are associated with routes that aircraft follow when performing NAS Meridian operations or when travelling between airfields or military operating areas (MOAs). These are created using information gathered from air traffic controllers, pilots, and other sources. When flight tracks are developed they attempt to avoid urban development as much as possible to reduce impacts and risk to the general public and commercial or general aviation activities. Safety of operations is paramount in the design of these tracks. NAS Meridian has three runways, two parallel 01L/19R and 01R/19L, and one cross-wind runway 10/28, while NOLF Joe Williams has one runway, Runway 14/32, for conducting training operations. Tracks and separate approach and departure runways help to separate aircraft traveling different directions.

Figure 6 illustrates the primary arrival, departure, and closed pattern flight tracks for NAS Meridian. Figure 7 illustrates the primary arrival, departure, and closed pattern flight tracks for NOLF Joe Williams. Figure 8 illustrates the intra-facility flight tracks used by aircraft at NAS Meridian and NOLF Joe Williams. Other flight tracks may also be used depending on variables such as weather or mission.

Part 77 Vertical Obstruction Compliance

Federal Aviation Administration (FAA) Regulation Title 14 Part 77, commonly known as Part 77, provides the basis for evaluation of vertical obstruction compatibility. This regulation provides information to evaluate the potential for a vertical obstruction based on the elevation of the airfield, the height and resulting elevation of the new structure or facility, and the location of the structure or facility relative to the airfield in question. This regulation determines compatibility based on the height of proposed structures or natural features relative to their distance from a runway.

As of January 29, 2013, the main focus of Part 77.17 is to establish standards to determine obstructions within navigable airspace, typically within a certain distance from an airport or airfield. It defines an obstruction to air navigation as an object that is of greater height than any of several measures. A key reference used for compatibility planning is the following:

A height that is 200 feet above ground level (AGL) or above the established airport elevation, whichever is higher, and within three nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length is considered a vertical obstruction. This height increases in the proportion of 100 feet for each additional nautical mile of distance from the airport up to a maximum of 499 feet.

Figures 9 and 10 provide an illustration of this measure of vertical obstruction for NAS Meridian and NOLF Joe Williams, respectively. Note that this is in addition to, not a replacement of, imaginary surfaces discussed later in this section.

Figure 4

Noise Contours
NAS Meridian

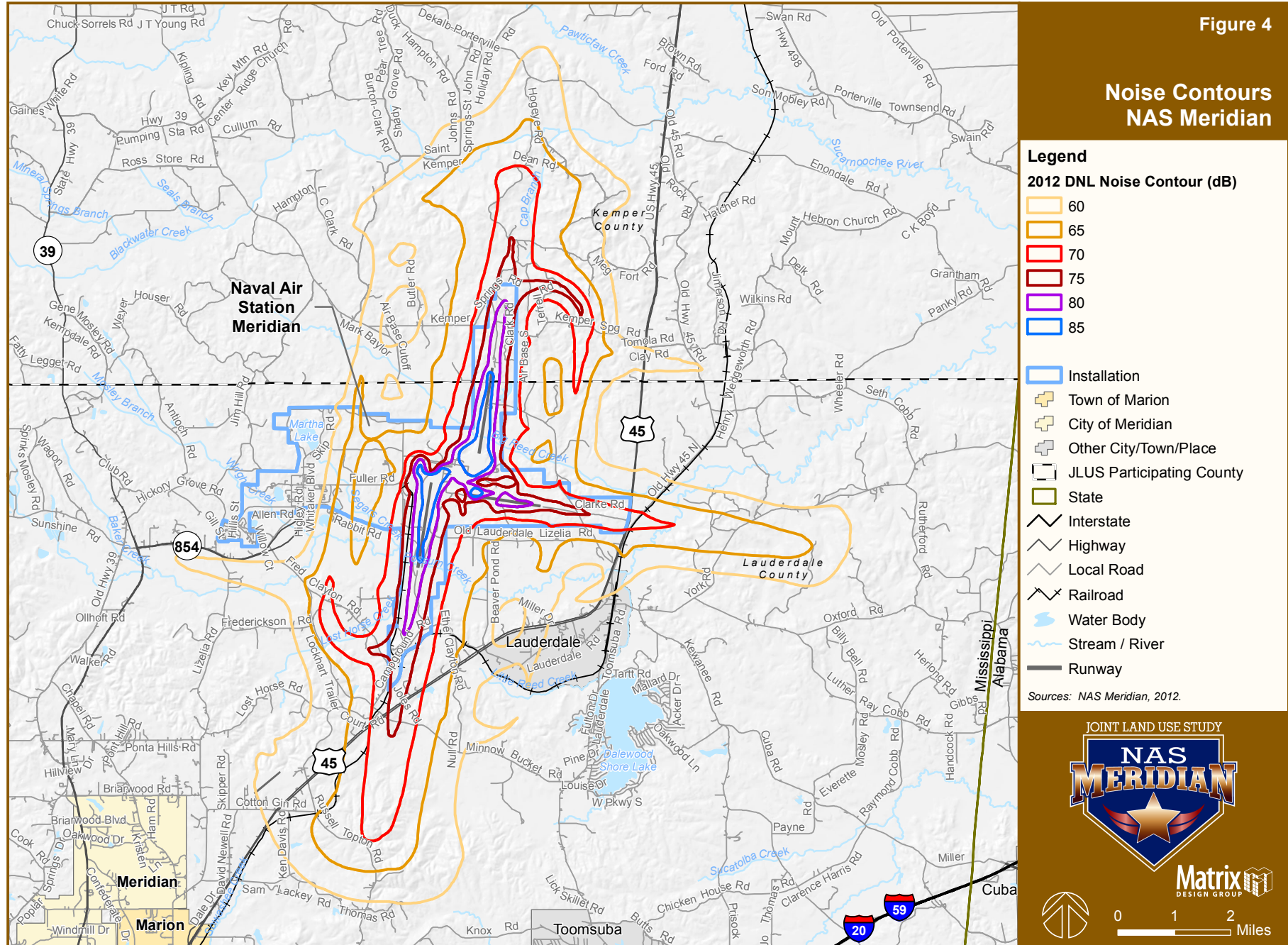


Figure 5

Noise Contours
NOLF Joe Williams

Legend

2012 DNL Noise Contour (dB)

- 60
- 65
- 70
- 75
- 80
- 85

Installation

Other City/Town/Place

JLUS Participating County

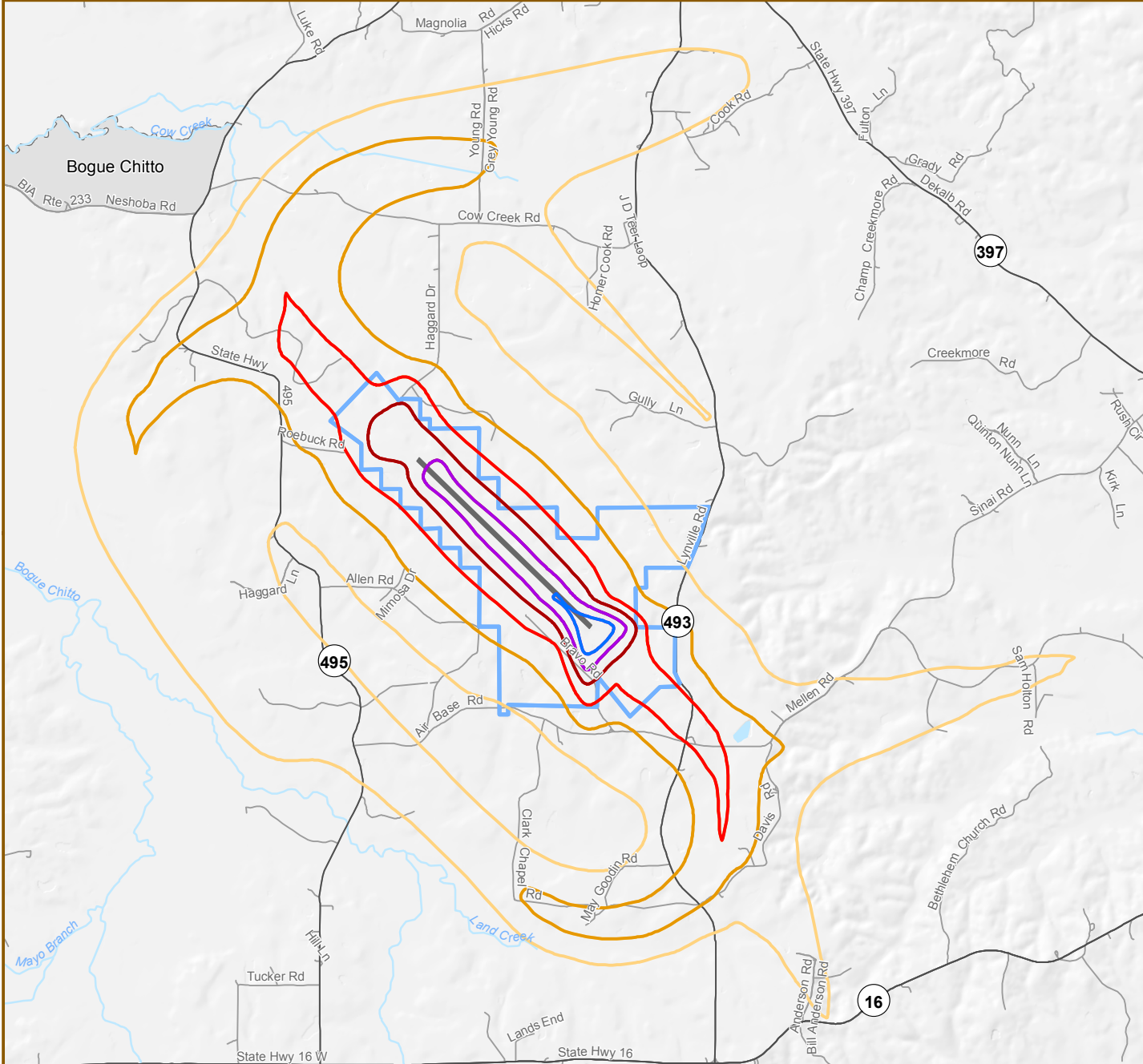
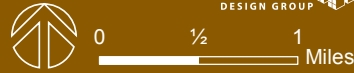
Highway

Water Body

Stream / River

Runway

Sources: NAS Meridian, 2012.



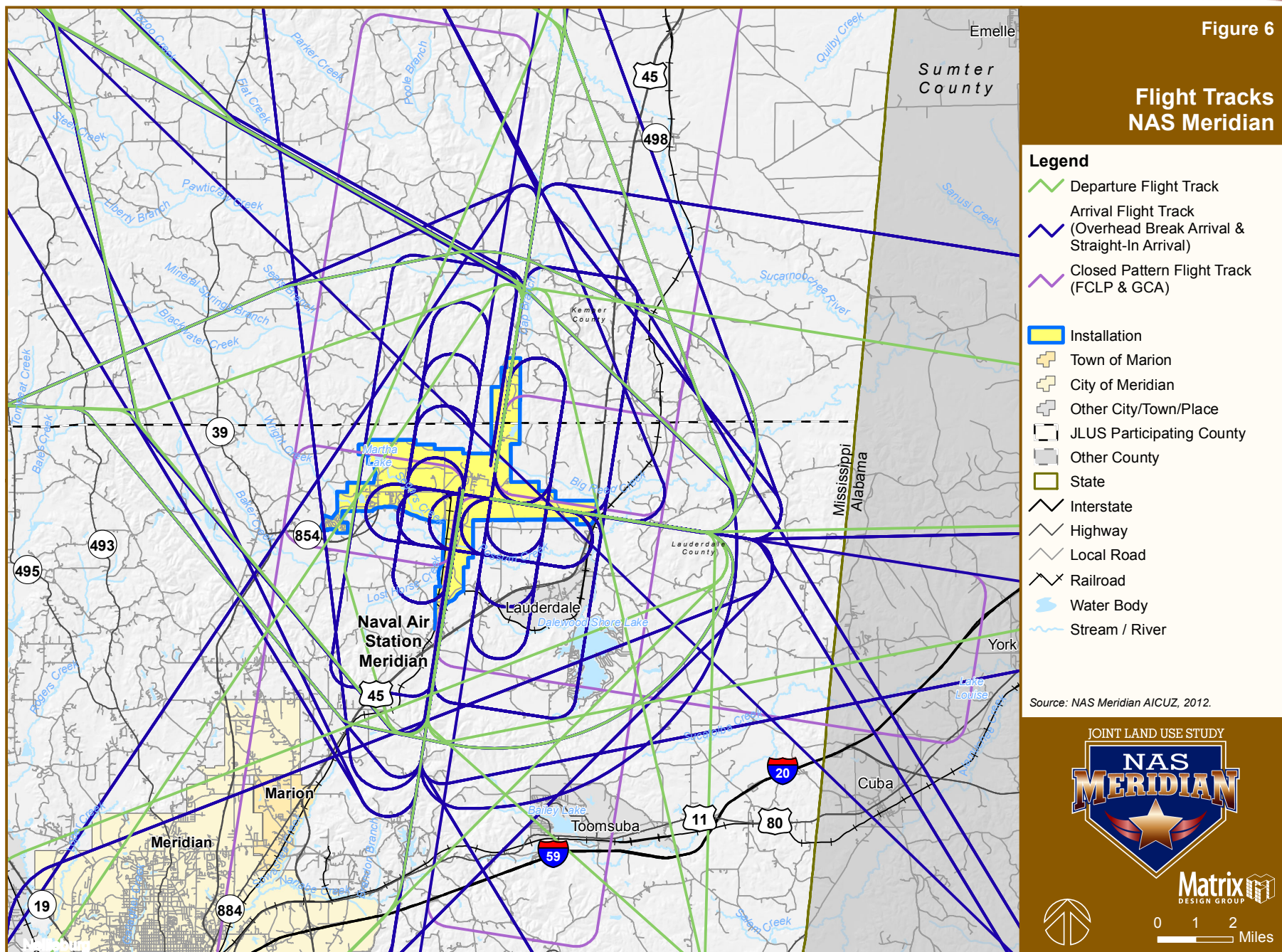


Figure 7

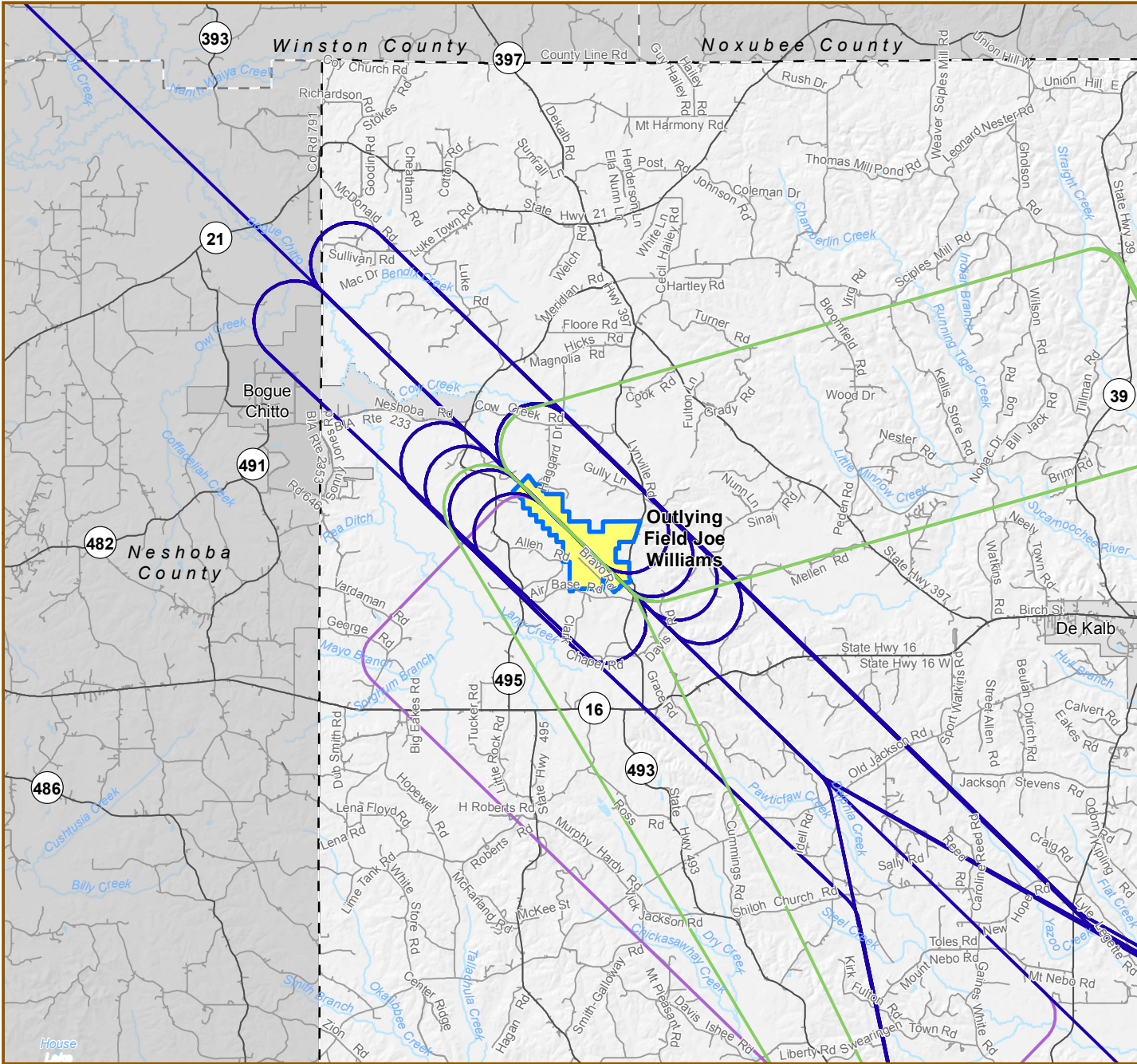
Flight Tracks NOLF Joe Williams

- Legend**
- Departure Flight Track
 - Arrival Flight Track (Overhead Break Arrival & Straight-In Arrival)
 - Closed Pattern Flight Track (FCLP & GCA)
 - Installation
 - Other City/Town/Place
 - JLUS Participating County
 - Other County
 - State
 - Highway
 - Water Body
 - Stream / River
 - Runway

Source: NAS Meridian AICUZ, 2012.



0 1 2 Miles



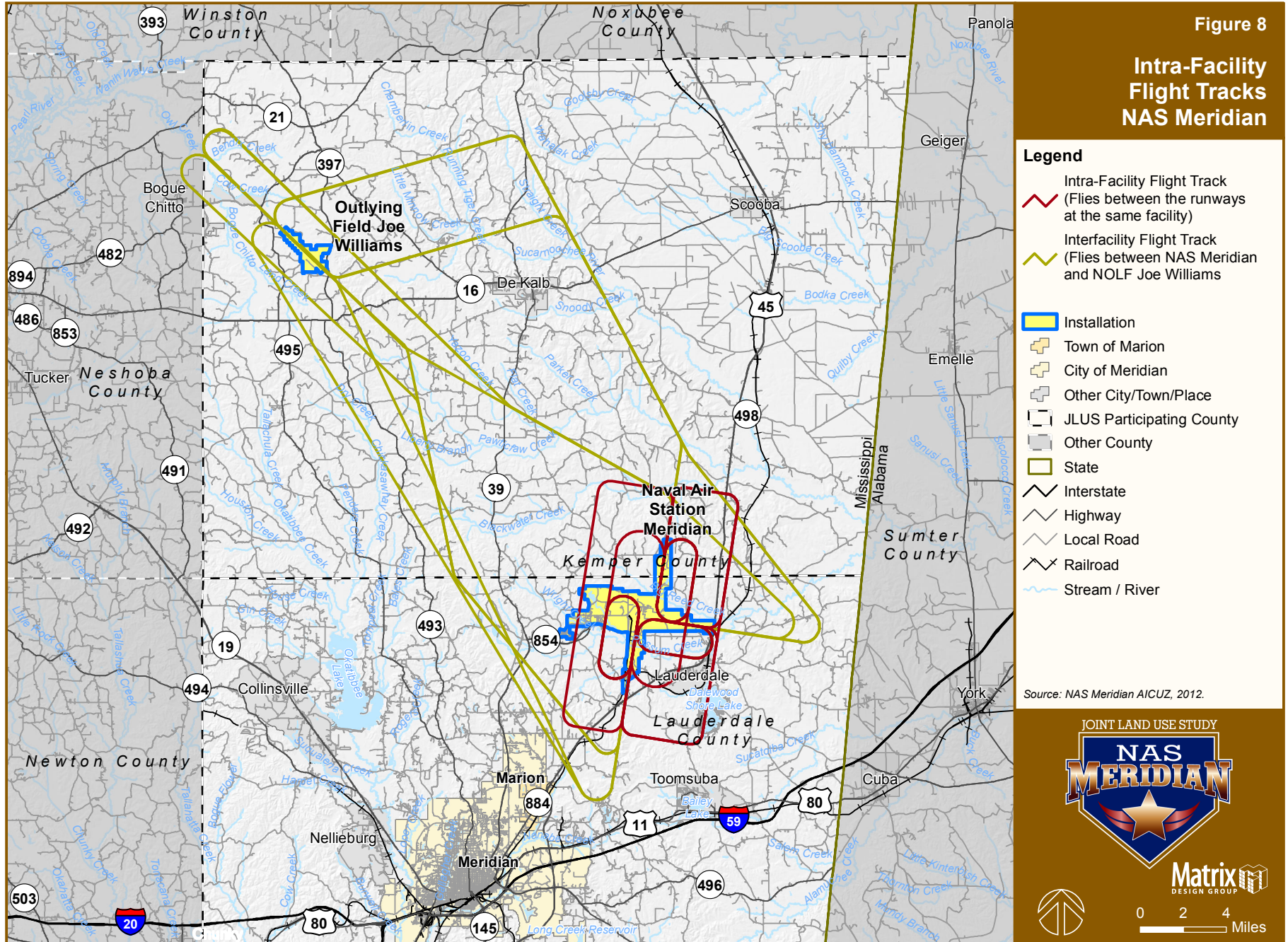


Figure 9

FAA Part 77
NAS Meridian

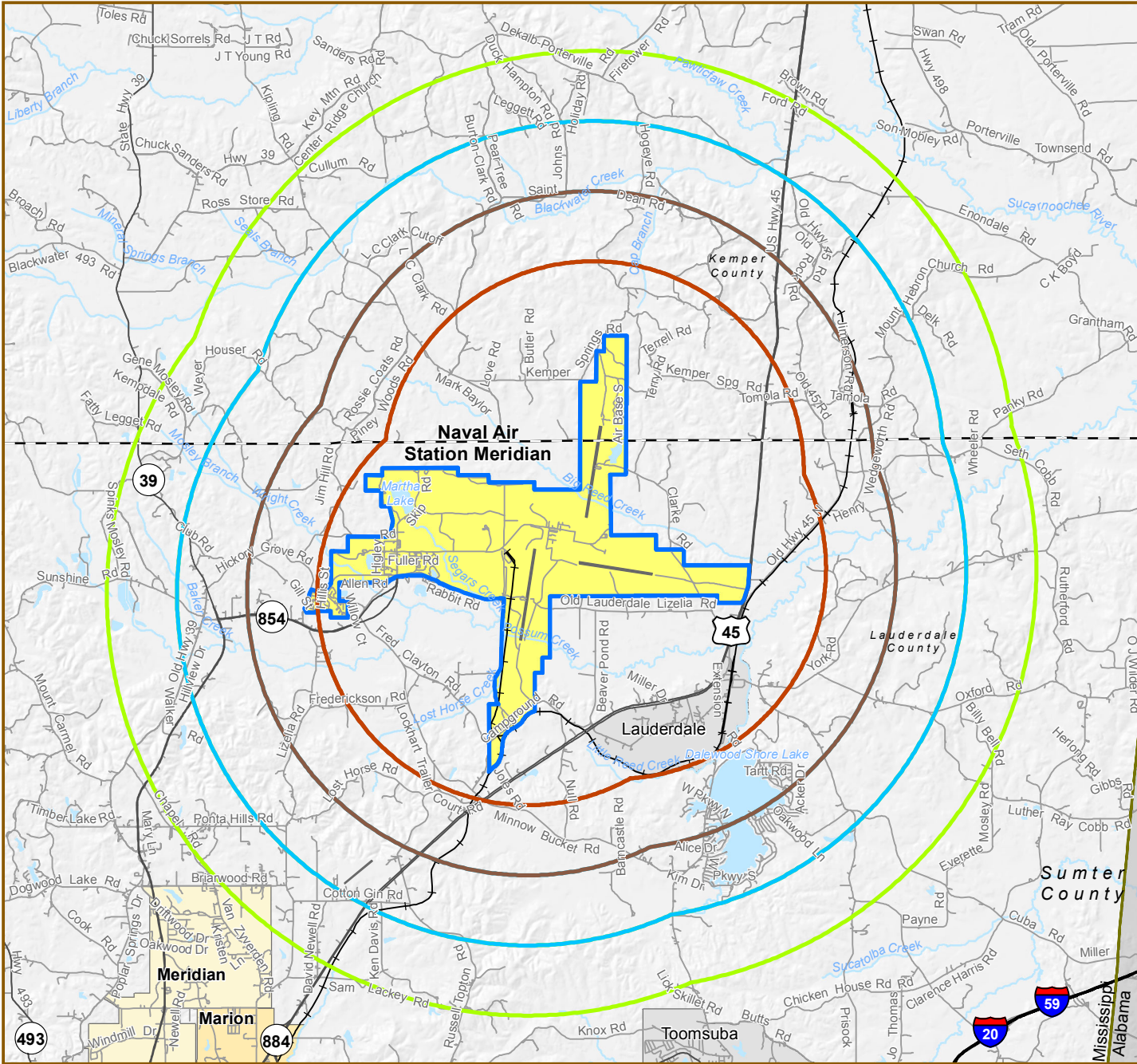
Legend

- Up to 200' @ 3NM
- Up to 300' @ 4NM
- Up to 400' @ 5NM
- Up to 500' @ 6NM
- Installation
- Town of Marion
- City of Meridian
- Other City/Town/Place
- JLUS Participating County
- Other County
- State
- Interstate
- Highway
- Local Road
- Railroad
- Water Body
- Stream / River
- Runway

Source: Matrix Design Group, 2016.



0 1 2 Miles



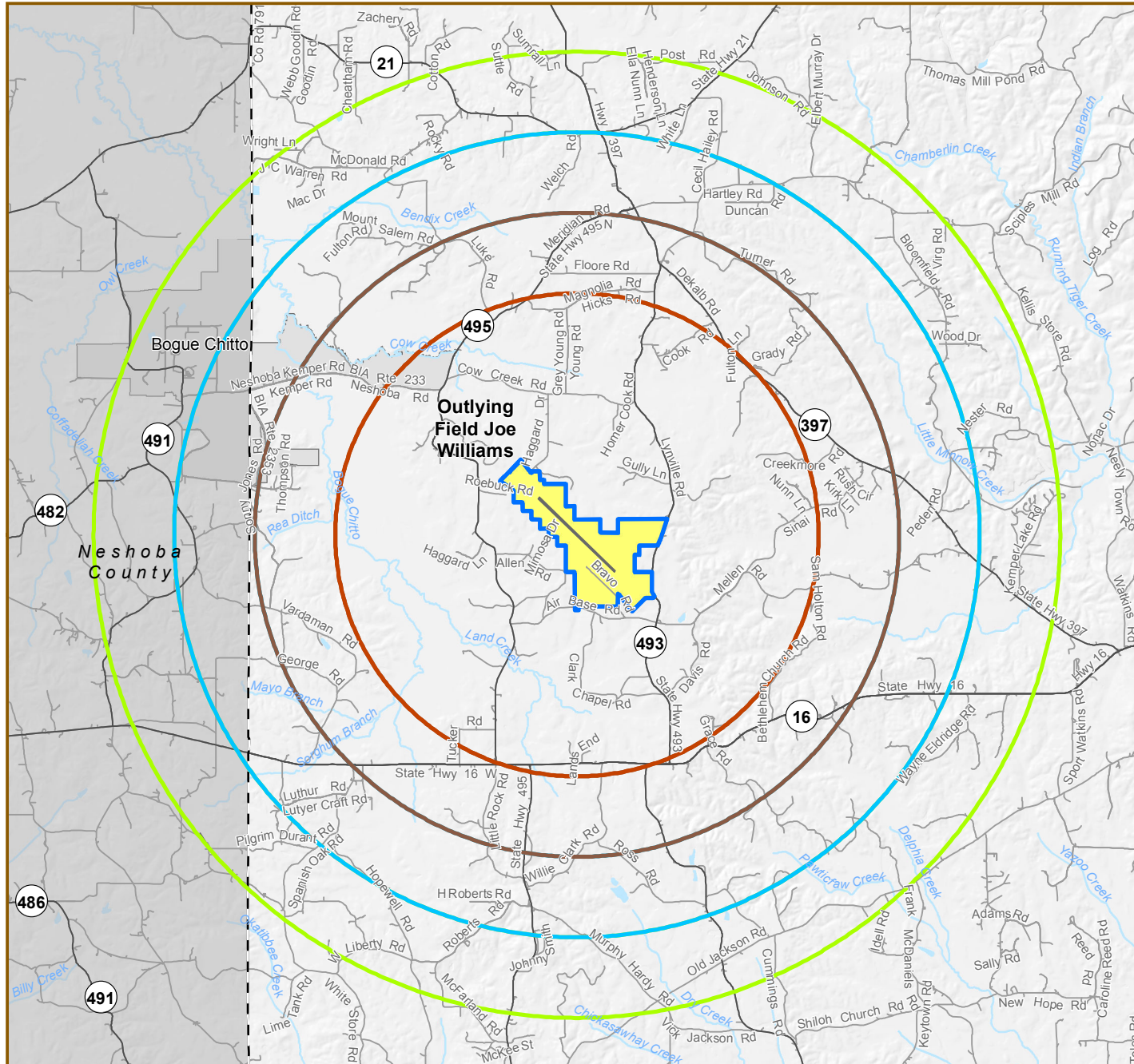


Figure 10

FAA Part 77
NOLF Joe Williams

Legend

- Up to 200' @ 3NM
- Up to 300' @ 4NM
- Up to 400' @ 5NM
- Up to 500' @ 6NM
- Installation
- Other City/Town/Place
- JLUS Participating County
- Other County
- State
- Highway
- Water Body
- Stream / River
- Runway

Source: Matrix Design Group, 2016.



Imaginary Surfaces

Federal Aviation Regulation, Part 77 specifies a series of imaginary height surfaces surrounding military and civilian airports. The imaginary surfaces of an active runway are used to define the required airspace that must remain free of vertical obstructions in the vicinity of aviation operations to ensure safe flight operations. Structures on the ground should not exceed these heights to protect the navigable airspace associated with the airfield, the safety of pilots and people, and the land uses on the ground. This is especially important in the clear zone and the approach-departure surfaces.

Runways at NAS Meridian and at NOLF Joe Williams are all classified as Class B runways and their relative imaginary surfaces are shown on Figures 11 and 12. Figure 13 illustrates a design consideration for NAS Meridian if at some point in the future a fourth runway is funded. This is provided in the report to make stakeholders aware and potentially preserve and protect the impact areas of a fourth runway as a proactive approach.

Airspace

Both NAS Meridian and NOLF Joe Williams are located within Class D airspace. This airspace classification requires an operational control tower and that two-way communication be established prior to entry. All visual flight rules (VFR) and instrument flight rules (IFR) arrivals are required to contact Meridian Approach prior to utilizing radar services or entering NAS Meridian's airspace, as NAS Meridian is a tower controlled airfield with control over the installation's surrounding airspace. NAS Meridian's Class D airspace extends out five nautical miles (NM) from the airfield and upward to 2,500 feet AGL. The Class D airspace associated with each airfield is surrounded by Class E airspace, with the majority of the Class E designation applicable from 700 feet to 18,000 feet mean sea level (MSL), though there is a small area of the Class E airspace northwest of Key Field, which is controlled down to surface or ground level. For more detailed information about the airspace, see Chapter 3, Military Profile in the Background Report. Figure 14 shows the Class D and Class E airspaces as described above.

Military Operating Areas

In addition to practice landings at NOLF Joe Williams, McCain Field, and Key Field, student naval aviators utilize special use airspace over Mississippi and Alabama for training, specifically five military operating areas (MOAs). The MOAs have defined vertical and lateral limits (8,000 feet above ground level) to separate military training activities from IFR traffic. There is only one MOA that traverses the JLUS Study Area, Meridian 1 West, in the northwestern portion of Kemper County. The remaining three MOAs are not part of this JLUS; however, they are included in this report for the purposes of providing a comprehensive military mission operational footprint.

Military Training Routes

Military Training Routes (MTRs) were developed through a joint program between the FAA and the DOD in order to establish areas for the military to conduct special military training and operations including high speed, low altitude training. MTRs are typically established at altitudes under 1,500 feet AGL for visual route and above 1,500 feet AGL for instrument route, and accommodate aircraft speeds over 250 knots. There are five MTRs for NAS Meridian in the JLUS Study Area. Figure 15 illustrates the MTRs in the JLUS Study Area. The MTRs are divided into segments assigned with varying altitudes to account for training continuity when considering terrain both climbing and descending.

Figure 11

Imaginary Surfaces
NAS Meridian

Legend

Airfield Imaginary Surface

- Clear Zone Surface
- Approach-Departure Clearance Surface (50:1 Slope Ratio)
- Approach-Departure Clearance Surface (Horizontal)
- Inner Horizontal Surface (150' Elevation)
- Conical Surface (20:1 Slope Ratio)
- Outer Horizontal Surface (500' Elevation)
- Transitional Surface (7:1 Slope Ratio)
- Installation
- Town of Marion
- City of Meridian
- Other City/Town/Place
- JLUS Participating County
- Other County
- State
- Interstate
- Highway
- Local Road
- Railroad
- Water Body
- Stream / River
- Runway

Source: NAS Meridian.

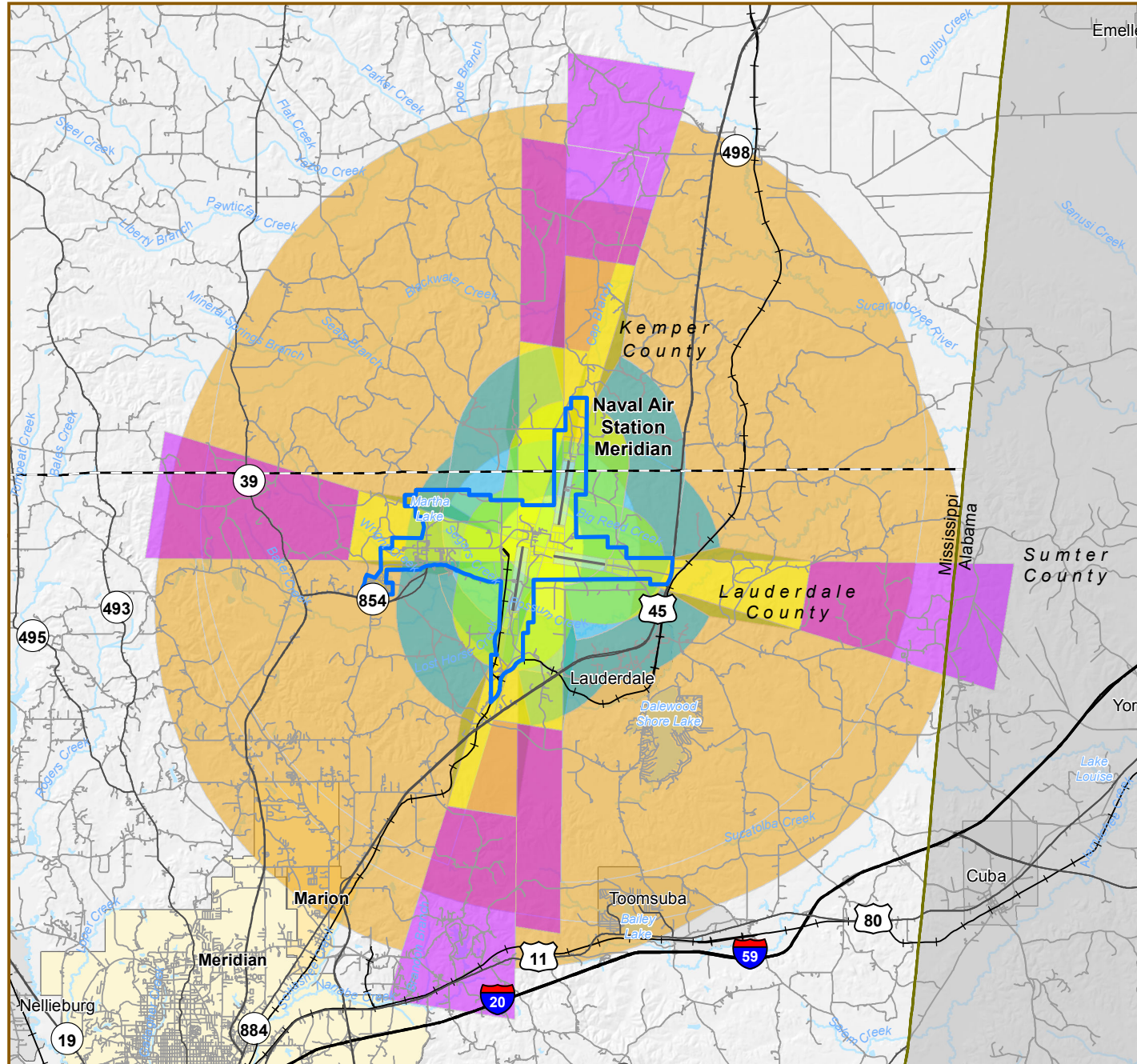


Figure 12

Imaginary Surfaces
NOLF Joe Williams

Legend

Airfield Imaginary Surface

- Clear Zone Surface
- Approach-Departure Clearance Surface (50:1 Slope Ratio)
- Approach-Departure Clearance Surface (Horizontal)
- Inner Horizontal Surface (150' Elevation)
- Conical Surface (20:1 Slope Ratio)
- Outer Horizontal Surface (500' Elevation)
- Transitional Surface (7:1 Slope Ratio)
- Installation

City/Town/Place

JLUS Participating County

Other County

State

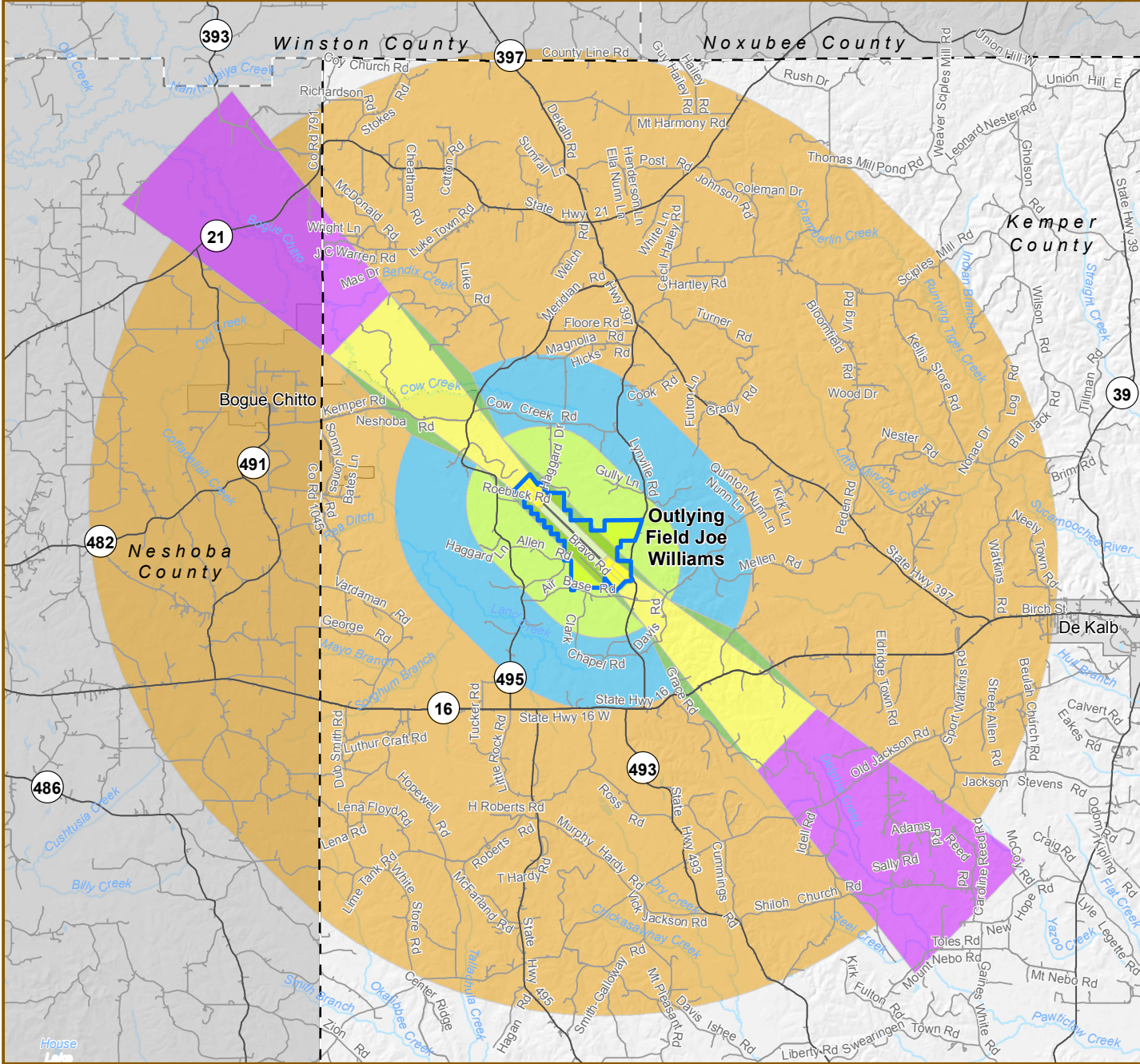
Highway

Water Body

Stream / River

Runway

Source: NAS Meridian.



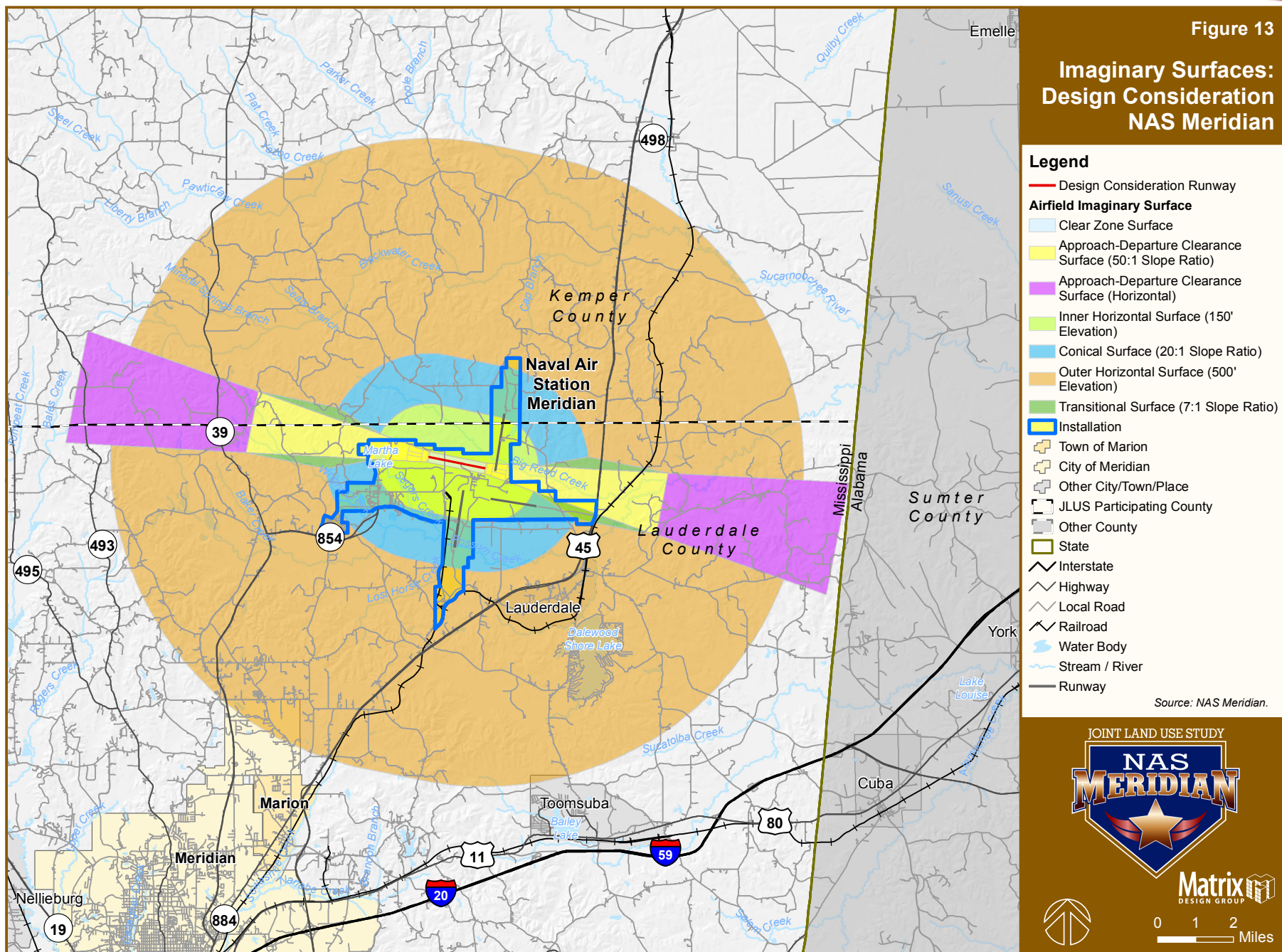


Figure 13

**Imaginary Surfaces:
Design Consideration
NAS Meridian**

Legend

- Design Consideration Runway
- Airfield Imaginary Surface**
 - Clear Zone Surface
 - Approach-Departure Clearance Surface (50:1 Slope Ratio)
 - Approach-Departure Clearance Surface (Horizontal)
 - Inner Horizontal Surface (150' Elevation)
 - Conical Surface (20:1 Slope Ratio)
 - Outer Horizontal Surface (500' Elevation)
 - Transitional Surface (7:1 Slope Ratio)
- Installation
 - Town of Marion
 - City of Meridian
 - Other City/Town/Place
 - JLUS Participating County
 - Other County
 - State
- Interstate
- Highway
- Local Road
- Railroad
- Water Body
- Stream / River
- Runway


















Source: NAS Meridian.



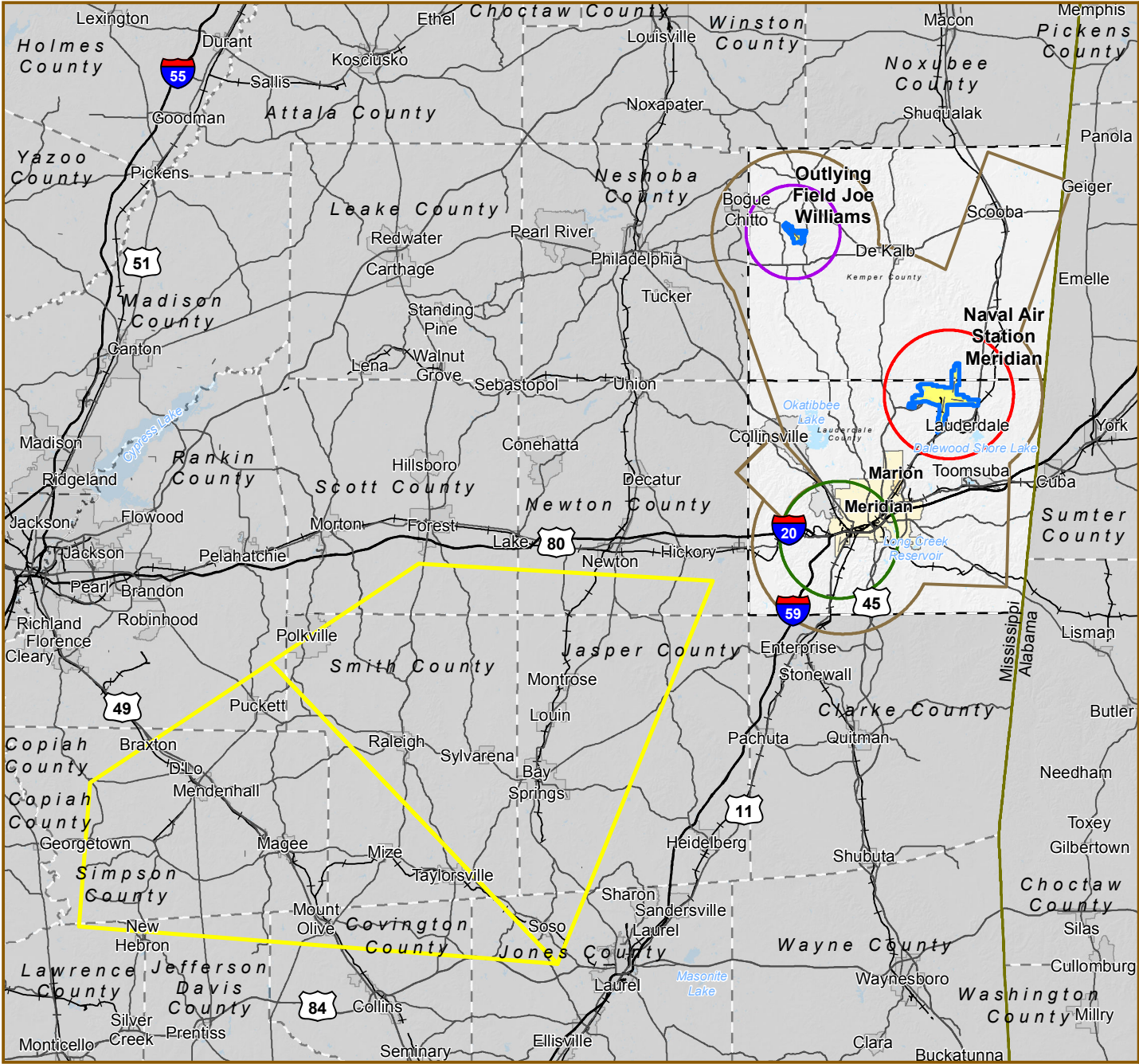
Figure 14

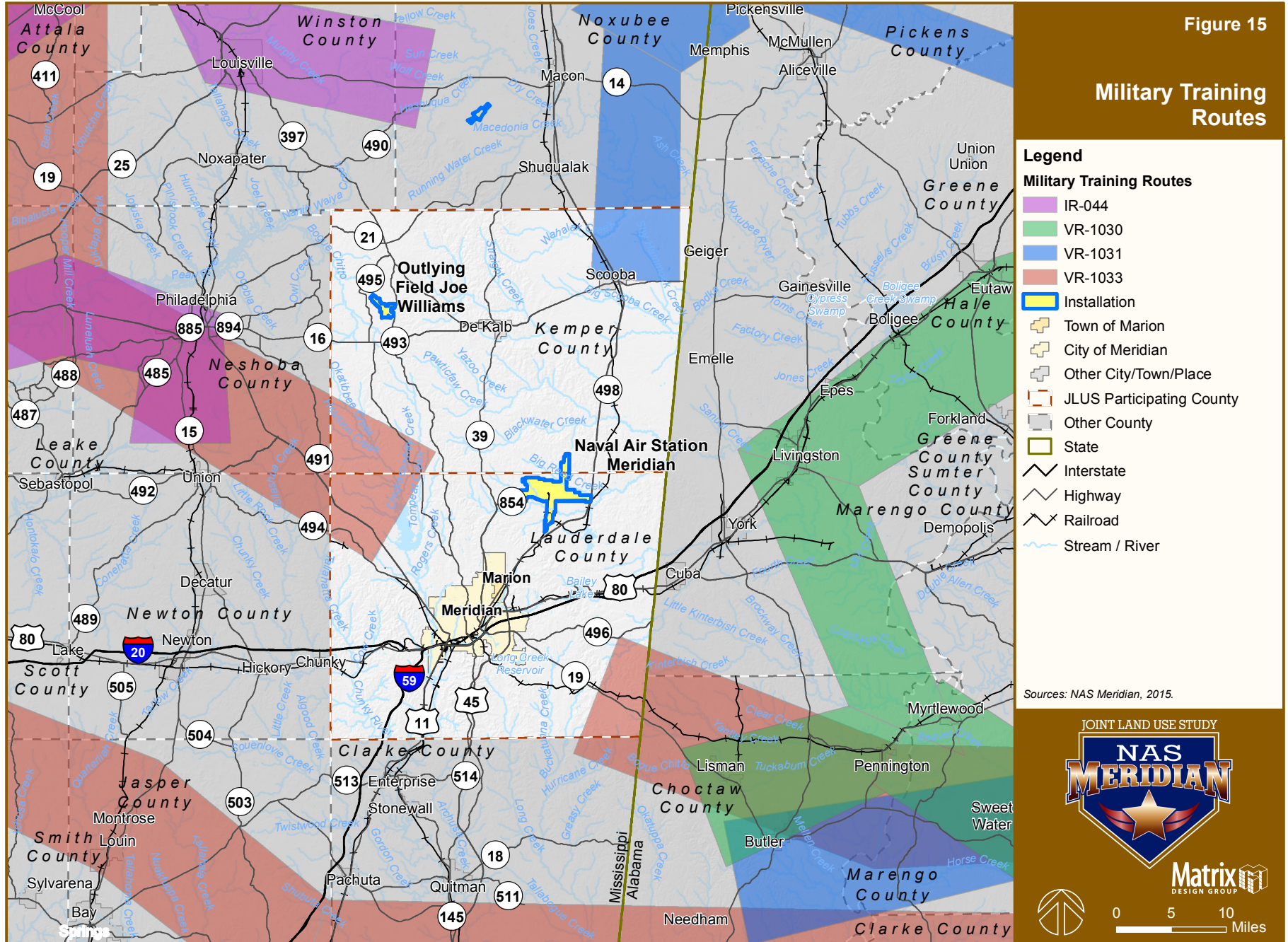
Airspace
NAS Meridian

Legend

-  Class D Meridian
-  Class D NAS Meridian
-  Class D NOLF Joe Williams
-  Class E
-  Meridian 2 Military Operations Area
-  Installation
-  Town of Marion
-  City of Meridian
-  Other City/Town/Place
-  JLUS Participating County
-  Other County
-  State
-  Interstate
-  Highway
-  Railroad
-  Waterbody
-  Runway

Sources: NAS Meridian AICUZ, 2012.





Bird / Wildlife Aircraft Strike Hazard Relevancy Area

Birds and wildlife can present a significant hazard to military flight operations. Bird or wildlife strikes have approached approximately 20,000 events since 1980, that have resulted in two deaths, 25 aircraft destroyed, and over \$300 million in damage for the DOD.

Certain types of land uses attract birds and wildlife, such as open water areas, standing water, and other natural features. NAS Meridian and NOLF Joe Williams have potential for bird / wildlife aircraft strikes due to natural areas including ponds and wetlands, large timber tracts and grasslands, and ditches and streams. In addition to these natural attractants, there is also a man-made attractant, the Ponta Creek Golf Course at NAS Meridian; however, the golf course is not near the airfield. The main hazard near the airfield is the mowed areas, mixed with unmowed brush, and overgrown forest.

Figures 16 and 17 show a five-mile radius around the NAS Meridian and NOLF Joe Williams air operations areas. Based on FAA statistical analysis, this is the primary area of concern for BASH incidents to occur and the primary focus of compatibility planning for this issue.

Small Arms Range Surface Danger Zones

NAS Meridian has a small arms firing range and therefore must have a surface danger zone (SDZ). The SDZs are areas around a firing range that are controlled to ensure the safety of personnel and the public. The NAS Meridian SDZ is located northwest of the airfield at the intersection of Mud Road and Mud Lake. As shown in Figure 18, the northern portion of the SDZ for NAS Meridian previously extended off-installation. However, during the development of this report, the Navy implemented the use of frangible ammunition and thus, addressed the issue of the SDZ extending off-installation. There are no SDZs for NOLF Joe Williams.

Explosive Safety Quantity Distance Arcs

Explosive Safety Quantity Distance Arcs (ESQD) are areas that are required when installations must store ordnance. While NAS Meridian provides minimal training in small arms, the installation does not store and maintain a significant amount of ordnance. However, the ordnance required for the level of training the installation provides is stored in magazines and storage facilities located east of the aircraft parking apron, and so the ESQD Arcs do not extend off-installation.

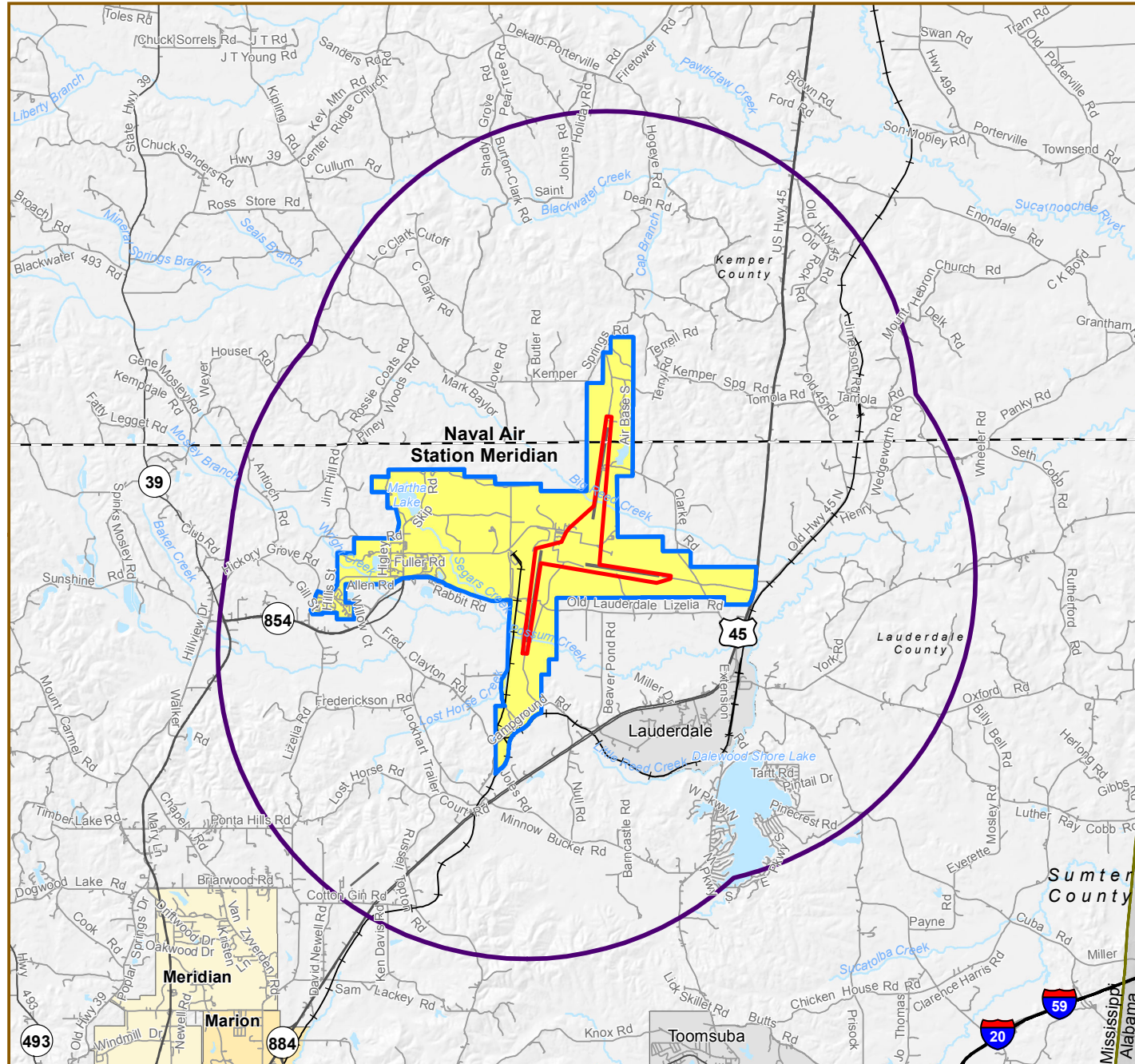


















Figure 16

Bird Air Strike Hazard Relevancy Area NAS Meridian

Legend

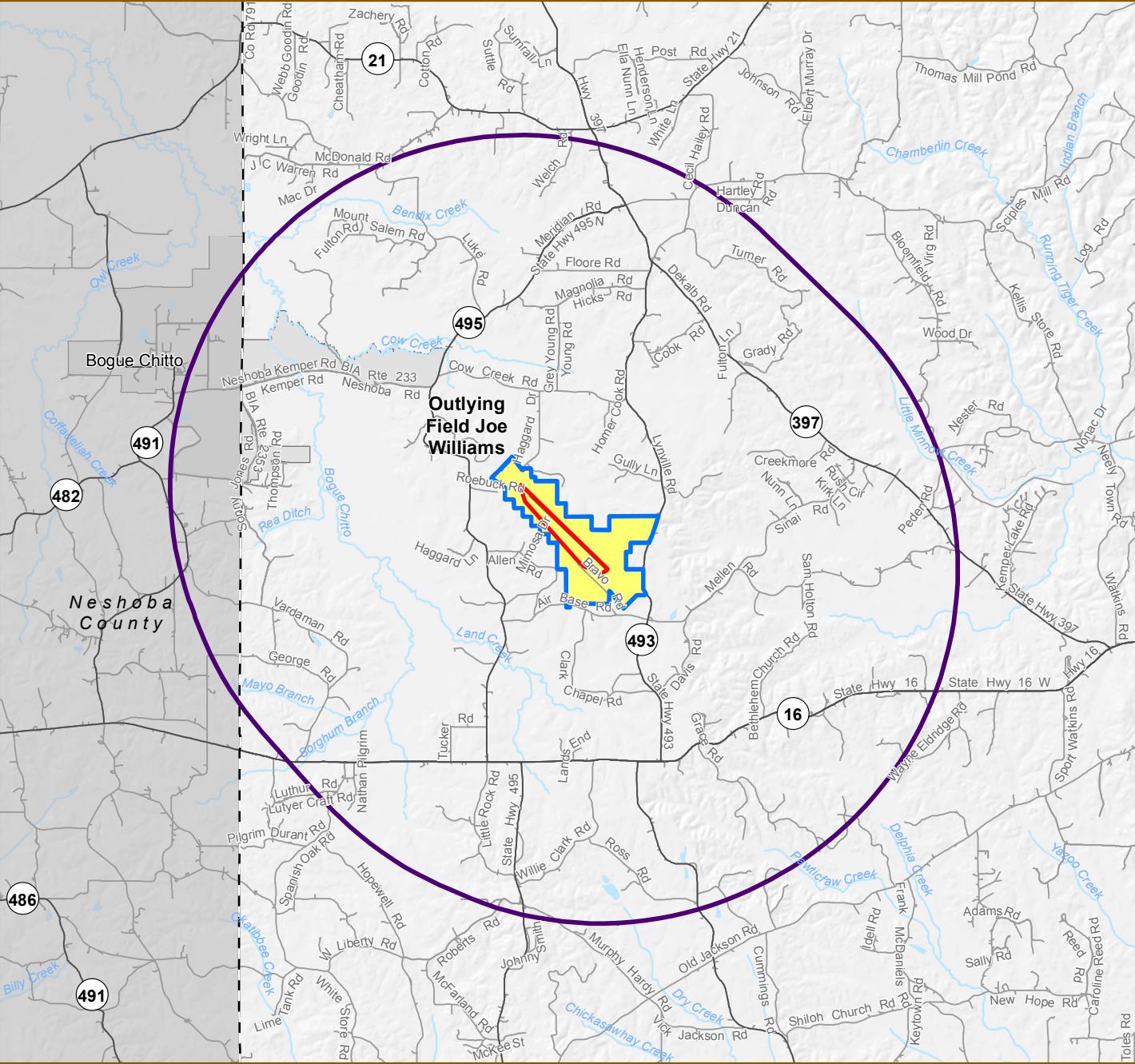
-  5-mile BASH Relevancy Area
-  Airfield Operations Area
-  Installation
-  Town of Marion
-  City of Meridian
-  Other City/Town/Place
-  JLUS Participating County
-  Other County
-  State
-  Interstate
-  Highway
-  Local Road
-  Railroad
-  Water Body
-  Stream / River
-  Runway

Sources: Matrix Design Group, 2106.



Figure 17

Bird Air Strike Hazard Relevancy Area NOLF Joe Williams



Legend

- 5-mile BASH Relevancy Area
- Airfield Operations Area
- Installation
- Other City/Town/Place
- JLUS Participating County
- Other County
- State
- Highway
- Water Body
- Stream / River
- Runway

Sources: Matrix Design Group, 2106.



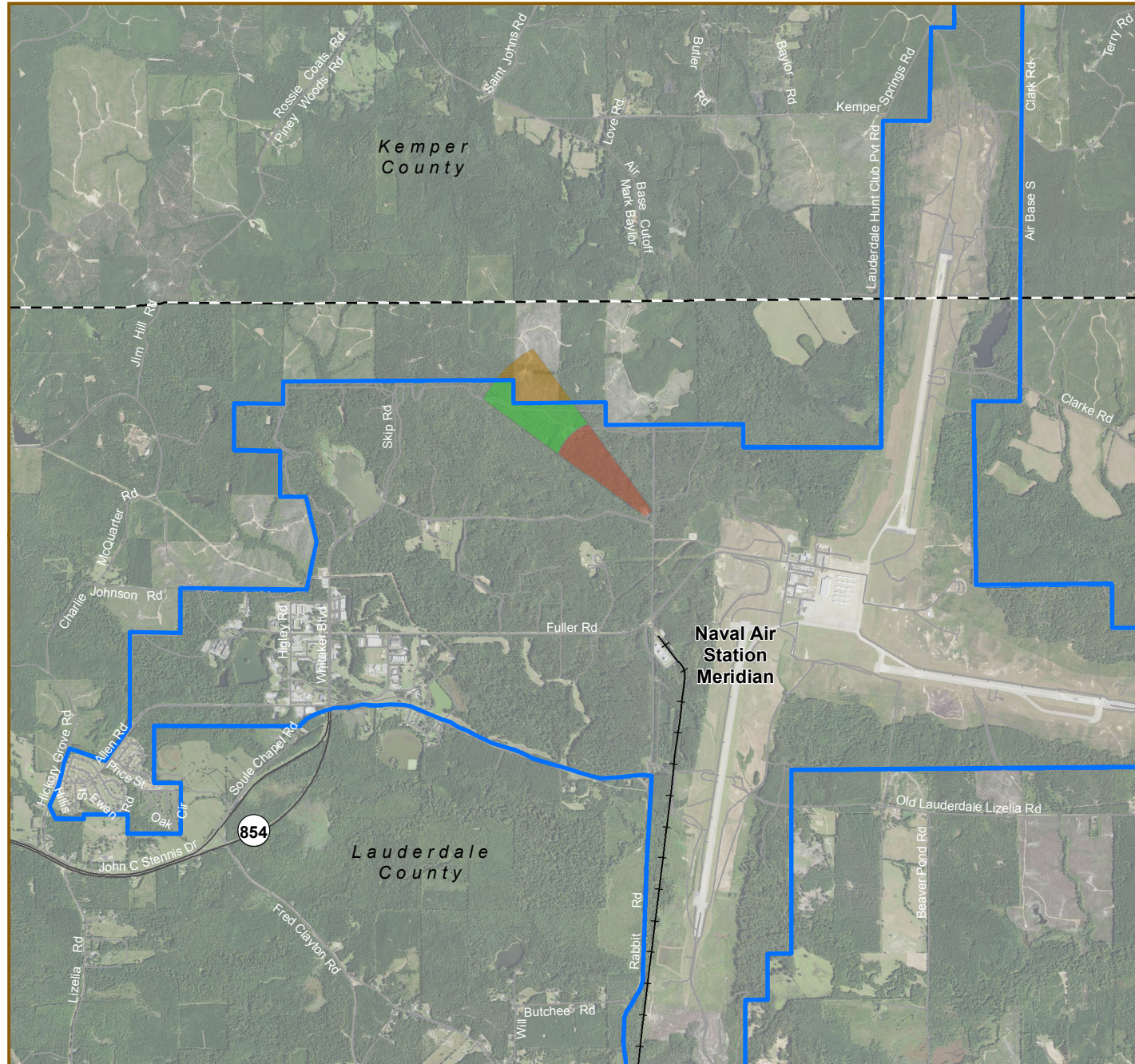


Figure 18

**Surface Danger Zone
NAS Meridian**

Legend

- New 900 foot Surface Danger Zone (SDZ) (Changed during the development of this JLUS Report)
- Old 1,700 foot SDZ
- Off-base Portion of Old SDZ
- Installation
- JLUS Participating County
- Highway
- Local Road
- Railroad

Sources: NAS Meridian.



Please see the next page.



Compatibility Tools 4

This section provides an overview of governmental plans and programs (tools) that are currently used or may be applied either directly or indirectly to address compatibility planning and issues identified within the Naval Air Station (NAS) Meridian Joint Land Use Study (JLUS) Study Area.

There are three types of planning tools that are evaluated; permanent, semi-permanent, and conditional. Permanent planning tools include acquisition programs, either fee simple purchase of property or the purchase of development rights. Semi-permanent tools include regulations such as zoning or adopted legislation. Examples of conditional tools include comprehensive plans, memorandums of understanding, intergovernmental agreements, and other policy documents that can be modified.

An overview of relevant federal, state, and local plans and regional planning entities is included.

Federal Programs and Policies

Department of Defense Energy Siting Clearinghouse

Section 358 of the 2011 National Defense Authorization Act pertains to studying the impacts of the development of new energy production facilities on military operations and readiness. The Energy Siting Clearinghouse serves to coordinate the DOD review of existing applications for energy projects. Several key elements of Section 358 include designation of a senior official and lead organization to conduct the review of energy project applications, a 30-day time frame for completion of a hazard assessment associated with an application, specific criteria for DOD objections to projects, and a requirement to provide an annual status report to Congress. This legislation facilitates

procedural certainty and a predictable process that promotes compatibility between energy independence and military capability.

Department of Housing and Urban Development Noise Regulation

The United States Department of Housing and Urban Development (HUD) has instituted policies through Section 24 Code of Federal Regulations (CFR) Part 51 that are designed to promote the creation of controls and standards for community noise abatement by state and local governments. The focus of these regulations is to reduce noise levels within residential developments funded by HUD. Included among the various policies are:

1. A requirement that noise exposure and sources of noise be given adequate consideration as an integral part of urban environment in connection with all HUD programs, which provide financial support to planning;
2. A withholding of HUD assistance for the construction of new dwelling units on sites which have or are projected to have unacceptable noise exposure, or are in runway Clear Zones or incompatible uses in Accident Potential Zones; and
3. Encouragement of modernization efforts for existing buildings in noise environments; and
4. Grants and allowances to state and local governments to provide acoustical privacy in multifamily dwellings through building design and acoustical treatment.

New housing construction assisted or supported by HUD must meet the exterior noise standards outlined in the regulation. HUD funds may also be available to encourage noise abatement planning and acoustical treatment for proposed and existing incompatible land uses.

Federal Aviation Act

The Federal Aviation Act was enacted in 1958 to provide methods for overseeing and regulating civilian and military use of airspace over the US. The Act requires the Secretary of Transportation to make long-range plans that formulate policy for the orderly development and use of navigable air space. The intent is to serve the needs of both civilian aeronautics and national defense, but does not specifically address the needs of military agencies. Military planning strives to work alongside local, state, and federal aviation law and policies but sometimes must supersede these and other levels of government due to national security interests. The Federal Aviation Administration (FAA) was created as a result of the Act and serves numerous purposes, including the management of airspace over the US.

The 500-foot rule, promulgated by the FAA, states that every citizen of the United States has “a public right of freedom of transit in air commerce through the navigable air space of the United States.” The rule was formally announced in the 1963 Court of Claims ruling in *Aaron v. United States* and states that flights 500 feet or more above ground level (AGL) do not represent a compensable taking because flights 500 feet AGL enjoy a right of free passage without liability to the owners below.

Another important outcome of the Act is FAA Regulation Title 14 Part 77, commonly known as Part 77, which provides the basis for evaluation of vertical obstruction compatibility. This regulation determines compatibility based on the height of proposed structures or natural features relative to their distance from the ends of a runway. Using a distance formula from this regulation, local jurisdictions can easily assess the height restrictions near airfields. Additional information on Part 77 is located on the FAA Internet site

at <http://www.faa.gov/>. The height standards to determine obstructions within navigable airspace established by Part 77 can be found in Section 3.6.

The FAA has identified certain imaginary surfaces around runways to determine how structures and facilities are evaluated and identify if they pose a vertical obstruction relative to the airspace around a runway. The levels of imaginary surfaces build upon one another and are designed to eliminate obstructions to air navigation and operations, either natural or man-made. The dimension or size of an imaginary surface depends on the runway classification.

Navy Encroachment Management Program

An Encroachment Action Plan (EAP) is an important tool that is developed as a blueprint for an installation or range’s Encroachment Management Program. An EAP is designed to identify, quantify, assess, and provide recommendations to mitigate or prevent encroachment impacts around Navy installations. An EAP responds to the requirements of the Navy Encroachment Management Program as described in OPNAVINST 11010.40. Encroachment is primarily any non-Navy action planned or executed which inhibits, curtails, or possesses the potential to impede the performance of Navy activities. An EAP provides the installation with a methodological approach to address existing and potential encroachment that may impact the Navy’s mission. This includes regularly sharing information, analysis, and insights relevant to encroachment and the requirements of current and future test and training operations. Each Navy installation utilizes its EAP to support the analysis and implementation of encroachment mitigation efforts.

Noise Control Act of 1972

The Noise Control Act of 1972 identified that inadequately controlled noise has the potential of endangering the health and welfare of people. It states that all Americans are entitled to an environment free from noise that can jeopardize their general health and quality of life. Along with state, local, and territorial governments, actions from the federal government were needed to ensure that the objectives of the Act were met.

Concurrently, military installations were experiencing the impacts from encroaching urban development located adjacent to the installations and the resulting complaints regarding noise from military flight operations. The DOD responded by establishing the AICUZ program, subsequently adopted by the DODI 4165.37, which was implemented by SECNAVINST 11010.9.

The Noise Control Act and the AICUZ program are important because encroaching development and increased population near military installations often creates compatibility concerns. As communities grow, it is important that the military installation, developers, and the communities work together to mitigate the issue of noise and develop ways to coexist.

Partners in Flight Program

The DOD implemented a program entitled Partners in Flight that sustains and enhances the military testing, training, and safety mission through habitat-based management strategies. The program assists natural resource managers in the monitoring, inventory, research, and management of birds and their habitat. As part of the Partners in Flight program, a strategic plan is created that can be incorporated into a Bird/Wildlife Aircraft Strike Hazard (BASH) plan. This program reaches beyond the boundaries of the installation to facilitate community partnerships and determine the current status of bird populations to prevent the further endangerment of birds.

U.S. Avian Hazard Advisory System

The US Avian Hazard Advisory System (USAHAS) is a geographic information system-based bird avoidance model developed by the US Air Force used for “analysis and correlation of bird habitat, migration, and breeding characteristics, combined with key environmental and manmade geospatial data.” The model provides up-to-date information – “near real-time” – about bird activity and movements to assist pilots and flight planners in the scheduling and use of flight routes. The model can also be used as a forecasting tool to estimate bird strike risk. Information from the North American Breeding Bird Survey, Audubon Christmas Bird Count, bird refuge databases, and the US Air Force Bird-Aircraft Strike database, as well as

public domain information regarding bird attractant locations is used to formulate the bird activity and movement data. The model is available for use by agencies and the general public, accessible from the USAHAS website at <http://www.usahas.com>.

NAS Meridian Plans and Programs

The NAS Meridian installation tools provide guidance for land uses and development activities on the installation. They also establish measures for standard operating procedures during certain events, such as a bird air strike hazard conditions. These tools govern land use decisions that occur within the boundaries of the base and its operating facilities.

Air Installations Compatible Use Zones

The foundation of an Air Installations Compatible Use Zones (AICUZ) program is an active local command effort to work with local, state, regional, and other federal agencies and community leaders to encourage compatible development of land adjacent to military airfields. One purpose of an AICUZ program is to protect the health, safety, and welfare of civilians and military personnel by encouraging land use which is compatible with aircraft operations, while protecting the public investment in the installation. This program recommends compatibility measures for both the Navy and surrounding communities. The AICUZ program also recommends land uses that are compatible with elevated sound level, accident potential zones, and obstruction clearance criteria associated with military airfield operations.

The DOD issued Instruction No. 4165.57 on May 2, 2011, which updated previous instructions to the military services regarding the AICUZ program. The US Navy air installations adhere to the DOD Instruction and guidelines pursuant to OPNAVINST 11010.36C, dated October 9, 2008.

Bird / Wildlife Aircraft Strike Hazard Plan (BASH)

The purpose of a Bird / Wildlife Aircraft Strike Hazard (BASH) Plan is to minimize wildlife and bird strike damage to military aircraft. A BASH Plan is designed to alert aircrew and operations personnel and provide increased levels of flight safety, especially during the critical phases of flight, take-off, and landing operations. Specifically, the plan is designed to:

- Designate a Bird Hazard Warning Group (BHWG) and outline the members' responsibilities,
- Establish procedures to identify high hazard situations and establish aircraft and airfield operating procedures to avoid these situations,
- Ensure that all permanent and transient aircrews are aware of bird hazards and the avoidance procedures, and
- Develop guidelines to decrease the attractiveness of the airfield to birds and disperse the number of birds on the airfield.

NAS Meridian last fully updated its BASH Plan in April 2012. This plan helps NAS Meridian reduce the risk of bird / aircraft strikes in the vicinity of the airfield.

Encroachment Action Plan

The Encroachment Action Plan (EAP) identifies encroachment issues in the communities surrounding NAS Meridian and NOLF Joe Williams that may have an impact on mission-critical activities. The Draft 2015 EAP identifies 15 possible encroachment challenges that could result in impacts to the mission, and it also ranks the most critical of those challenges into the top seven encroachment challenges, which are:

- Urban development,
- Competition for air, land, and sea space,
- Frequency spectrum,
- Security,

- Airborne noise,
- Safety arcs and footprints, and
- Interagency coordination and communication.

The plan also classifies these encroachment issues based on severity and the likelihood of the specific challenges resulting in encroachment and its level of encroachment or potential. This classification assists the installation in planning and budgeting for mitigation measures to address the challenges either wholly, partially, or as a partnership with the communities outside the installation.

The final EAP was released in late Spring 2017.

Multi-Year Encroachment Protection Agreement by and Between the United States of America and the State of Mississippi and Lauderdale County, Mississippi and Kemper County, Mississippi Concerning Naval Air Station Meridian

The Multi-Year Encroachment Protection Agreement serves as the authority for long-term, real property acquisitions between the US, State of Mississippi, and Lauderdale and Kemper Counties effective for five years from 2014. The agreement may be extended for another two five-year periods for a total of 15 years.

The agreement establishes the terms and conditions, to which federal and non-federal funds may be applied to acquire perpetual easements from willing sellers to achieve conservation objectives.

The agreement provides information on the Navy's area of interest to protect and preserve both for NAS Meridian and NOLF Joe Williams.

Installation Development Plan

The NAS Meridian Installation Development Plan (IDP) was initially drafted in March 2016 to guide the installation toward one planning vision and program that will ensure improved safety and security, increased environmental

stewardship, and reduced energy consumption. The plan will achieve those goals while maintaining current missions and ensuring the capacity for future mission growth. The IDP serves as the foundation for all future planning decisions and will support the base leadership's vision and all tenant mission requirements. The IDP includes a base overview, planning opportunities and constraints, and planning goals and objectives.

Opportunities and constraints identified by the IDP include natural, environmental, and cultural constraints, such as topography, hydrology, vegetation, and historical sites. Eight planning goals are established by the plan, each with its own objectives to accomplish the goal. The goals are as follows:

- Provide training excellence,
- Preserve quality of life,
- Have attractive and aesthetically-pleasing facilities,
- Preserve connections and physical relationships between assets,
- Have modern and state-of-the-art facilities,
- Make smart business decisions,
- Increase sustainability, and
- Promote a secure and safe environment.

Mississippi Plans and Programs

Mississippi Code § 17-1, Official Plan; Local Planning Commission

Mississippi Code, Section 17-1, grants, but does not require, each Mississippi county and municipality the authority to prepare, adopt, amend, and carry out a Comprehensive Plan for the purpose of coordinating physical development in accordance with present and future needs. The comprehensive planning and land development controls authorized in Section 17 are implemented by zoning ordinances, subdivision regulations, building codes, and capital improvements programs.

Airport Zoning Law § 61-7

The AICUZ Ordinance is possible through the authority of the Airport Zoning statute. Mississippi Code establishes the authority for a political subdivision responsible for adopting regulations to appoint an airport zoning commission. Mississippi Code 61-7-5 declares:

- (a) that the creation or establishment of an airport hazard is a public nuisance and an injury to the community served by the airport in question;
- (b) that it is therefore necessary in the interest of the public health, public safety, and general welfare that the creation or establishment of airport hazards be prevented; and
- (c) that this should be accomplished, to the extent legally possible, by exercise of the police power, without compensation.

The Commission must hold a hearing, file a final report with the Board of Supervisors, the Board must hold another hearing before voting on the Airport Zoning Ordinance.

Lauderdale County Board of Supervisors and the Kemper County Board of Supervisors each appointed an Airport Zoning Commission in 2014 for their respective counties, which administer the AICUZ Ordinance for their respective jurisdictions. Although the commission wrote the ordinance, it was not formally accepted.

Local Jurisdiction Plans and Programs

In Mississippi, authority to regulate land use is delegated by the state to counties and municipalities. The nature of a jurisdiction's authority to regulate local land use depends on that jurisdiction's local government.

Lauderdale County

The following is a review of the existing planning tools utilized by Lauderdale County along with a brief analysis identifying their ability to address land use and military compatibility, and where potential improvements can be made.

Comprehensive Plan

Lauderdale County has not adopted a Comprehensive Plan.

Zoning Ordinance

Lauderdale County has not adopted a comprehensive zoning ordinance.

Zoning Ordinance - Airport Zoning Ordinance

In 1992 the county adopted an Air Installation Compatible Use Zone (AICUZ) Zoning Ordinance, in order to protect the health, safety, and welfare of the public by preventing incompatible development within the hazard areas identified in the NAS Meridian AICUZ. The Lauderdale County Airport Zoning Ordinance developed to supersede the 1992 ordinance was updated in 2015; however, the county has neither adopted nor enforced it.

The proposed language would have established height regulations based on the imaginary surfaces of the airfield, and the ordinance also contains use restrictions for the APZs and noise zones. For example, the height regulations for the clear zone as prescribed by the ordinance are that no structures are to be located in the CZ if the structure's height is "greater than the end of the runway." However, all the CZs in Lauderdale County are within the installation boundary. The real problem was that the Commission voted to not restrict mobile homes from any noise zone.

The ordinance establishes the Navy as an ex-officio member of the County Planning Commission for providing written comment during the development review process, and also includes procedures for handling variances and appeals. Permitting and subdivision activities occurring within the airport / airfield environs zone require 30 day notifications for NAS Meridian staff to review and comment on building permit requests and subdivision proposals. The ordinance also requires written approval from NAS Meridian of any proposed towers and other obstructions in the airfield imaginary surfaces.

City of Meridian

The following is a review of the existing planning tools utilized by the City of Meridian, along with a brief analysis identifying their ability to address land use and military compatibility and where potential improvements can be made.

Comprehensive Plan

The Comprehensive Plan of Meridian was adopted in November 2003 and revised in September 2009. The Plan is organized into four sections:

- Goals, Objectives, and Policies,
- Land Use Plan,
- Transportation Plan, and
- Community Facilities Plan.

The comprehensive plan serves as the guiding document for thoughtful planning within the corporate limits of the city. The plan provides a foundation for the various land uses that are located in the city including residential, commercial, public / quasi-public, and industrial uses.

A review of the Comprehensive City Plan has identified the following concerns related to military compatibility:

- The city's plan does not incorporate military compatibility guidelines for land use planning.

Zoning Ordinance

The City of Meridian Zoning Ordinance was adopted by the City Council in December 2006. The zoning ordinance divides the land within the city into 10 zoning districts including residential zones, business zones, industrial zones, and agricultural zones.

Heights within the zoning districts are limited to between 35 and 50 feet depending on the zoning district; however, the heights of structures can exceed the permitted height through the issuance of special use permits (SUPs). SUPs are required to conform to the city's future land use plan and must be approved by the Zoning Administrator. District height limitations do not apply to spires, belfries, cupolas, antennas, water tanks, ventilators or similar structures that are not intended for human occupancy.

A review of the zoning ordinance has identified the following concerns related to military compatibility:

- The zoning ordinance does not incorporate the AICUZ guidance from NAS Meridian.
- The zoning ordinance does not contain guidance for lighting standards.
- The zoning ordinance does not reflect military compatibility including formal coordination measures with the military.
- The ordinance has invited a Navy representative as an ex-officio member of the planning commission to provide technical assistance related to impact to military missions.

Town of Marion

The following is a review of the existing planning tools utilized by the Town of Marion, along with a brief analysis identifying their ability to address land use and military compatibility and where potential improvements can be made.

Comprehensive Plan

The Town of Marion has not adopted a comprehensive plan.

Zoning Ordinance

The Town of Marion's Zoning Ordinance was adopted in December 1977, and establishes eight zoning districts. Heights, uses, and residential densities are regulated within each district in accordance with their specific district. The town's zoning ordinance does not address outdoor lighting standards.

Though the ordinance states that heights are regulated by the limitations defined by each district, there are no set height restrictions for the districts. The Town of Marion is within the outer imaginary surfaces of NAS Meridian and could impact the base's military mission due to deficiencies in its ordinance. The ordinance does not include:

- Measures for controlling the siting of structures such as cell towers or wind turbines which could create obstructions within the navigable airspace; or
- Coordination with NAS Meridian on the location of uses that could increase bird and wildlife activity around the airfield.

Kemper County

The following is a review of the existing planning tools utilized by Kemper County, along with a brief analysis identifying their ability to address land use and military compatibility and where potential improvements can be made.

Comprehensive Plan

Kemper County has not adopted a comprehensive plan.

Zoning Code

Kemper County has not adopted a comprehensive zoning ordinance.

Zoning Ordinance – Airport Zoning Ordinance

In 1995, the county adopted an Air Installation Compatible Use Zone (AICUZ) Zoning Ordinance in order to protect the health, safety and welfare of the public by preventing incompatible development within the hazard areas identified in the NAS Meridian AICUZ. While the Kemper County Airport Zoning Ordinance, developed to supersede the 1995 ordinance, was updated in 2014, the ordinance has not been adopted. However, according to the county, this ordinance is utilized for engineering purposes.

The proposed language would have established height regulations based on the imaginary surfaces of the airfield. For example, the height regulations for the clear zone as prescribed by the ordinance are that no structures are to be located in the CZ if the structure's height is "greater than the end of the runway." This statement is not clear, leaving opportunity for ambiguity and interpretation. The ordinance incorporates the AICUZ recommended land use categories in broad categories relevant for this area.

The ordinance also includes procedures for handling variances and appeals, and requires 30 day notifications for NAS Meridian staff to review and comment on road plans, county planning documents, or variance requests that may affect areas within the boundaries of any airfield. The ordinance requires written approval from NAS Meridian of any proposed towers and other obstructions within the airfield imaginary surfaces.



Compatibility Assessment 5

Identification of Compatibility Issues

Compatibility, in relation to military readiness, can be defined as the balance or compromise between community needs and interests and military needs and interests. The goal of compatibility planning is to promote an environment where both community and military entities communicate, coordinate, and implement mutually supportive actions that allow both to achieve their respective objectives.

A number of factors can be evaluated to determine whether community and military plans, programs, and activities are compatible or in conflict. For this Joint Land Use Study (JLUS), 25 compatibility factors were used to identify, determine, and establish a set of key JLUS compatibility issues for discussion.

Methodology and Evaluation

The methodology for the NAS Meridian and NOLF Joe Williams JLUS consisted of a comprehensive and inclusive discovery process to identify key stakeholder issues associated with the compatibility factors. At the initial Policy Committee (PC) and Technical Working Group (TWG) meetings and public workshops, stakeholders were asked to identify the location and type of issue in conjunction with compatibility factors they thought existed today or could occur in the future. As a part of the evaluation phase, the PC, TWG, and the public examined and prioritized the compatibility issues identified.

Other factors and associated issues were analyzed based on available information and similarity with other community JLUS experiences around the country.

COMPATIBILITY FACTORS

| | | | |
|------------|---|------------|--------------------------|
| AQ | Air Quality | LAS | Land / Air / Sea Spaces |
| AT | Anti-Terrorism / Force Protection | LU | Land Use |
| BIO | Biological Resources | LEG | Legislative Initiatives |
| CA | Climate Adaptation | LG | Light and Glare |
| COM | Coordination / Communication | MAR | Marine Environments |
| CR | Cultural Resources | NOI | Noise |
| DSS | Dust / Smoke / Steam | PT | Public Trespassing |
| ED | Energy Development | RC | Roadway Capacity |
| FSC | Frequency Spectrum Capacity | SA | Safety Zones |
| FSI | Frequency Spectrum Impedance / Interference | SNR | Scarce Natural Resources |
| LHA | Local Housing Availability | VO | Vertical Obstructions |
| IE | Infrastructure Extensions | V | Vibration |
| | | WQQ | Water Quality / Quantity |

Of the 25 compatibility factors considered, no issues were identified for the following factors:

- Air Quality
- Biological Resources
- Cultural Resources
- Dust, Smoke, and Steam
- Frequency Spectrum Capacity
- Marine Environments
- Scarc Natural Resources
- Vibration
- Water Quality / Quantity

Anti-Terrorism / Force Protection (AT)

Anti-Terrorism / Force Protection (AT) relates to the safety of personnel, facilities, and information on an installation from outside threats. Security concerns and trespassing can present immediate compatibility concerns to installations. Due to current world conditions and recent events, military installations are required to meet more restrictive standards to address AT/ FP issues. These standards include increased security checks at installation gates and physical changes to enhance security (such as new gate entry designs). Additional emphasis on credential and vehicle checks can create traffic backup issues with the front gate blocking access to Rabbit Road. Traffic backups can create circulation and mobility issues and general safety concerns external to the installation and within local communities. The following Anti-Terrorism / Force Protection issues were identified:

- **General Concern from Breaches of Installation Perimeter.** There is a general security concern caused by breaches of the installation perimeter. The concern primarily focuses on lack of information about the installation's boundary in certain scenarios, e.g. hunters jumping over fence to obtain hunted game.

- **Uncontrolled Access to the Naval Outlying Field Joe Williams.** There is no controlled access point to Naval Outlying Field Joe Williams, which can create security concerns with unauthorized entry into the installation.

Climate Adaptation (CA)

Climate adaptation is the gradual shift of global weather patterns and temperatures resulting from natural factors and human activities (e.g. burning of fossil fuels) that produce long-term impacts on atmospheric conditions. The effects of climate change vary and may include fluctuations in sea levels, alterations of ecosystems, variations in weather patterns, and natural resource availability issues. The results of climate change and inefficiencies in land use, can present operational and planning challenges for the military and communities as resources are depleted and environments are altered. The following Climate Adaptation issue was identified:

- **Integrated Response for Changing Weather Conditions.** There is a need for an integrated community-military response management process when weather conditions create impacts such as flooding.

Coordination / Communication (COM)

Coordination / Communication refers to the programs and plans that promote interagency coordination. Interagency communication serves the general welfare by promoting a more comprehensive planning process inclusive of all affected stakeholders. Interagency coordination also seeks to develop and include mutually beneficial policies for both communities and the military in local planning documents such as comprehensive plans. The following Coordination / Communication issues were identified:

- **Coordinated County Planning Function.** There is a limited coordinated county planning function in Lauderdale and Kemper counties, which could potentially lead to incompatible development with NAS Meridian or NOLF Joe Williams operations.

- **No Formal Coordination and Communication Procedures Between Jurisdictions and Military.** Communication and coordination occurs through informal means such as personal relationships and community events. This can lead to unreliable communication and coordination of matters, causing delays in execution or addressing issues between the jurisdictions and base.
- **No Formalized Designated Point of Contact at Communities.** While the surrounding jurisdictions generally know who to contact at NAS Meridian, there is no formalized designated point of contact at the communities for NAS Meridian.
- **Public Awareness of NAS Meridian Mission.** Lack of public awareness and information about the NAS Meridian mission including Naval Outlying Field Joe Williams in Kemper County. This creates potential for lost opportunities for coordination and partnering.
- **Need for Enhanced Military Advocacy for Compatibility Planning.** There is local legislative support for military; however, there are no formal military affairs groups working directly with the local jurisdictions to address military compatibility concerns in the jurisdictions by educating and informing the local elected officials, property owners, and interested stakeholders about the importance of protecting the military assets through proactive formal procedures, policies, and at some point in the future, land use regulations.
- **No Formalized Partnership for Enhanced Security between Kemper County and NAS Meridian.** There is a need for enhanced security around NOLF Joe Williams; however, there is no formal agreement or partnership between Kemper County and NAS Meridian to provide enhanced security in certain scenarios.
- **No Development Review Process in Town of Marion.** There is no development review process for the Town of Marion, which could create future potential development incompatibilities with the NAS Meridian mission.

Energy Development (ED)

Development of energy sources, including alternative energy sources (such as solar and wind) could pose compatibility issues related to glare (solar energy) or vertical obstruction (wind generation).

The moving blades of a wind turbine create a Doppler effect that can interfere with radio transmissions and radar systems. The impacts to radar are increased with the height of the turbines and the number and clustering of wind turbines; however, the greatest impact is caused by their location in proximity to the radar system. Although research is still being conducted, it is not fully known how tall, large, or how many wind turbines must be present to interfere since a radar system may be severely impacted by even a minor interference.

Relative to renewable solar energy, solar facilities could cause glare depending on their type, location, angle, and direction, resulting in a temporary reduction of a pilot's vision. The following Energy Development issue was identified:

- **Energy Development Coordination.** There are no formal state and local procedures for coordinated alternative energy development proposals with the DOD and NAS Meridian.

Frequency Spectrum Interference / Impedance (FSI)

Frequency spectrum impedance and interference refers to the interruption of electronic signals by a structure or object (impedance) or the inability to distribute / receive a particular frequency because of similar frequency competition (interference). The following Frequency Spectrum Interference / Impedance issue was identified:

- **Radio Frequency and Radar Technology Interference.** Certain operations from structures in the vicinity of the NAS Meridian airfield (i.e. cell tower transmission frequencies) can interfere with radio and radar communications. This can cause delays in communications between ground control and pilots, which can create unnecessary risks to pilots, equipment, and property.

Housing Availability (HA)

Local housing availability addresses the supply and demand for housing in the region, the competition for housing that may result from changes in the number of military personnel, and the supply of military family housing provided by the installation. The following Housing Availability issue was identified:

- **Need for Coordination with Community Housing Agencies.** There are opportunities in the local communities that can provide quality transient housing options for student pilots in training.

Infrastructure Extensions (IE)

Infrastructure refers to public facilities and services such as sewers, water, electric, and roadways that are necessary to support community development (existing and proposed).

Public facilities and services should be appropriate for the type of urban or rural development they serve, but also limited to the existing and planned

needs and requirements of the area. For example, a rural community with a relatively small population typically would not require an expansive transportation network with roadways having three to four lanes traveling in each direction. More appropriate for this type of community would be a roadway network consisting of one to two lanes in each direction. When facilities and services are scaled appropriately, it means that resources are being allocated and invested in efficiently within a community.

Infrastructure plays an important role in land use compatibility. Infrastructure can enhance the operations of an installation and community by providing needed services, such as sanitary sewer treatment and transportation systems. Conversely, infrastructure can create encroachment issues if expanded without consideration of the consequences of future development. The extension or expansion of community infrastructure up to a military installation or areas proximate to an installation has the potential to induce growth, potentially resulting in incompatible uses and conflicts between a military mission and communities. Within comprehensive planning, infrastructure extensions can serve as a mechanism to guide development into appropriate areas, protect sensitive land uses, and improve opportunities for compatibility between community land uses and military missions. The following Infrastructure Extensions issues were identified:

- **Infrastructure Extensions Coordination.** There is a concern about uncoordinated infrastructure extensions, especially large-scale utility transmission lines, in the JLUS Study Area that can lead to potential future incompatible development.
- **Need for Enhanced Infrastructure Coordination.** Coordination with the military regarding infrastructure improvements is triggered by environmental review, which can be late in the planning process. This can affect the State's capability for infrastructure planning and can lead to added construction and developer costs.

- **No Capital Improvement Plans for Counties.** There are no capital improvement plans for Kemper and Lauderdale Counties to provide an opportunity to appropriately manage roadways and encourage coordination with other agencies including NAS Meridian and NOLF Joe Williams.

Land, Air, and Sea Spaces (LAS)

The military manages or uses land and air space to accomplish testing, training, and operational missions. These resources must be available and of a sufficient size, cohesiveness, and quality to accommodate effective training and testing. Military and civilian air and sea operations can compete for limited air and sea space, especially when the usage areas are in close proximity to each other. Use of this shared resource can impact future growth in operations for all users. While this JLUS assesses land and air space competition, due to NAS Meridian’s location, there is no sea space competition.

The land, air, and sea spaces used by the military can be owned by the DOD, designated for DOD use by a federal or state agency, provided through easements or other agreements with public or private entities, or maintained as a historic usage right. Public and private requests to share or assume some of these resources may have a negative impact on military training and test objectives. The following Land, Air, Sea Spaces issue was identified:

- **Native Wetlands Within and Around NAS Meridian Contribute to Challenges in Building Land Use Capacity.** There is an abundance of wetlands within and surrounding NAS Meridian. This type of land use makes it challenging for the Navy to increase additional land use capacity for new runway and solar farm developments.

Land Use (LU)

The basis of land use planning and regulation relates to the government’s role in protecting the public’s health, safety, and welfare. Local jurisdictions’ general plans and zoning ordinances can be the most effective tools for avoiding or resolving land use compatibility issues. These tools ensure the separation of land uses that differ significantly in character. Land use separation also applies to properties where the use of one property may adversely impact the use of another. For instance, industrial uses are often separated from residential uses to avoid impacts related to noise, odors, lighting, and so forth. The following Land Use issues were identified:

- **Potential Future Development Compatibility.** There is a concern about the compatibility of potential future development in the vicinity of NAS Meridian, especially along Highway 45 from Marion to Lauderdale and Lauderdale to Kewanee and along Interstate 59. Certain types of development can create compatibility issues if not coordinated with the military.
- **Residential Development Near Municipal Airports Utilized by NAS Meridian.** There are Department of Housing and Urban Development multi-family residential uses within a mile of Key Field, a municipally-owned airport. This can create unnecessary risk to the general public and to military and civilian pilots.
- **Land Use Controls in Counties.** There are minimal or no land use controls established in the JLUS counties, which can create opportunities for uncoordinated and incompatible development in military-impacted areas.
- **Lack of Community Amenities for Trainees.** There is a need for compatible community development closer to NAS Meridian to provide a variety of quality of life opportunities for student trainees.

- **Lack of Enforcement of Tools in AICUZ Ordinance.** There is an overall lack of enforcement of the tools identified in the 1992 and 1995 AICUZ Ordinances for Lauderdale and Kemper Counties. This creates opportunities for incompatible development.
- **Inaccuracies in Alignment and Orientation of AICUZ Modeling.** There are inaccuracies in the alignment and orientation of the AICUZ modeling, which creates opportunities for misinformation and incompatible planning.
- **Lack of Building Permit System in Kemper County.** Kemper County lacks a building permit system and does not have standard operating procedures or rules for the construction of buildings under a uniform standard building code. This can create unnecessary impacts, (e.g. vibration and noise) to the built environment if located proximate to NAS Meridian or NOLF Joe Williams.

Legislative Initiatives (LEG)

Legislative initiatives are proposed changes in relevant policies, laws, regulations or programs which could potentially have a significant impact on one or more substantive areas of concern to both the facility and to the stakeholder communities. The focus of this compatibility issue is on initiatives with general and broad implications.

- **Need for Military Compatibility Legislation.** There are no state mandated requirements for notifying the military of proposed development outside the installation or disclosing information about military operations to prospective buyers of property.

Light and Glare (LG)

This factor refers to man-made lighting (street lights, airfield lighting, building lights) and glare (direct or reflected light) that disrupts vision. Light sources from commercial, industrial, recreational, and residential uses at night can cause excessive glare and illumination, impacting the use of military night vision devices and air operations. Conversely, high intensity light sources generated from a military area (such as ramp lighting) may have a negative impact on the adjacent community. The following Light and Glare issues were identified:

- **Handheld Laser Lights Temporarily Impact Pilots.** Community members flash handheld laser pointers at aircraft pilots flying by a multi-family housing complex. This can temporarily blind pilots and create unnecessary safety hazards for the pilots and the general public.

Noise (NOI)

Sound that reaches unwanted levels is referred to as noise. The central issue with noise is the impact, or perceived impact, on people, animals (wild and domestic), and general land use compatibility. Exposure to high noise levels can have a significant impact on human activity, health, and safety. The decibel (dB) scale is used to quantify sound intensity. To understand the relevance of decibels, a normal conversation often occurs at 60 dB, while an ambulance siren from 100 feet away is about 100 dB. Noise associated with military operations (arrival/departure of military aircraft, firing of weapons, etc.) may create noises in higher dB ranges.

- **Noise Sensitive Land Uses in Noise Contours.** There are existing noise sensitive land uses within the noise contours for both NAS Meridian and NOLF Joe Williams. This can create compatibility concerns for the military.

- **Mobile Homes in Noise Contours of NAS Meridian and Naval Outlying Field Joe Williams.** There are mobile homes in the noise contours of the NAS Meridian and NOLF Joe Williams. Mobile homes are not constructed with adequate materials to reduce noise impacts interior to the home. This is a compatibility concern for the military.
- **Aircraft Noise Generated from Multiple Agencies.** There are aircraft from multiple agencies—military and civilian—that traverses the airspace over the JLUS Study Area. These aircraft generate noise that may be misattributed to NAS Meridian.

Public Trespassing (PT)

This factor addresses public trespassing, either intentional or unintentional, onto a military installation. The potential for trespassing increases when public use areas are in close proximity to the installation.

Military areas that are located on, or adjacent to, public lands owned by other entities (i.e., federal, state, or local) that are designated for public access, recreation, or for livestock grazing often experience issues related to public trespassing into training ranges and other areas with safety hazards related to military operations.

- **Livestock and Stray Dog Trespass.** Cattle, donkeys, and stray dog trespass occurs on NAS Meridian. The cattle and dog trespass occurs near the airfield, which can create aircraft safety hazards and delay mission operations.

Roadway Capacity (RC)

Roadway capacity relates to the ability of existing freeways, highways, arterials, and other local roads to provide adequate mobility and access between military installations and their surrounding communities.

As urban development expands into rural areas, roads once used primarily to provide access for agricultural uses and limited local traffic begin to function as urban major arterial roadways. These once rural roads often become the main transportation corridors for all types of traffic – from residential to commercial trucking – and can assist or impede access to military installations. As transportation systems grow and provide more capacity, these facilities induce and encourage growth as rural areas become more accessible.

- **Access to the City of Meridian and Community Amenities.** Lack of public transit between NAS Meridian and the City of Meridian affects the quality of life for the military students, and potentially creates a lost opportunity for the city to generate additional economic benefit.

Safety (SA)

Safety zones are areas in which development should be more restrictive, in terms of use and concentrations of people, due to the higher risks to public safety. Issues to consider include aircraft accident potential zones, weapons firing range safety zones, explosive safety zones, and bird / wildlife aircraft strike hazards.

Military installations often engage in activities or contain facilities that, due to public safety concerns, require special consideration by local jurisdictions when evaluating compatibility. It is important to regulate land use near military airfields in order to minimize damage from potential aircraft accidents and to reduce air navigation hazards. To help mitigate potential issues, the DOD has delineated Clear Zones (CZ) and Accident Potential Zones (APZ) in the vicinity of airfield runways. The APZ is usually divided into APZ I and APZ II. Each zone was developed based on the statistical probability of aircraft

accidents. Studies show that most mishaps occur on or near the runway, predominately along its extended centerline.

- **Surface Danger Zone Orientation and Requirements.** The orientation and new requirements for the surface danger zone causes the zone to extend off installation.
- **Incompatible Uses in the Airfield Safety Zones.** There are incompatible uses in the NAS Meridian airfield safety zones that can create safety hazards for the public and pilots.
- **Bird / Wildlife Air Strike Hazard Awareness Concern.** General concern about Bird / Wildlife Air Strike Hazard (BASH/WASH) incidents at both NAS Meridian and NOLF Joe Williams.
- **Trees in Clear Zones.** There are trees in clear zones of NAS Meridian that create safety hazards for descending and ascending aircraft.

Vertical Obstructions (VO)

Vertical obstructions are created by buildings, trees, structures, or other features that may encroach into the navigable airspace or line of sight radar signal transmission pathways used by the military. These obstructions can be a safety hazard to both the public and military personnel and potentially impact military readiness.

Vertical obstructions can compromise the value of low-level flight training by limiting the areas where such training can occur. These obstructions can include a range of items from man-made, such as telephone poles, utility transmission towers, and radio antennas, to natural, such as tall trees and land features. Vertical obstructions can also interfere with radar transmissions, compromising the integrity of data transmission between the transmitter and receiver. Though most critical near the transmitter, the geographic area impacting the transmissions, or radar viewshed, can be broad depending on the distance between the transmitter and receivers.

- **No Early Coordination for Cell Tower Siting.** There is no early formal coordination for cell tower siting and development. These structures can create vertical obstructions to navigable airspace and unnecessary safety risks.
- **Trees in Transitional Zone at Naval Outlying Field Joe Williams.** There are trees located in the transitional zone of the imaginary surfaces of NOLF Joe Williams. This creates vertical obstructions that can impede safe navigable airspace.
- **Cell Tower Regulations.** There are no cell tower regulations for the City of Meridian to facilitate the appropriate level of coordination among all stakeholder groups and enable compatible controls for these structures.
- **Utilization of Vertical Obstruction Code Provisions.** Complexity of assessing vertical obstructions within imaginary surfaces affects the City of Meridian's ability to address potential vertical hazards to navigable airspace.
- **No Formal Coordination with the Federal Aviation Administration about Obstruction Evaluations.** There are no formal coordination procedures established to ensure the FAA conducts an obstruction evaluation for qualifying structures. This can create vertical obstruction hazards regarding certain structures.



Implementation Plan 6

Implementation Plan

This section identifies and organizes the recommended actions (strategies) developed through a collaborative effort between representatives of local jurisdictions, Naval Air Station Meridian (NAS Meridian) and Naval Outlying Landing Field Joe Williams (NOLF Joe Williams), state and federal agencies, local organizations, the general public, and other stakeholders that own or manage land or resources in the region. Because the NAS Meridian JLUS is the result of a collaborative planning process, the recommendations in this section represent a true consensus plan; a realistic and coordinated

It is important to note that the JLUS is not an adopted plan, but rather a recommended set of strategies which should be implemented by the JLUS participants to address current and potential compatibility issues.

approach to compatibility planning developed with the support of stakeholders involved throughout the process.

JLUS strategies incorporate a variety of actions that can be implemented to promote compatible land use and resource planning. Upon implementation, existing and

potential compatibility issues arising from the civilian / military interface can be removed or significantly mitigated. The recommended strategies function as the heart of the JLUS document and are the culmination of the planning process.

The key to the implementation of the strategies is the establishment of a JLUS Coordination Committee to oversee the JLUS execution. Through this Committee local jurisdictions, NAS Meridian, and other interested parties can continue their initial work to establish procedures, recommend or refine specific actions for member agencies, and make adjustments to strategies over time to ensure the JLUS continues to resolve key compatibility issues through realistic strategies and implementation.

Recommended Plan Guidelines

The key to a successful plan is balancing the different needs of all involved stakeholders. Several guidelines formed the basis upon which the strategies were developed:

- Recommended strategies must not result in a taking of property value.
- In some cases, the recommended strategies can only be implemented with new enabling legislation.
- In order to minimize regulation, many of the strategies are only recommended within the certain geographic area where the issue occurs (e.g. within the noise contours), instead of recommended for the whole JLUS Study Area.
- In lieu of eliminating strategies that do not have 100 percent support from all stakeholders, one solution / strategy may have resulted in the creation of multiple strategies that address the same issue but the other strategies are tailored to individual jurisdiction circumstances.

- Since this JLUS is meant to be a “living document”, and state and federal regulations are subject to change, before implementing one of the suggested strategies included in the Implementation Plan, the implementing jurisdiction or party should ensure there is no conflict between the strategy and any existing state or federal law.

Military Awareness Areas versus Military Influence Areas

During the development of the recommended strategies, the Technical Working Group (TWG) and Policy Committee (PC) identified the need to include two potential alternatives for applying the strategies in the NAS Meridian JLUS Study Area. The jurisdictions in the NAS Meridian JLUS Study Area desired an alternative approach for applying the strategies. One approach was designed for applying the strategies in the present day, using military awareness areas, which are a non-regulatory approach. The second approach was designed for applying strategies at a point in time in the future with military influence areas, an area designed for regulatory measures. While minimal to no regulation is desired now, the MIAs could be used if increased regulation becomes a desired environment.

Military Awareness Areas

In compatibility planning, the term “Military Awareness Area” (MAA) 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 MAA is designated to accomplish the following:

1. Promote coordination and communication about the shared land uses between the military and communities.
2. Promote an awareness of the size and scope of military training areas to protect areas separate from the actual military installation (e.g., critical air space) used for training purposes.

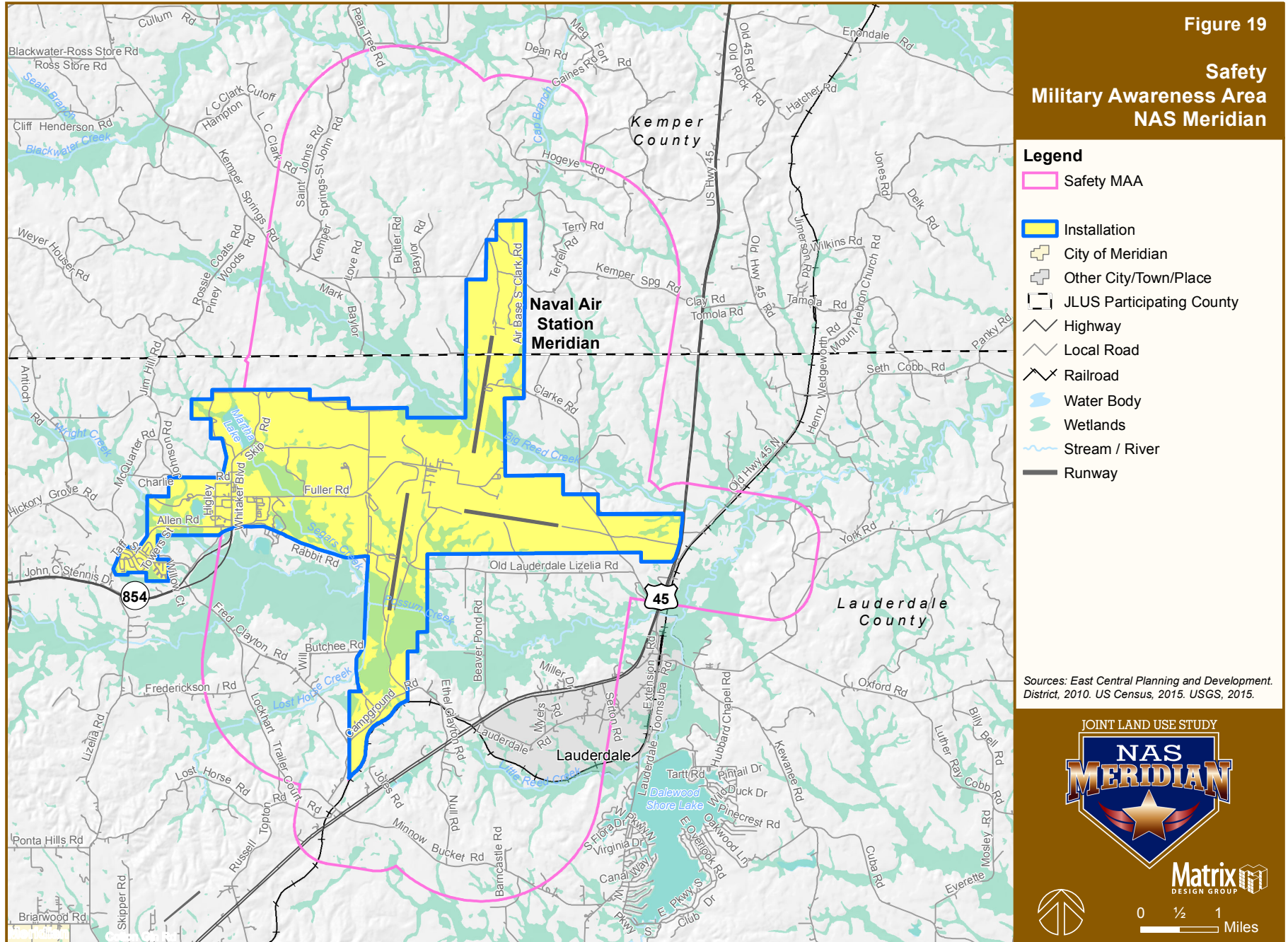
3. Promote the protection of public health, safety, and welfare by using the awareness areas as a constant informational and discussion piece regarding proposed developments, proposed land use actions that could impact the military, and when applying for a permit.
4. Encourage the maintenance of operational capabilities of military installations and areas.

In lieu of the implementation of formal regulations, an MAA delineates a geographic area where strategies are recommended to support compatible planning and are applied with a focus in communication and coordination. The MAAs are where the majority of the recommended strategies apply within the JLUS Study Area. There are three MAAs and one Military Awareness District (MAD) for NAS Meridian, and there are two MAAs and one MAD for NOLF Joe Williams. These MAAs and MADs are used in the NAS Meridian JLUS Implementation Plan and are shown and described on the following pages:

- NAS Meridian Safety MAA
- NAS Meridian Noise MAA
- NAS Meridian MAD
- NOLF Joe Williams Safety MAA
- NOLF Joe Williams Noise MAA
- NOLF Joe Williams MAD

MAA 1: NASM Safety Military Awareness Area

The NASM Safety MAA covers the land that is located within the 2012 Air Installations Compatible Use Zones airfield safety zones as illustrated on Figure 19. A one-half mile buffer from the airfield safety zones outer boundary is also included in the NASM Safety MAA. The strategies that would be applied to this area include the use of this map for discussions in proposed development in the area.



MAA 2: NASM Noise Military Awareness Area

The NASM Noise MAA covers the land located within the 65 dB noise contour that extends off-installation. A one-half mile buffer from the 65 dB noise contour is included in the NASM Noise MAA as illustrated on Figure 20. Strategies that apply to this area include notification and certification of high noise areas when applying for a building permit and the use of the map with potential property and home buyers in this area.

NAS Meridian Military Awareness District

The NAS Meridian Military Awareness District (MAD) covers all the land located within all the NASM MAAs and the Federal Aviation Administration (FAA) vertical obstruction guidance depicted on Figure 21. All the strategies would apply to some portion of this MAD. This is an awareness tool to be used in communication and coordination with potential property developers and home builders.

NOLF JW MAA 1: NOLF Joe Williams Safety Military Awareness Area

The NOLF JW Safety MAA covers the land that is located within the 2012 Air Installations Compatible Use Zones airfield safety zones that extend off-installation. A one-half mile buffer from the airfield safety zones outer boundary is also included in the NOLF JW Safety MAA as shown on Figure 22. The strategies that would be applied to this area include the use of this map for proposed development in the area.

NOLF JW MAA 2: NOLF Joe Williams Noise Military Awareness Area

The NOLF JW Noise MAA covers the land located within the 65 dB noise contour that extends off-installation. A one-half mile buffer from the 65 dB noise contour is included in the NOLF JW Noise MAA as illustrated on Figure 23. Strategies that apply to this area would include notification and certification of development in high noise areas when applying for a building permit and the use of the map with potential property and home buyers in this area.

NOLF Joe Williams Military Awareness District

The NOLF Joe Williams Military Awareness District (MAD) covers all the land located within all the MAAs and the Federal Aviation Administration (FAA) vertical obstruction guidance depicted on Figure 24. All the strategies would apply to some portion of this MAD. This is an awareness tool to be used in communication and coordination with potential developers and home builders.

Military Influence Areas

In compatibility planning, the term “Military Influence Area” (MIA) 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 MIA is designated to accomplish the following:

1. Promote an orderly transition between community and military land uses so that land uses remain compatible.
2. Protect public health, safety, and welfare through sound land use regulations.
3. Maintain operational capabilities of military installations and areas.
4. Promote an awareness of the size and scope of military training areas to protect areas separate from the actual military installation (e.g., critical air space) used for training purposes.
5. Establish compatibility requirements within the designated area, such as requirements for sound attenuation and aviation easements.

An MIA delineates a geographic area where strategies are recommended to support compatibility planning and the JLUS goal and objectives. The MIAs are where the majority of the recommended strategies apply. To better reflect the area of interest and focus implementation, several MIAs are further divided into subzones.

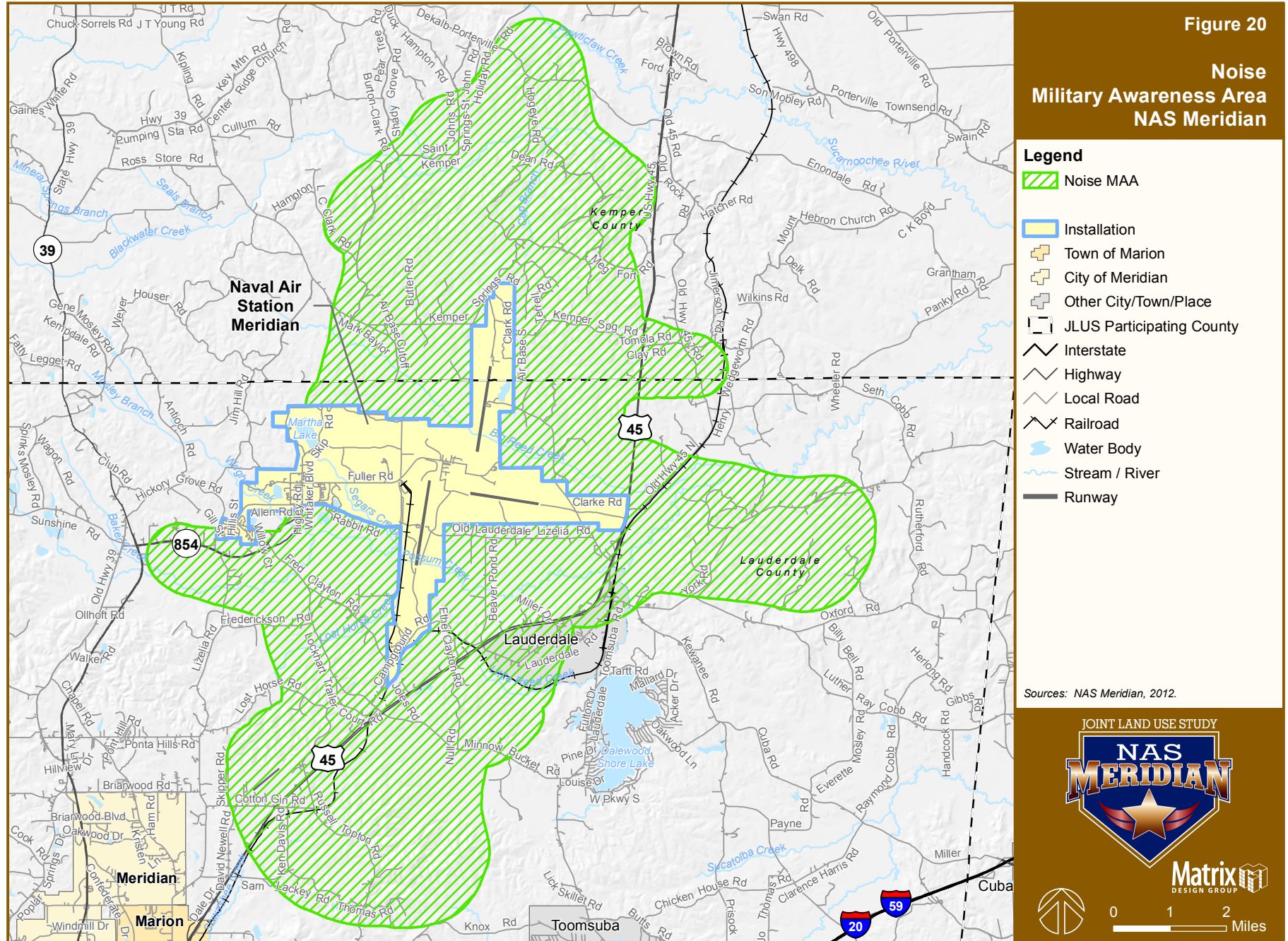


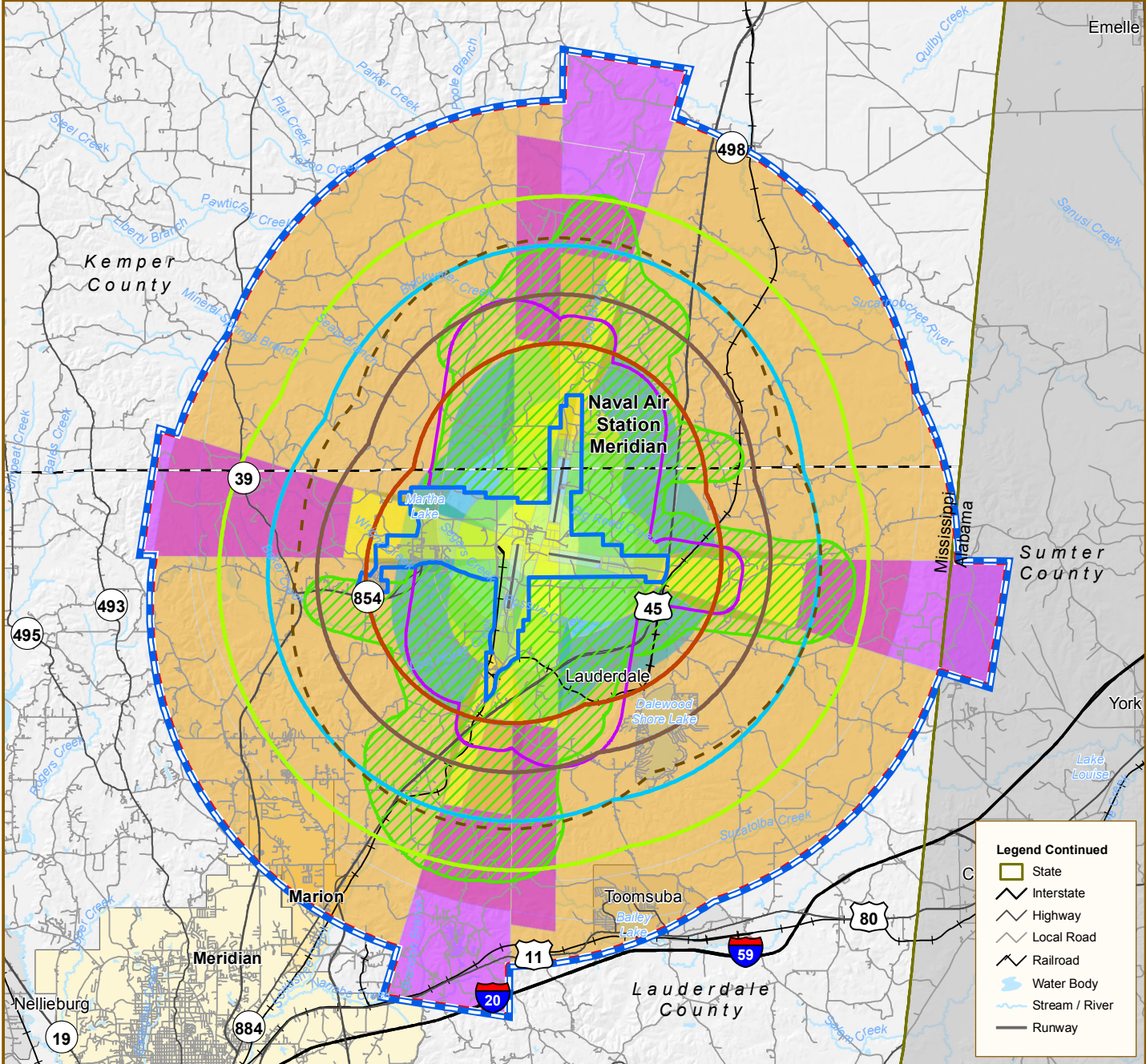
Figure 21

**Military Awareness District
NAS Meridian**

- Legend**
- NAS Meridian MAD
 - BASH MIA
 - Noise MAA
 - Safety MAA
 - Vertical Obstruction MIA
- Airfield Imaginary Surface Subzones**
- Clear Zone Surface Subzone
 - Approach-Departure Clearance Surface Subzone (50:1 Slope Ratio)
 - Approach-Departure Clearance Surface Subzone (Horizontal 500' Elevation)
 - Inner Horizontal Surface Subzone (150' Elevation)
 - Conical Surface Subzone (20:1 Slope Ratio)
 - Outer Horizontal Surface Subzone (500' Elevation)
 - Transitional Surface Subzone (7:1 Slope Ratio)
- Part 77 Subzones**
- Up to 200' @ 3NM Subzone
 - Up to 300' @ 4NM Subzone
 - Up to 400' @ 5NM Subzone
 - Up to 500' @ 6NM Subzone
 - Installation
 - Town of Marion
 - City of Meridian
 - Other City/Town/Place
 - JLUS Participating County
 - Other County

Source: NAS Meridian.

- Legend Continued**
- State
 - Interstate
 - Highway
 - Local Road
 - Railroad
 - Water Body
 - Stream / River
 - Runway



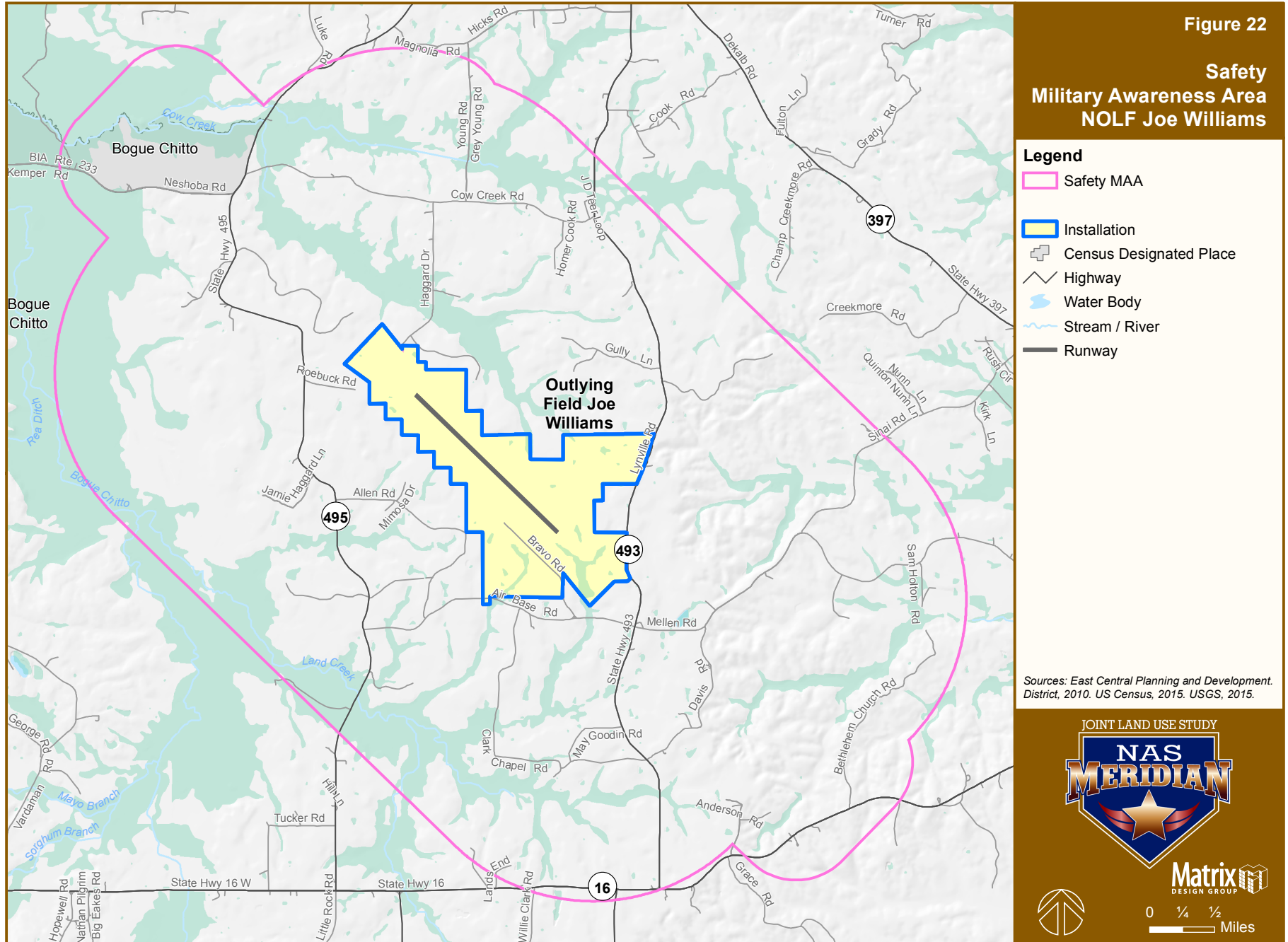










Figure 23

Noise Military Awareness Area NOLF Joe Williams

Legend

-  Noise MAA
-  Installation
-  Other City/Town/Place
-  JLUS Participating County
-  Highway
-  Water Body
-  Stream / River
-  Runway

Sources: NAS Meridian, 2012.

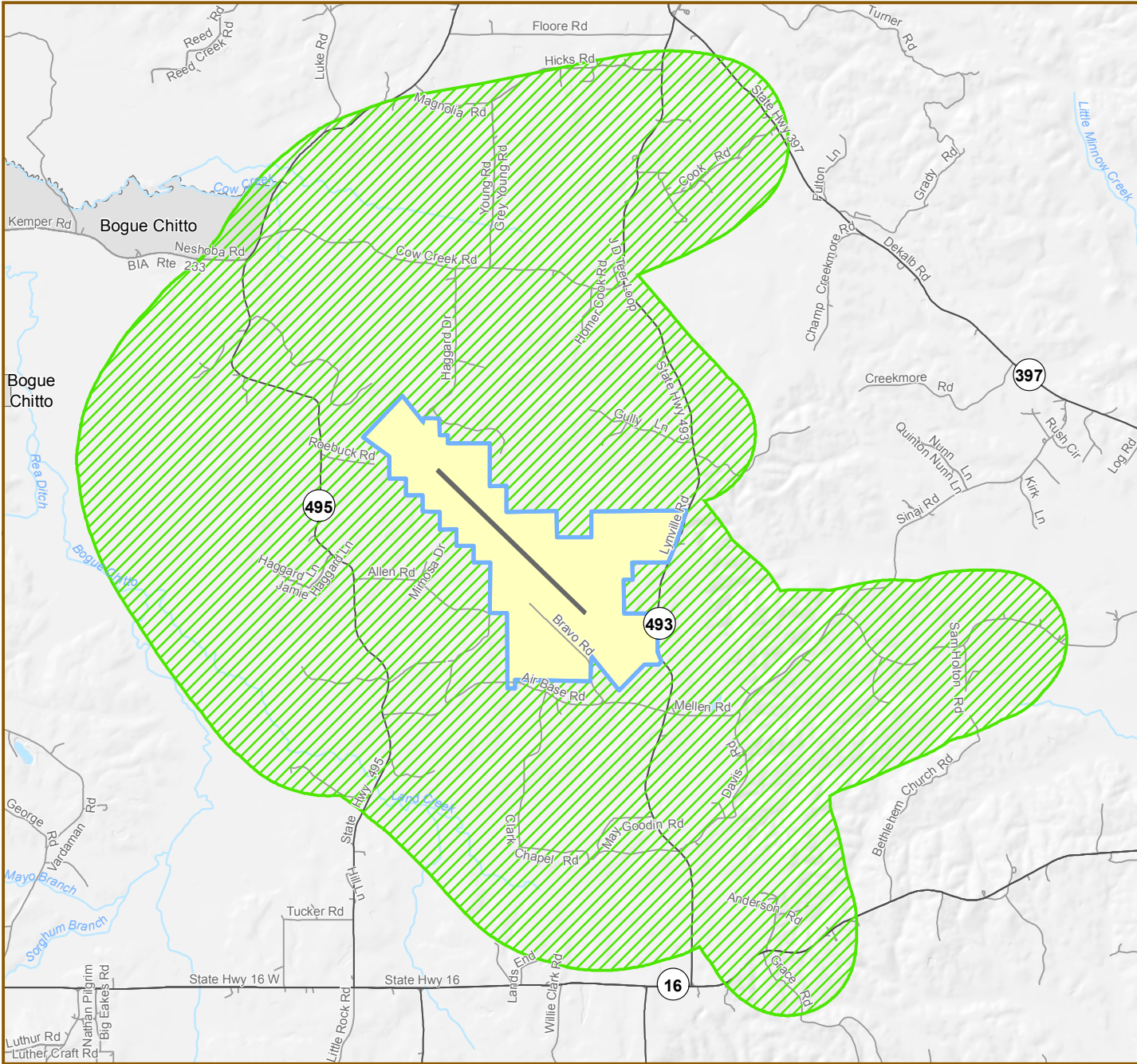
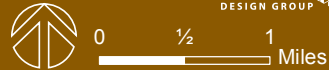
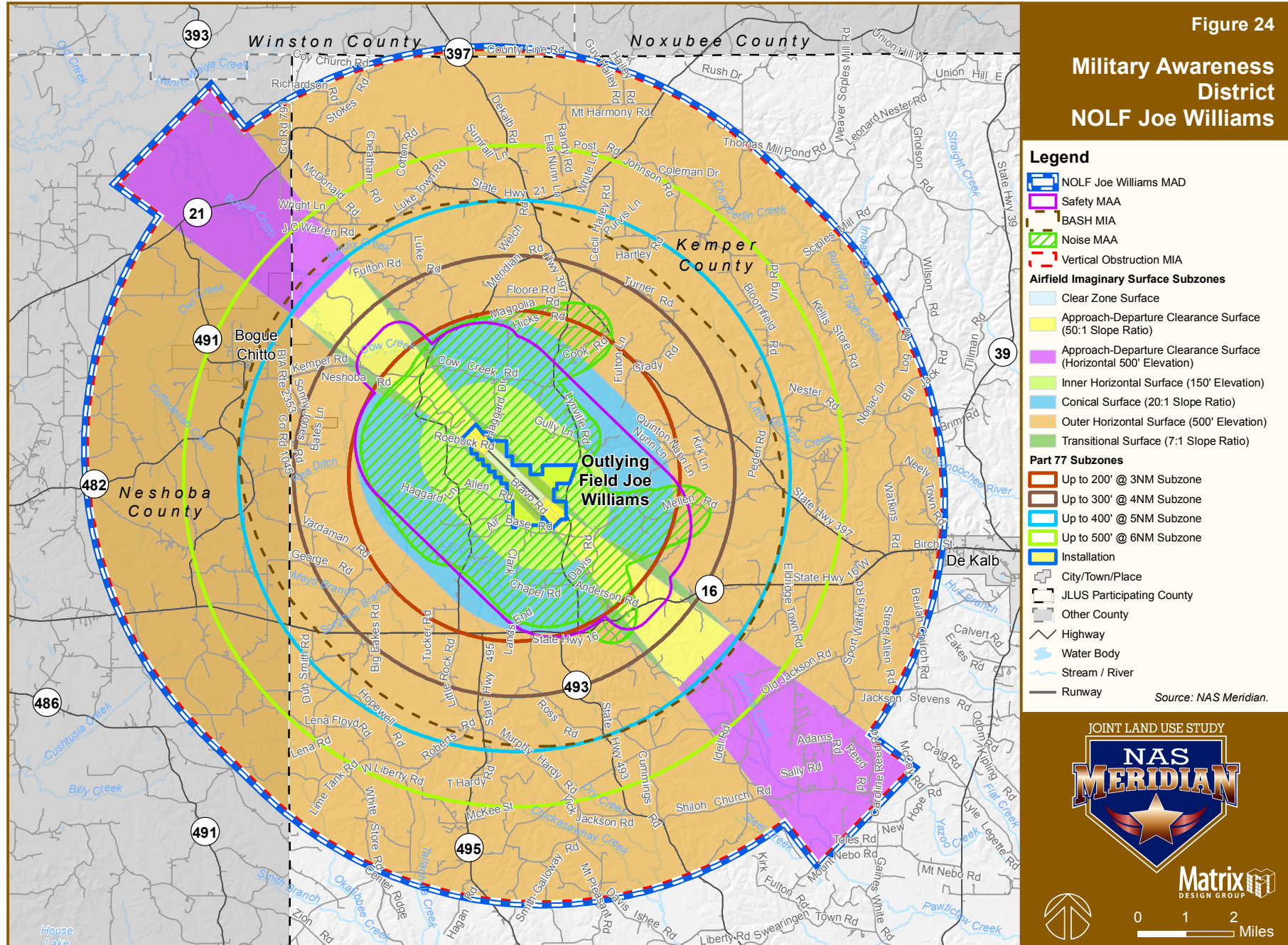


Figure 24

Military Awareness District
NOLF Joe Williams



Legend

- NOLF Joe Williams MAD
- Safety MAA
- BASH MIA
- Noise MAA
- Vertical Obstruction MIA

Airfield Imaginary Surface Subzones

- Clear Zone Surface
- Approach-Departure Clearance Surface (50:1 Slope Ratio)
- Approach-Departure Clearance Surface (Horizontal 500' Elevation)
- Inner Horizontal Surface (150' Elevation)
- Conical Surface (20:1 Slope Ratio)
- Outer Horizontal Surface (500' Elevation)
- Transitional Surface (7:1 Slope Ratio)

Part 77 Subzones

- Up to 200' @ 3NM Subzone
- Up to 300' @ 4NM Subzone
- Up to 400' @ 5NM Subzone
- Up to 500' @ 6NM Subzone
- Installation

Other Symbols

- City/Town/Place
- JLUS Participating County
- Other County
- Highway
- Water Body
- Stream / River
- Runway

Source: NAS Meridian.



The MIAs and one Military Influence Overlay District (MIOD) for each NAS Meridian and NOLF Joe Williams used in the NAS Meridian JLUS Implementation Plan are identified below:

- NAS Meridian Safety MIA
- NAS Meridian Small Arms Range Safety MIA
- NAS Meridian BASH MIA
- NAS Meridian Noise MIA
- NAS Meridian Vertical Obstruction MIA
- NAS Meridian Vertical Obstruction Awareness Area
- NAS Meridian MIOD
- NOLF Joe Williams Safety MIA
- NOLF Joe Williams Noise MIA
- NOLF Joe Williams BASH MIA
- NOLF Joe Williams Vertical Obstruction MIA
- NOLF Joe Williams MIOD

MIA 1: Study Area

This MIA covers regional strategies that apply to the Study Area as a whole (see Figure 1).

NASM MIA 2: Safety Military Influence Area

The Safety MIA for NAS Meridian is illustrated in Figure 25. This MIA has five subzones in which strategies address the establishment of restrictive covenants or conservation easements and awareness measures between the military and willing landowners. In addition, strategies applied to this area would facilitate the discouragement of land uses that attract birds and wildlife to the area and decrease the risk profile associated with this area. The following subzones are:

- Accident Potential Zone I Subzone, and
- Accident Potential Zone II Subzone.

All clear zones are entirely on-installation, and thus would not impact land uses outside the fence line or be subject to local land use controls.

NASM MIA 3: Bird Air Strike Hazard (BASH) Military Influence Area

The BASH MIA covers a five-mile radius around the air operations area of the NAS Meridian airfield. The BASH MIA is illustrated in Figure 26. Strategies that apply to this area include updating plans and amending zoning ordinances to discourage uses that attract birds and wildlife. In this geography no new man-made wetlands or open water should be created.

NASM MIA 4: Noise Military Influence Area

The Noise MIA includes all land located off installation within the 60 dB, 65 dB, and the 70 dB noise contours. Figure 27 illustrates the NAS Meridian Noise MIA. Strategies which apply to these areas include zoning regulations and building code requirements for sound attenuation.

NASM MIA 5: Vertical Obstruction Military Influence Area

The Vertical Obstruction MIA serves to protect important flight areas for aircraft that operate out of NAS Meridian. Within this MIA, strategies address height restrictions to avoid vertical obstructions. The Vertical Obstruction MIA at NAS Meridian is depicted in Figure 28. There are 11 subzones with varying height guidance that comprise this MIA.

Vertical Obstruction Awareness Area

The Vertical Obstruction Awareness Area (VOAA) is illustrated in Figure 29. It is included in this report to provide awareness about the impact related to imaginary surfaces for the design consideration of a fourth runway. This map provides the area covered by the imaginary surfaces if the design consideration was funded and implemented at some point in the future.

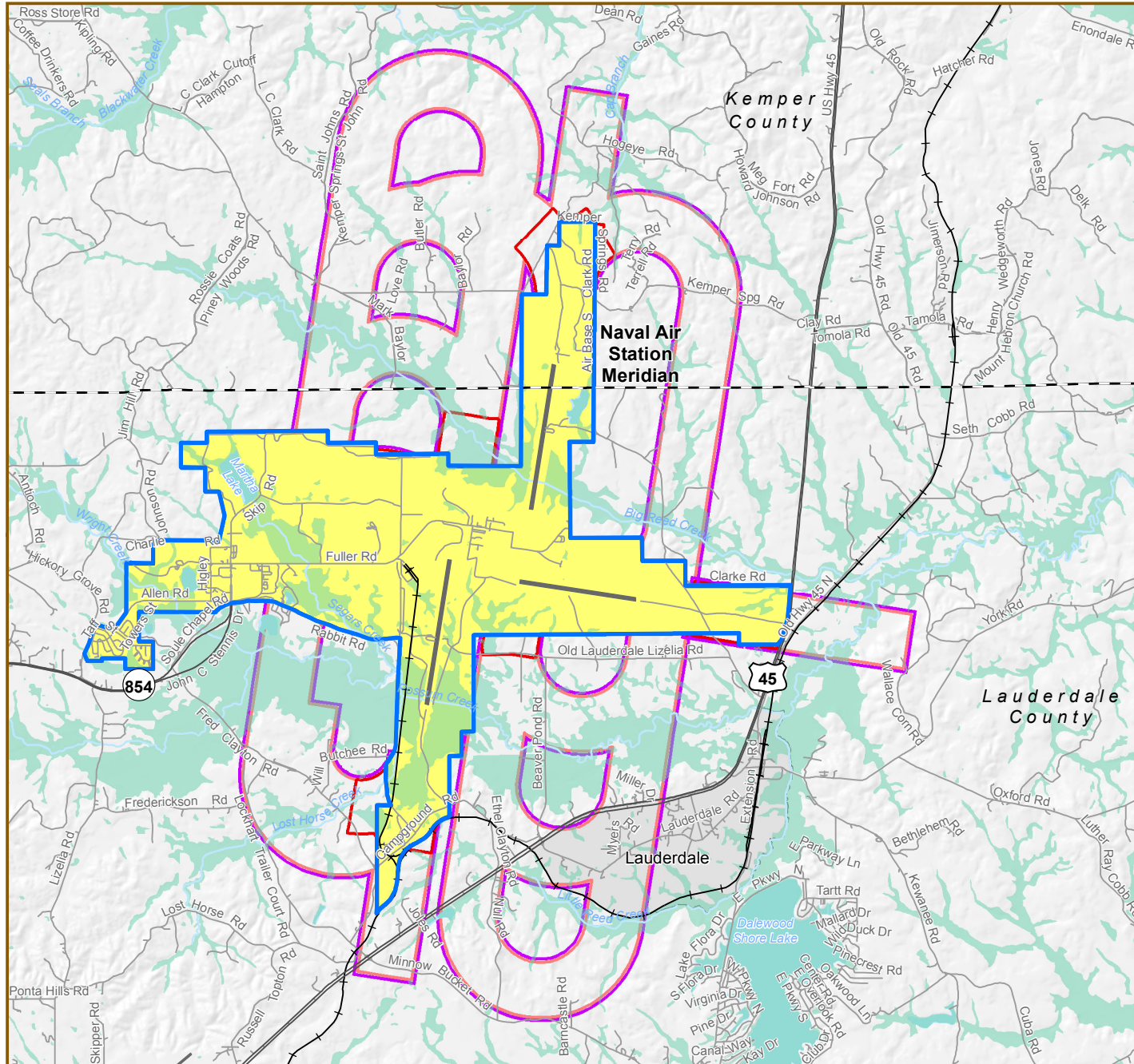


Figure 25
Safety Military Influence Area NAS Meridian

Legend

- Safety MIA
- Airfield Safety Zones**
- APZ-I
- APZ-II
- Installation
- Other City/Town/Place
- JLUS Participating County
- Highway
- Local Road
- Railroad
- Water Body
- Wetlands
- Stream / River
- Runway

Sources: East Central Planning and Development District, 2010. US Census, 2015. USGS, 2015.

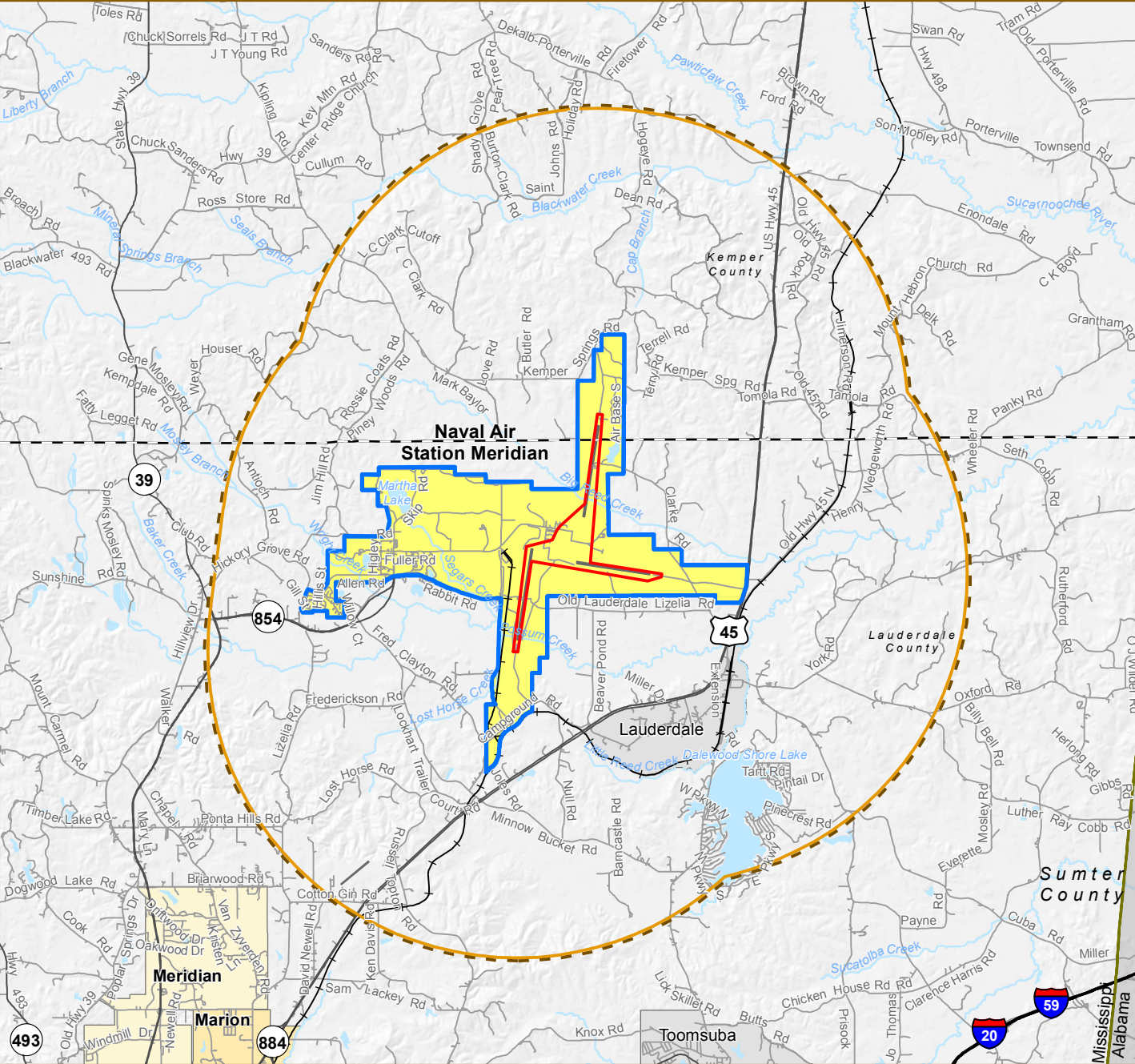
JOINT LAND USE STUDY

NAS MERIDIAN

Matrix DESIGN GROUP

Figure 26

**Bird Air Strike Hazard
Military Influence Area
NAS Meridian**



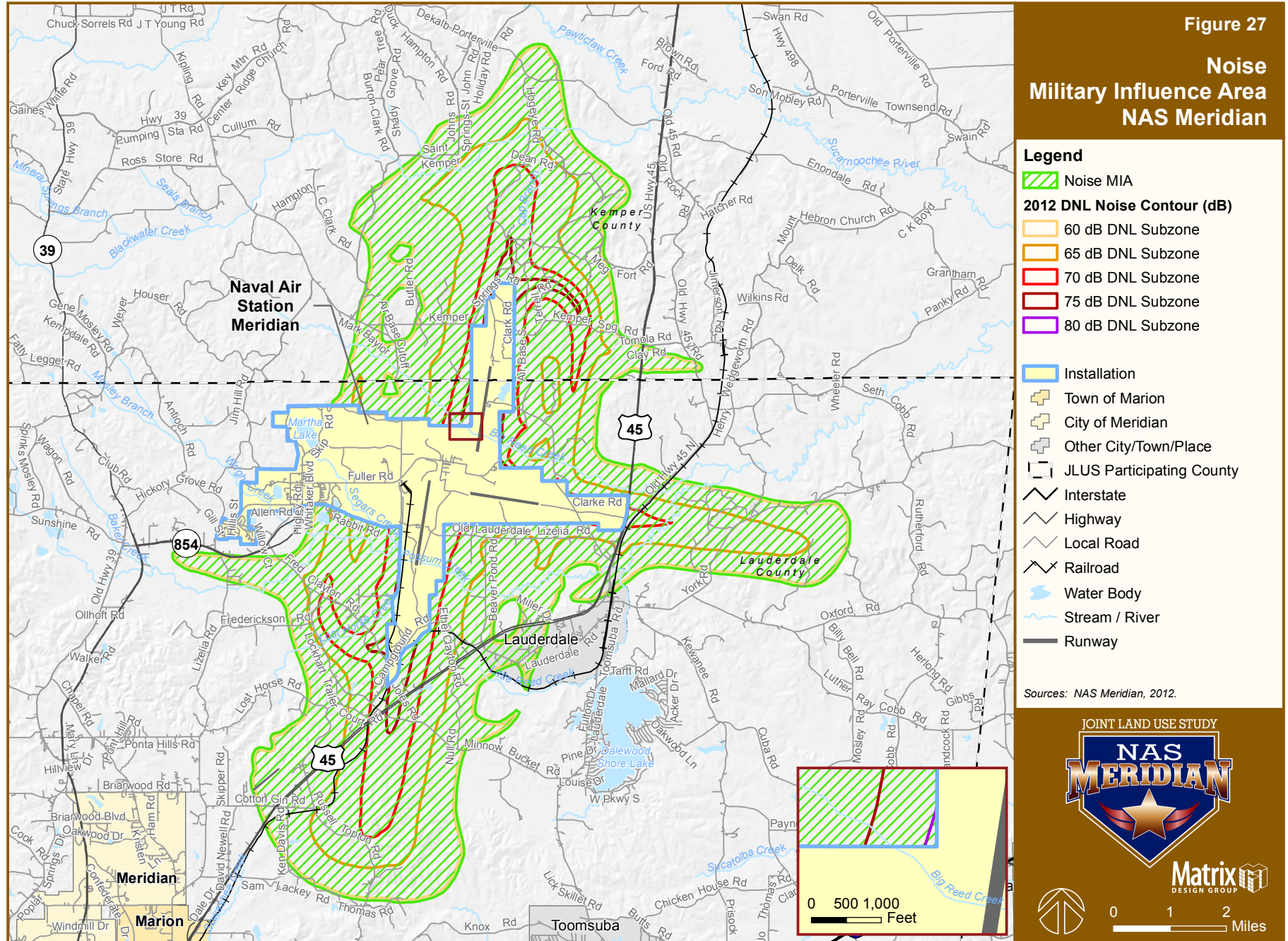
Legend

- BASH MIA
- 5-mile BASH Relevancy Area
- Airfield Operations Area
- Installation
- Town of Marion
- City of Meridian
- Other City/Town/Place
- JLUS Participating County
- Other County
- State
- Interstate
- Highway
- Local Road
- Railroad
- Water Body
- Stream / River
- Runway

Source: Matrix Design Group, 2106.

JOINT LAND USE STUDY

Matrix
DESIGN GROUP



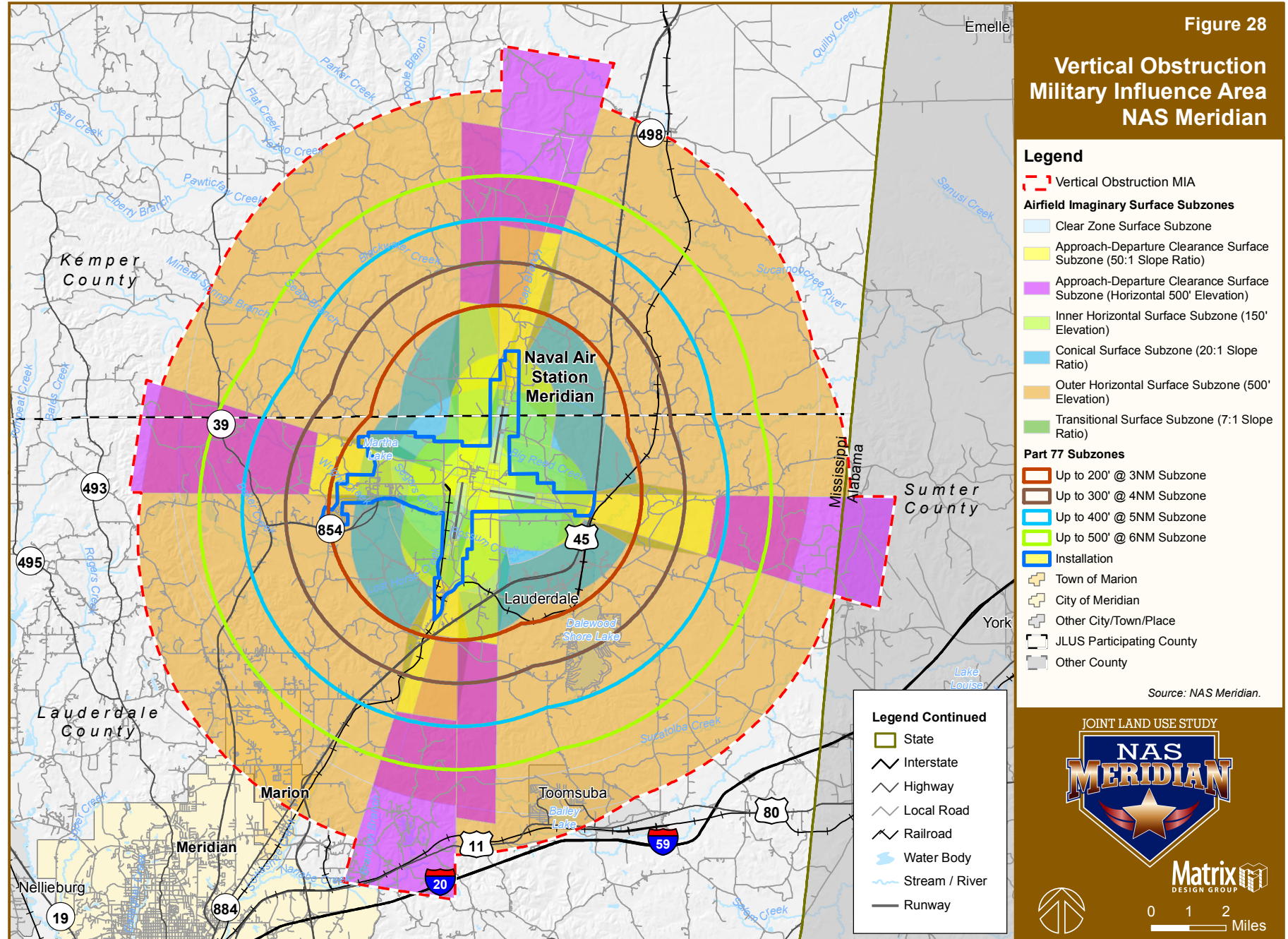


Figure 28

**Vertical Obstruction
Military Influence Area
NAS Meridian**

Legend

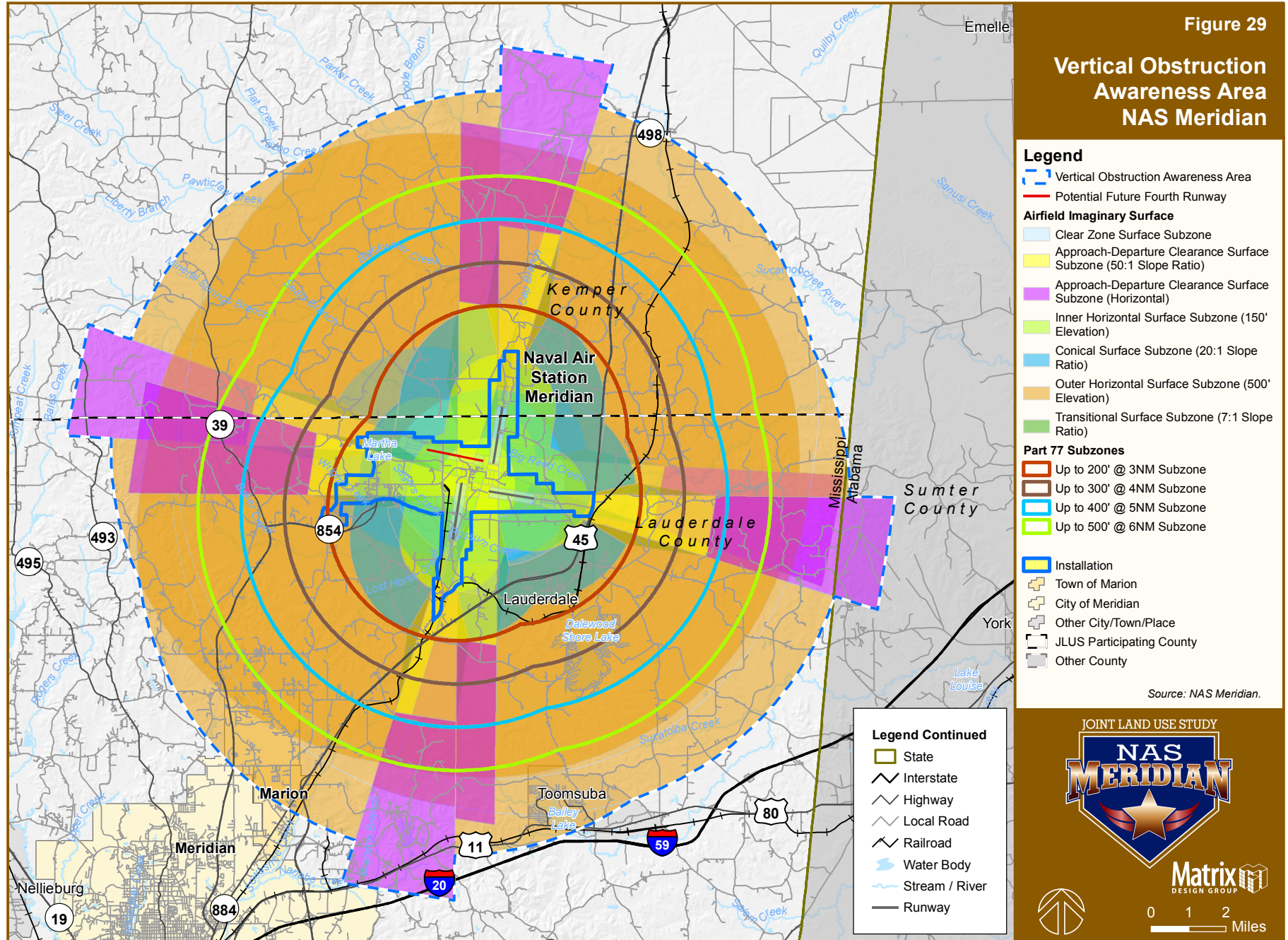
- Vertical Obstruction MIA
- Airfield Imaginary Surface Subzones**
- Clear Zone Surface Subzone
- Approach-Departure Clearance Surface Subzone (50:1 Slope Ratio)
- Approach-Departure Clearance Surface Subzone (Horizontal 500' Elevation)
- Inner Horizontal Surface Subzone (150' Elevation)
- Conical Surface Subzone (20:1 Slope Ratio)
- Outer Horizontal Surface Subzone (500' Elevation)
- Transitional Surface Subzone (7:1 Slope Ratio)
- Part 77 Subzones**
- Up to 200' @ 3NM Subzone
- Up to 300' @ 4NM Subzone
- Up to 400' @ 5NM Subzone
- Up to 500' @ 6NM Subzone
- Installation
- Town of Marion
- City of Meridian
- Other City/Town/Place
- JLUS Participating County
- Other County

Source: NAS Meridian.

Legend Continued

- State
- Interstate
- Highway
- Local Road
- Railroad
- Water Body
- Stream / River
- Runway





NASM MIOD: NAS Meridian Military Influence Overlay District

The NAS Meridian Military Influence Overlay District (MIOD) is the consolidated military influence area for NAS Meridian. This area, illustrated in Figure 30, covers the area under the imaginary surfaces for the airfield. Since there is not regulation in the county currently, this would be a tool used in the future by jurisdictions if they implemented land use regulations. Land uses in this area should be coordinated with NAS Meridian on a case-by-case basis unless otherwise restricted by more stringent regulation.

NOLF JW MIA 1: Safety Military Influence Area

The Safety MIA for NOLF Joe Williams is illustrated in Figure 31. This MIA has three subzones, in which strategies address the establishment of restrictive covenants or conservation easements and awareness measures between the military and willing landowners. In addition, strategies applied to this area would discourage land uses that attract birds and wildlife to the area and decrease the risk profile associated with this area. The following subzones are:

- Clear Zone Subzone,
- Accident Potential Zone I Subzone, and
- Accident Potential Zone II Subzone.

NOLF JW MIA 2: Bird Air Strike Hazard Military Influence Area

The BASH MIA covers a five-mile radius around the air operations area of NOLF Joe Williams, illustrated in Figure 32. Strategies that apply to this area include updating plans and amending zoning ordinances to discourage uses that attract birds and wildlife. In this geography no new man-made wetlands or open water should be created.

NOLF JW MIA 3: Noise Military Influence Area

The Noise MIA includes all land located off installation within the 60 dB, 65 dB, and the 70 dB noise contours. Figure 33 illustrates the NAS NOLF Joe Williams Noise MIA. Strategies which apply to these areas include zoning regulations and building code requirements for sound attenuation.

NOLF JW MIA 4: Vertical Obstruction Military Influence Area

The Vertical Obstruction MIA serves to protect important flight areas for aircraft that operate out of NOLF Joe Williams. Within this MIA, strategies address height restrictions to avoid vertical obstructions. The Vertical Obstruction MIA at NOLF Joe Williams is depicted in Figure 34. There are 11 subzones with varying height guidance that comprise this MIA.

NOLF JW MIOD: Naval Outlying Landing Field Joe Williams Military Influence Overlay District

The NOLF Joe Williams Military Influence Overlay District (MIOD) is the consolidated military influence area. This area, illustrated in Figure 35, covers the area under the imaginary surfaces for the airfield. Since this is a regulatory tool and due to there not being regulation in the county currently, this would be a tool used at a particular point in time in the future by jurisdictions if they implemented land use regulations. Land uses in this area should be coordinated with NAS Meridian on a case-by-case basis unless otherwise restricted by more stringent regulation.

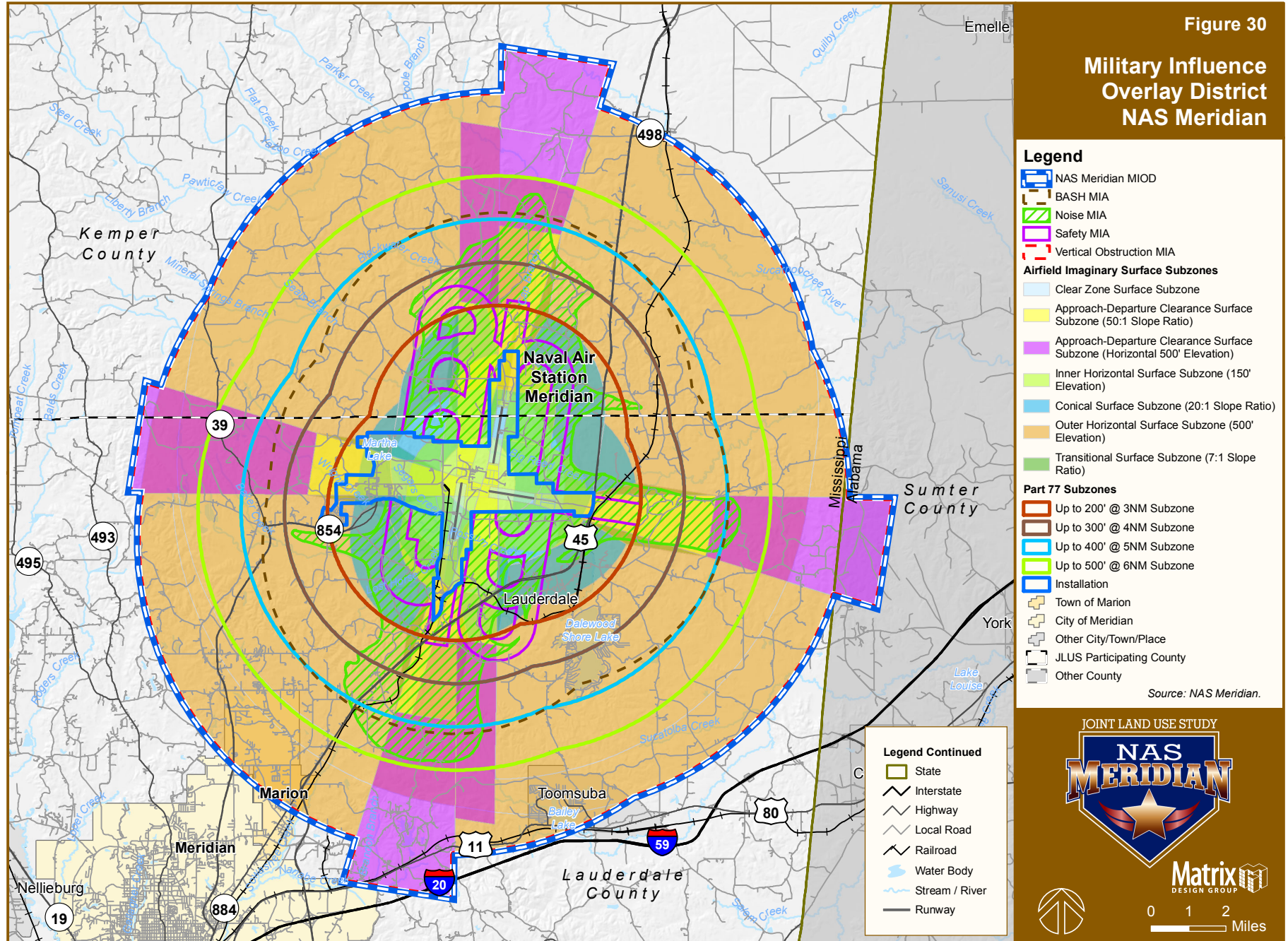


Figure 31

Safety Military Influence Area NOLF Joe Williams

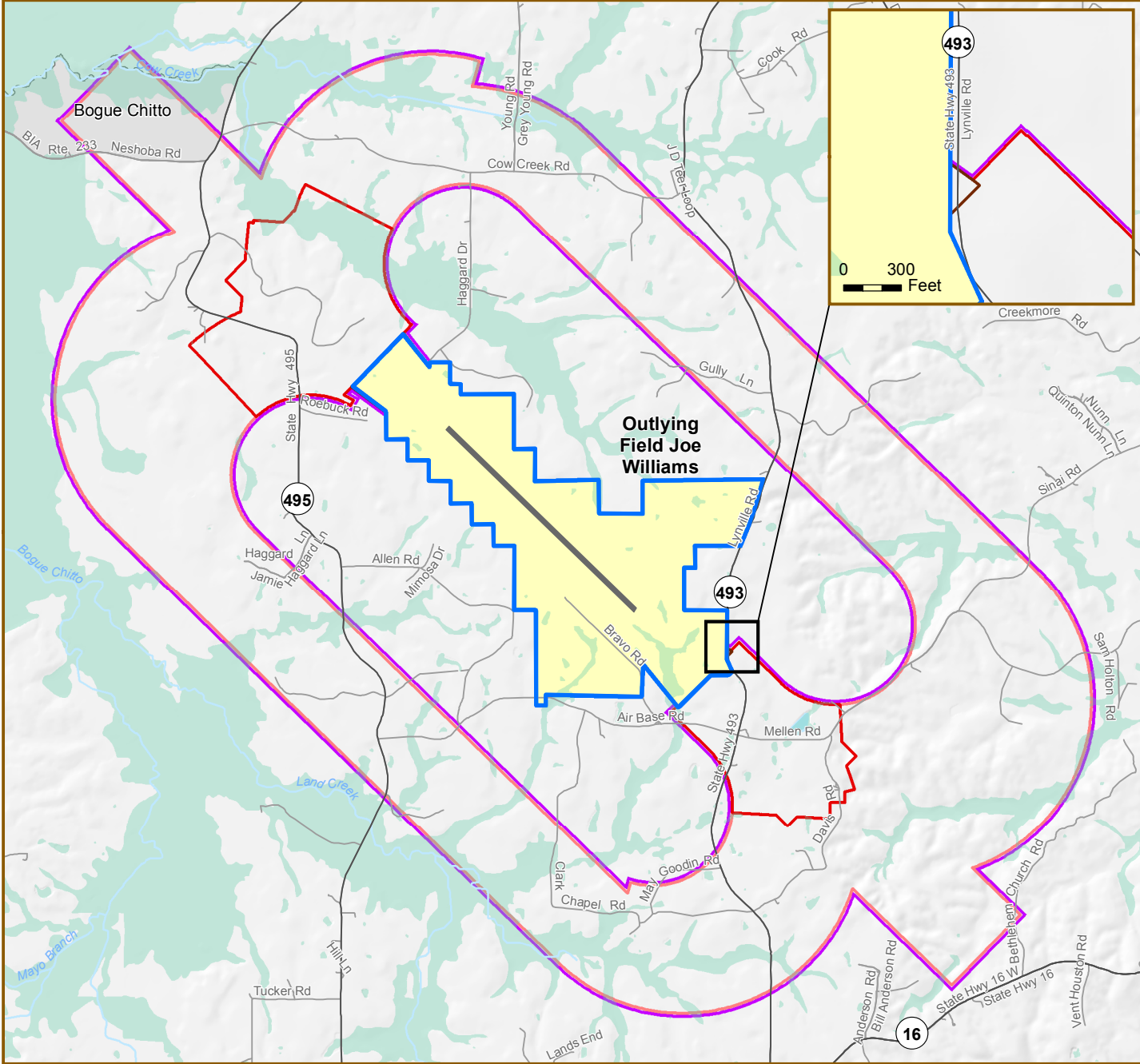
Legend

- Safety MIA
- Airfield Safety Zones**
- Clear Zone
- APZ I
- APZ II
- Installation
- Census Designated Place
- Highway
- ~ Water Body
- ~ Stream / River
- Runway

Sources: East Central Planning and Development District, 2010. US Census, 2015. USGS, 2015.



0 1/4 1/2 Miles



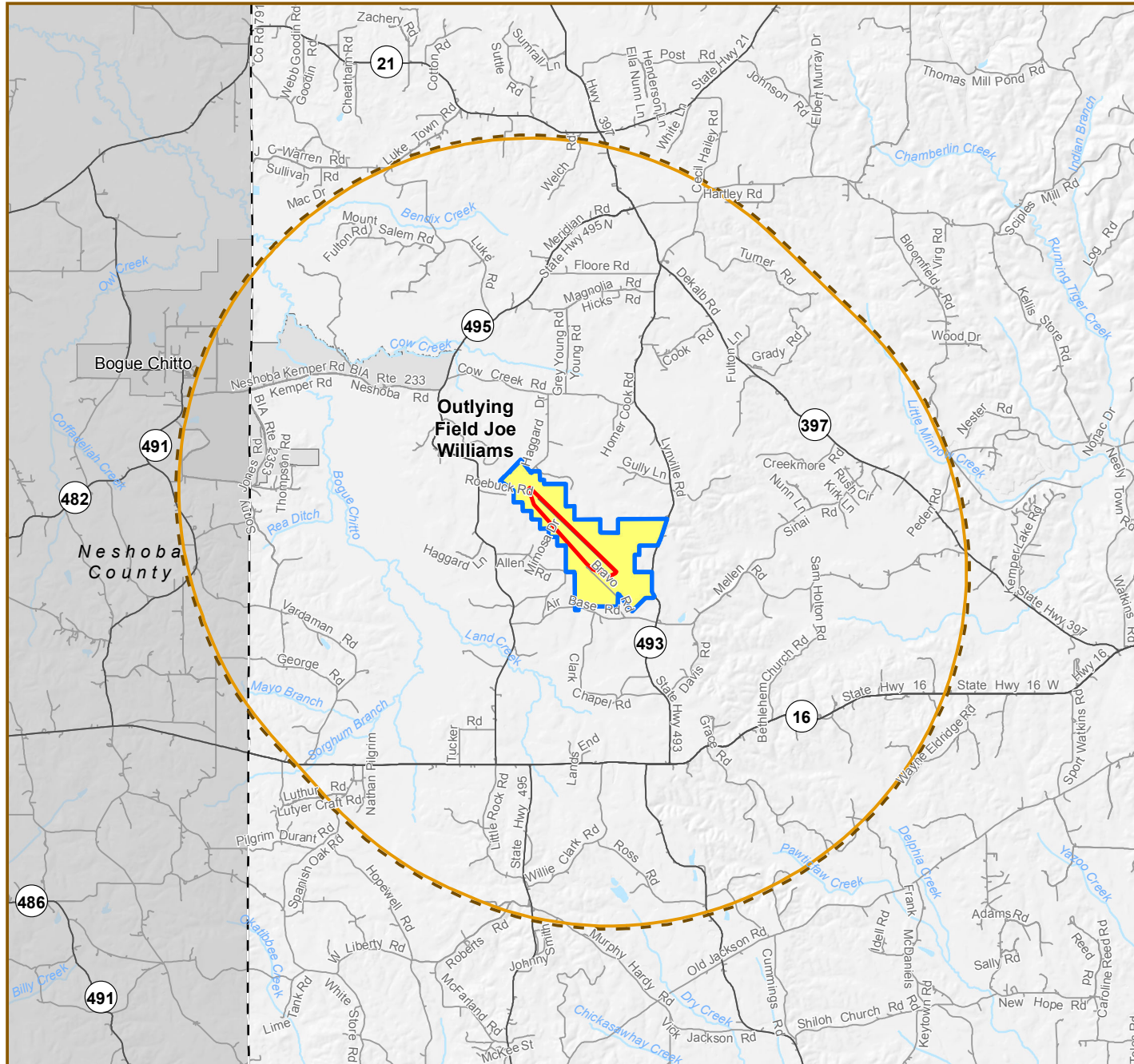


Figure 32
BASH
Military Influence Area
NOLF Joe Williams

Legend

- BASH MIA
- 5-mile BASH Relevancy Area
- Airfield Operations Area
- Installation
- Other City/Town/Place
- JLUS Participating County
- Other County
- Highway
- Water Body
- Stream / River
- Runway

Sources: Matrix Design Group, 2106.













JOINT LAND USE STUDY

Matrix
 DESIGN GROUP

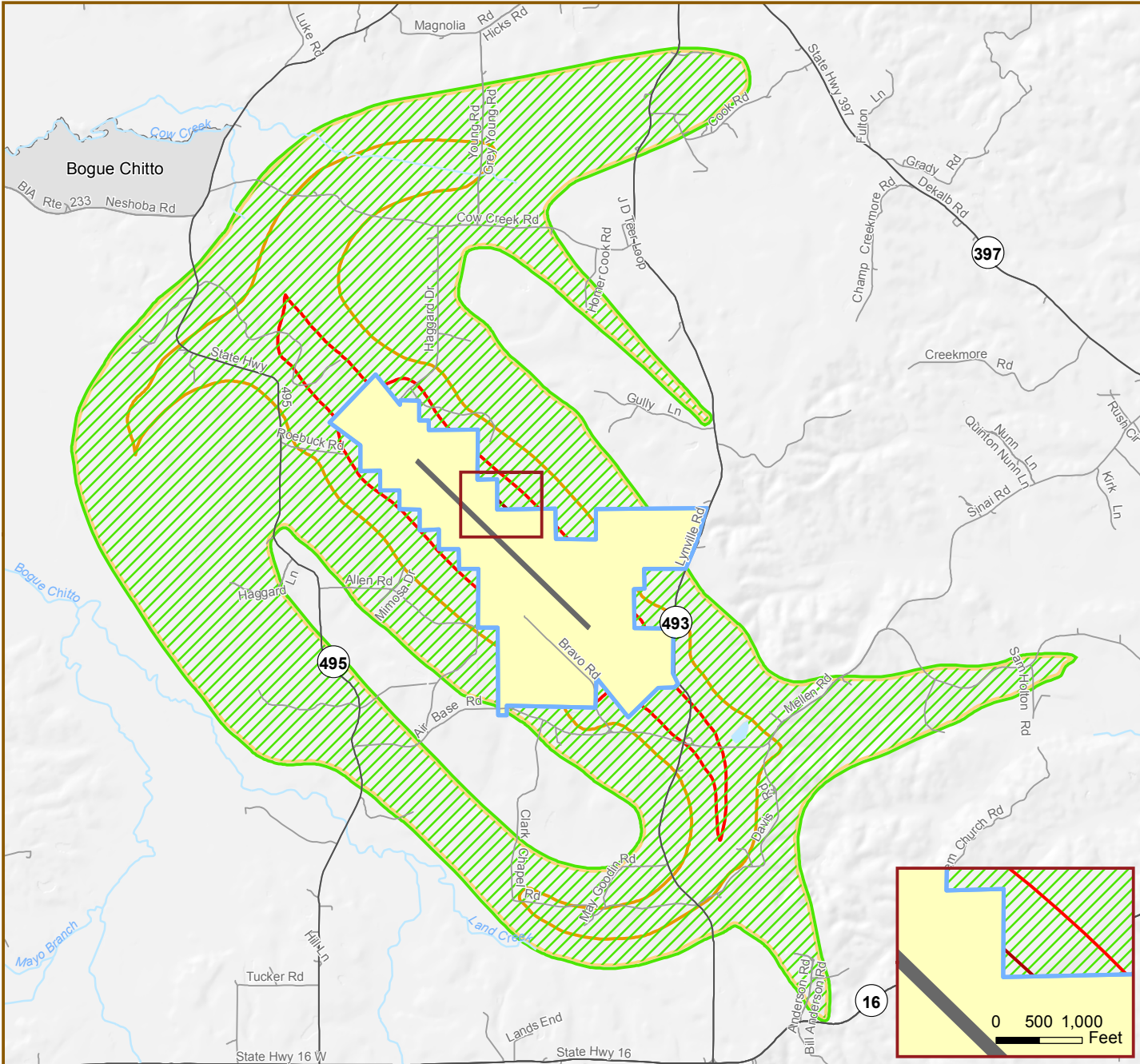
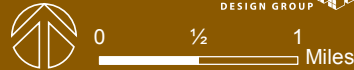
Figure 33

Noise Military Influence Area NOLF Joe Williams

Legend

-  Noise MIA
- 2012 DNL Noise Contour (dB)**
-  60 dB DNL Subzone
-  65 dB DNL Subzone
-  70 dB DNL Subzone
-  75 dB DNL Subzone
-  Installation
-  Other City/Town/Place
-  JLUS Participating County
-  Highway
-  Water Body
-  Stream / River
-  Runway

Sources: NAS Meridian, 2012.



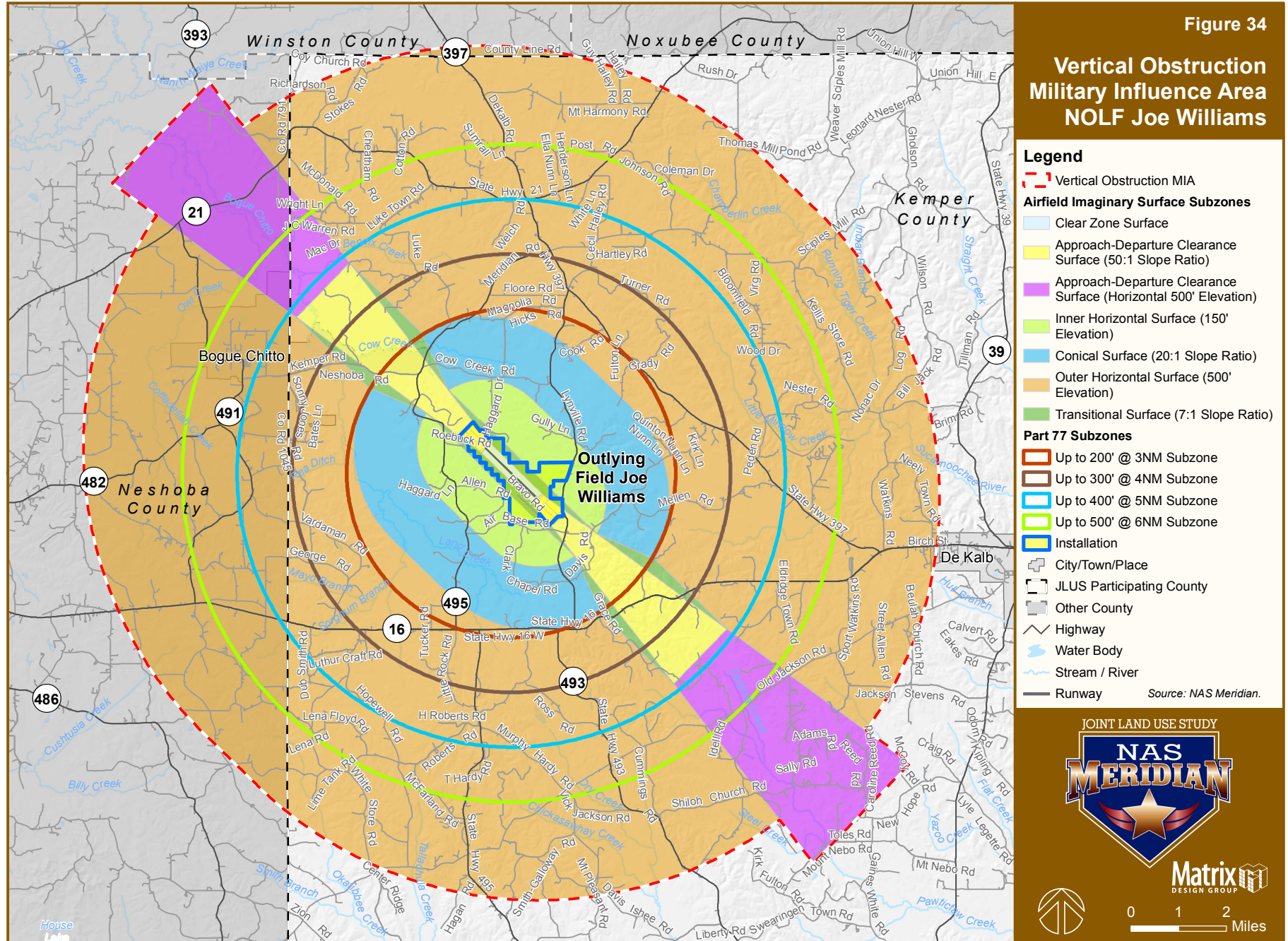


Figure 35

Military Influence Overlay District NOLF Joe Williams

Legend

- NOLF Joe Williams MIOD
- Safety MIA
- BASH MIA
- Noise MIA
- Vertical Obstruction MIA

Airfield Imaginary Surface Subzones

- Clear Zone Surface
- Approach-Departure Clearance Surface (50:1 Slope Ratio)
- Approach-Departure Clearance Surface (Horizontal 500' Elevation)
- Inner Horizontal Surface (150' Elevation)
- Conical Surface (20:1 Slope Ratio)
- Outer Horizontal Surface (500' Elevation)
- Transitional Surface (7:1 Slope Ratio)

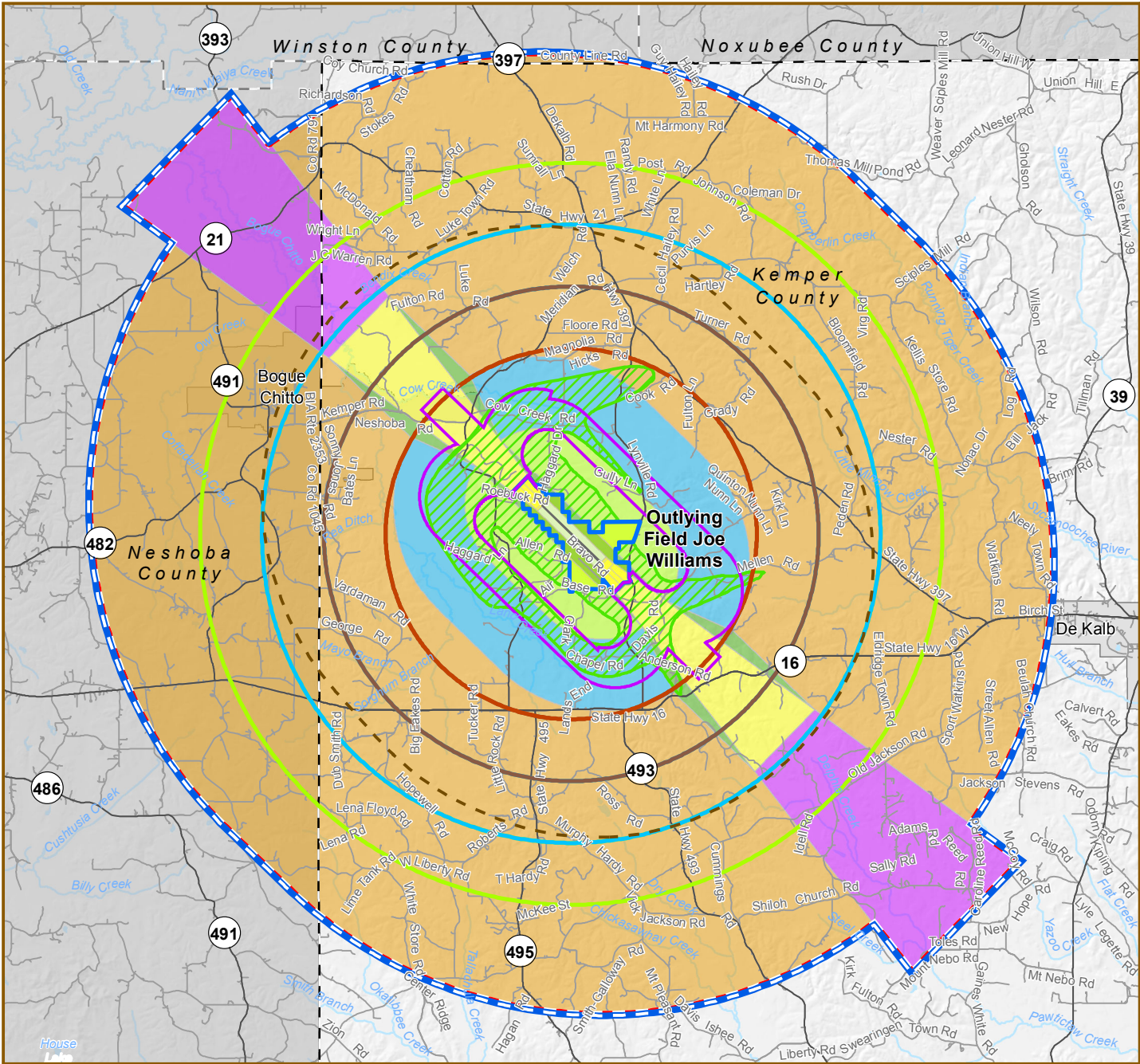
Part 77 Subzones

- Up to 200' @ 3NM Subzone
- Up to 300' @ 4NM Subzone
- Up to 400' @ 5NM Subzone
- Up to 500' @ 6NM Subzone
- Installation

Other Symbols

- City/Town/Place
- JLUS Participating County
- Other County
- Highway
- Water Body
- Stream / River
- Runway

Source: NAS Meridian.




How to Read the Implementation Plan


The strategies developed were designed to address the issues identified during preparation of the JLUS. The purpose of each strategy is to:


1. Avoid future actions, operations, or approvals that would cause a compatibility issue,
2. Eliminate an existing compatibility issue,
3. Reduce the adversity of an existing issue, or
4. Provide for on-going communications and collaboration.

To make the strategies easier to use, they are presented in a table format (Table 4) that provides the strategy as well as information on when and how that strategy will be implemented. Figure 36 highlights the format and content of the strategy table, and the following paragraphs provide an overview of how to read the information presented within each strategy.

Issue #. The issue # is an alpha-numeric number that provides a unique reference for each specific issue and strategy. An issue’s reference number is composed of the Compatibility Factor ID (COM) and the Issue number (1, 2, or 3).

 **Completed Stamp.** This stamp indicates this issue / recommendation was identified during the JLUS process and completed before the end of the process concluded.

 **In Progress Stamp.** This stamp indicates this recommendation has been initiated by the responsible parties indicated in the table.

 **On-Going Stamp.** This stamp indicates this option is currently on-going by the responsible parties indicated in the table. In addition, this provides awareness that the responsible parties are already implementing the option.

Military Awareness Area (MAA) / Military Influence Area (MIA). This column indicates the applicable MAA / MIA that the strategy applies to outside NAS Meridian and NOLF Joe Williams. Additional details on MAA / MIAs are provided under the previous “Awareness Areas” and “Influence Areas” sections.

Strategy. A title that describes the strategy show in bold type. This is followed by the complete strategy statement that describes the action needed. Each set of strategies is preceded by the issue which they are meant to address.

Timeframe. This column indicates the projected timeframe of each strategy. The year listed reflects the starting timeframe for initiating work on this strategy or if it is an on-going action.

| | |
|----------|---|
| 2017 | Strategy proposed for initiation in 2017-2018 (within a year of JLUS completion). |
| 2019 | Strategy proposed to be initiated in 2019-2020 (within 2-3 years of JLUS completion). |
| 2021 | Strategy proposed to be initiated in 2021-2023 (within 4-6 years from JLUS completion). |
| On-going | An on-going strategy that should be consistently monitored. |

Figure 36. NAS Meridian Strategy Key

| Issue or Strategy # | Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|---|---|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|------|-------------------------|---|--------------------------|
| Anti-Terrorism / Force Protection (AT) | | | | | | | | | | | | |
| AT-1 | General Concern from Breaches of Installation Perimeter There is a general security concern caused by breaches of the installation perimeter. The concern primarily focuses on lack of information about the installation’s boundary in certain scenarios, e.g. hunters jumping over fence to obtain hunted game. | | | | | | | | | | | |
| AT-1A | MIOD | Self-Policing Brochures NAS Meridian should work with the counties and Mississippi Department of Wildlife, Fisheries, and Parks (MDWFP) to develop a brochure about the hunting geography and identify the location of the installations. This brochure should explain that the installation’s boundaries are not entirely fenced in some places and only fenced with posts and barbed wire in other places. The installation should identify areas to avoid due to lack of fencing. The brochure should be linked to the counties websites and the MDWFP hunting website. Copies of the brochure should be made available at the local government offices and hunting association offices. | 2018 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | | <input type="checkbox"/> |

Issue / Strategy Number: Alpha-numeric identifier used for reference.

Military Influence Area: Geographic area where each option applies.

Strategy: Description of the Strategy.

Timeframe: The expected initiation date for option implementation.

Responsible Party: The primary and partner responsible agencies. For example, the ■ denotes the primary agency who will take the lead in implementation. The □ denotes partner agency who will assist the primary agency in implementation.

Responsible Party. At the right end of the strategy table are a series of columns, one for each jurisdiction, military entity, agency, and organization with responsibility for implementing the JLUS strategies. If an entity has responsibility relative to implementing a strategy, a mark is shown under their name. This mark is one of two symbols that represent their role. A solid square (■) designates that the entity identified is responsible for implementing the strategy. A hollow square (□) designates that the entity

plays a key supporting role, but is not directly responsible for implementation. The responsible parties are identified by their assigned acronym in the heading at the top of each page.

MDOT Mississippi Department of Transportation

Table 4. Issues / Strategies by Compatibility Factor (Alphabetized by Factor)

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|---|---|---|--------------------------|------------------|----------------|-------------------|---------------|--------------|------|-------------------------|---|-------|
| Air Quality (AQ) | | | | | | | | | | | | |
| | No issues identified for Air Quality. | | | | | | | | | | | |
| Anti-Terrorism / Force Protection (AT) | | | | | | | | | | | | |
| AT-1 | General Concern from Breaches of Installation Perimeter There is a general security concern caused by breaches of the installation perimeter. The concern primarily focuses on lack of information about the installation’s boundary in certain scenarios, e.g. hunters jumping over fence to obtain hunted game. | | | | | | | | | | | |
| AT-1A | NOLF JW MAD or NOLF JW MIOD | Re-Negotiate Mowing Contract for NOLF Joe Williams NAS Meridian should work with the vendor that provides the mowing services for NOLF Joe Williams to include mowing the area adjacent to the fenceline on | 2018 | | | | | ■ | | | | |


| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|---------------------|---|---|--------------------------|------------------|----------------|-------------------|---------------|--------------|------|-------------------------|---|-------|
| | | the installation. This will assist in providing the Navy with an unobstructed viewshed of the fenceline. | | | | | | | | | | |
| AT-1B | NOLF JW MAD or NOLF JW MIOD | <p>Develop a Memorandum of Agreement to Facilitate Regular Security of NOLF Joe Williams</p> <p>Kemper County’s Sheriff Office and NAS Meridian should work together to develop a memorandum of agreement (MOA) to facilitate additional, regular security and patrol of the NOLF Joe Williams facility. NAS Meridian and Kemper County should consider utilizing Kemper County’s Sheriff Office for ceremonial or non-routine events.</p> | 2017 | | | | ■ | ■ | | | | |
| AT-2 | <p>Uncontrolled Access to the Naval Outlying Field Joe Williams</p> <p>There is no controlled access point at Naval Outlying Field Joe Williams, which can create security concerns with unauthorized entry into the installation.</p> | | | | | | | | | | | |
| AT-2A | NOLF JW MAD or NOLF JW MIOD | <p>Consider Utilizing Secondary Security Force to Monitor NOLF Joe Williams Gate on a More Regular Schedule</p> <p>NAS Meridian should consider utilizing the trained secondary security force used at NAS Meridian to monitor NOLF Joe Williams entry access point on a regular schedule in order to facilitate gate security and coordinate any visitors with the Firehouse at the facility and any parcels or deliveries.</p> | 2018 | | | | | ■ | | | | |


| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|---------------------|--|---|--------------------------|------------------|----------------|-------------------|--------------------------|-------------------------------------|------|-------------------------|---|-------|
| AT-2B | NOLF JW MAD or NOLF JW MIOD | <p>Consider Using the Secondary Security Force as a Complement to the Kemper County Sheriff’s Office</p> <p>NAS Meridian should consider using the secondary security force and the Kemper County Sheriff’s Office as a complementary, integrated response for providing additional security for NOLF Joe Williams. If an agreement can be developed to use both the security force and Kemper County Sheriff’s Office, then the events where this partnership would be activated would be delineated. NAS Meridian should consider using the MOA identified in AT-1D to be the formalized agreement for this partnership.</p> | 2018 | | | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | | |
| AT-2C | NOLF JW MAD or MIOD | <p>Consider Opportunities for Securing NOLF Joe Williams</p> <p>NAS Meridian should consider, plan, and possibly budget for improvements in securing the NOLF Joe Williams facility. Possible considerations for planning and budgeting include but are not limited to the following:</p> <ul style="list-style-type: none"> ■ Replace portions of the 55-year old fence, ■ Provide a card automated gate and surveillance cameras with local voice intercom connected to the Firehouse (or post the phone number for cell phone users), and | 2017 / On-going | | | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|-----------------------------------|---|--|--------------------------|------------------|----------------|--------------------------|--------------------------|-------------------------------------|------|-------------------------|---|--------------------------|
| | | <ul style="list-style-type: none"> Conduct drills with local Sheriff and volunteer firemen. | | | | | | | | | | |
| | | Also see Strategy AT-1D to address this issue. | | | | | | | | | | |
| Biological Resources (BIO) | | | | | | | | | | | | |
| | No issues identified for Biological Resources | | | | | | | | | | | |
| Climate Adaptation (CA) | | | | | | | | | | | | |
| CA-1 | Integrated Response for Changing Weather Conditions There is a need for an integrated community-military response management process when weather conditions create impacts such as flooding. | | | | | | | | | | | |
| CA-1A | Study Area | <p>Develop Climate Change Impact Assessment NAS Meridian should work with the local jurisdictions and the DOD to develop a Climate Change Impact Assessment that addresses issues related to climate change for the installation, including flooding and wildfires. This assessment and its associated actions should be coordinated with other local on-going studies.</p> <p><i>Other Partners: DOD, East Central Planning and Development District (ECPDD)</i></p> | 2018 | | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | | <input type="checkbox"/> |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|---------------------|--|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------|---|-------------------------------------|
| CA-1B | MIA-1 | <p>Develop Hazard Mitigation Plan for the Lauderdale County-NAS Meridian Regional Area</p> <p>The ECPDD should work with NAS Meridian and other regional jurisdiction partners, including the military, to develop a Regional Hazard Mitigation Plan (HMP) that evaluates flooding and wildfire impacts on the area. This HMP will provide guidance to impacted jurisdictions about regional climate concerns and include military considerations with an integrated response to managing such climate events.</p> <p><i>Primary Partner: ECPDD, Mississippi Forestry Commission, Federal Emergency Management Agency, Lauderdale Emergency Management Agency, Kemper County Emergency Management Agency</i></p> | On-going and 2018 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|---|--|---|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------|--------------------------|-------------------------|---|-------------------------------------|
| Communication / Coordination (COM) | | | | | | | | | | | | |
| COM-1 | <p>Coordinated County Planning Function</p> <p>There is a limited coordinated county planning function in Lauderdale and Kemper Counties, which could potentially lead to incompatible development with the NAS Meridian or NOLF Joe Williams operations.</p> | | | | | | | | | | | |
| COM-1A | MIA-1 | <p>Establish a JLUS Implementation Committee</p> <p>Establish a JLUS Implementation Committee to maintain efficient and effective coordination among the JLUS partners, oversee the implementation of JLUS strategies, and increase coordination on military compatibility issues.</p> <ul style="list-style-type: none"> ■ The JLUS Implementation Committee should comprise NAS Meridian and the same jurisdictions and agencies included in the development of the JLUS. ■ Additional entities identified as “Other Partners” as part of the JLUS strategies should be included. ■ The JLUS Implementation Committee should meet on a regular basis as agreed upon by the Committee members. ■ The JLUS Implementation Committee can be either a standalone organization or an existing advisory committee which can be repurposed as | 2017 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | | | <input checked="" type="checkbox"/> |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|---|--|--|--------------------------|------------------|----------------|-------------------------------------|-------------------------------------|--------------------------|------|-------------------------|---|--------------------------|
| | | appropriate to the area and issues addressed. <i>Other Partners: Any additional entities deemed appropriate (e.g. entities from the JLUS Technical or Policy Committees).</i> <i>Other Primary Partner: ECPDD</i> | | | | | | | | | | |
| COM-1B  | MIA-1 | <p>Develop and Approve Memorandum (MOU) of Understanding</p> <p>Lauderdale and Kemper Counties should work with NAS Meridian to facilitate the development of a formal MOU that delineates the roles and responsibilities for each agency to collaborate on proposed development and land use planning matters. At minimum, the MOU should include:</p> <ul style="list-style-type: none"> ■ Point of contact and information for each agency including phone numbers and email addresses, ■ Role in communicating with the base on compatibility concerns, ■ Responsibility in coordinating on the resolution of compatibility concerns, ■ Community and military response times, ■ Triggers for coordination and communication, (e.g., infrastructure planning, water resources planning, economic development), and subdivision | 2017 | | | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | | | <input type="checkbox"/> |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|---|--|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|------|-------------------------|---|--------------------------|
| | | plats, and ■ Procedures for early development review. <i>Other Partners: ECPDD, East Mississippi Business Development Corporation (EMBDC)</i> | | | | | | | | | | |
| COM-1C  | MIA-1 | <p>Invite a NAS Meridian Representative to Serve as a Non-Voting Member of the Jurisdiction Planning Commission and Other Planning Bodies</p> <p>In an effort to continue a collaborative partnership, include in an MOA between stakeholders and NAS Meridian that NAS Meridian agrees to provide a representative, as necessary, to attend and comment on mission compatibility issues on proposed developments at City Council, Planning Commission, Board of Supervisors, and other select agency board meetings.</p> <p><i>Note: The NAS Meridian representative will provide technical information on items being considered, but shall not directly vote to approve, conditionally approve, or deny a project or development application.</i></p> <p><i>Other Primary Partners: ECPDD, EMBDC</i></p> | 2017 / On-going | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | | | <input type="checkbox"/> |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|---------------------|--|--|--------------------------|------------------|----------------|-------------------|---------------|--------------|------|-------------------------|---|-------|
| COM-1D | MIOD or MAD | <p>Provide Copies to NAS Meridian as One of the Agencies that Reviews Pre-Development Applications / Proposals / Permit Applications</p> <p>Consider establishing an MOA (may be the same MOA used to accomplish other strategies) between NAS Meridian and the jurisdictions, formalizing a process that provides copies of conditional use, master plan, subdivision, annexation, etc. applications located within the MAD or MIOD to be reviewed by NAS Meridian. Such review periods shall conform to existing community review periods for comment. This supports a proactive approach to identifying potential conflicts early in the proposed development application phase / building permit application.</p> | 2017 / On-going | ■ | ■ | ■ | ■ | □ | ■ | | ■ | |
| COM-2 | <p>No Formal Coordination and Communication Procedures Between Jurisdictions and Military</p> <p>Communication and coordination occurs through informal means such as personal relationships and community events. This can lead to unreliable communication and coordination of matters causing delays in execution or addressing issues between the jurisdictions and base.</p> | | | | | | | | | | | |
| | | See Strategy COM-1B to address this issue. | | | | | | | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|---------------------|---|---|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------|---|-------------------------------------|
| COM-3 | <p>No Formalized Designated Point of Contact at Communities</p> <p>While the surrounding jurisdictions generally know who to contact at NAS Meridian, there is no formalized, designated point of contact at the communities for NAS Meridian.</p> | | | | | | | | | | | |
| | | See Strategy COM-1B to address this issue. | | | | | | | | | | |
| COM-4 | <p>Need for Enhanced Military Advocacy for Compatibility Planning</p> <p>There is local legislative support for military; however, there are no formal military affairs groups working directly with the local jurisdictions to address military compatibility concerns in the jurisdictions by educating and informing the local elected officials, property owners, and interested stakeholders about the importance of protecting the military assets through proactive formal procedures, policies, and at some point in the future, land use regulations.</p> | | | | | | | | | | | |
| COM-4A | MIA-1 | <p>Establish a Lauderdale-Meridian Military Coalition to Advocate and Educate for Military Compatibility</p> <p>Lauderdale County should work with Kemper County and the City of Meridian and Town of Marion to establish a Lauderdale-Meridian Military Coalition. The coalition would work with NAS Meridian to inform and advocate the jurisdictions about military compatibility and would assist the jurisdictions by facilitating information sharing as it relates to military compatibility issues.</p> <ul style="list-style-type: none"> At a minimum, the coalition should meet quarterly to understand any military compatibility issues. | 2018 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|---------------------|--|---|--------------------------|------------------|----------------|-------------------|---------------|--------------|------|-------------------------|---|-------|
| | | <ul style="list-style-type: none"> ■ The coalition should identify which jurisdiction(s) should be responsible for implementing certain actions to address issues as they arise. ■ The coalition should track and monitor issues and actions implemented to address issues as they occur. ■ If legislation is needed to address an issue, then the coalition should work with the Meridian Military Team to advocate for the needed legislation at the State Legislature. ■ When military compatibility related issues are identified for the coalition to address, then the primary partner should be identified along with other partners, a timeframe for which the issue will be addressed and any other information needed to facilitate addressing the issue. <p><i>Note: It should be noted that an existing committee, or advisory group could be re-purposed to accomplish the responsibilities of this coalition, instead of establishing a new group.</i></p> <p><i>Other Primary Partner: ECPDD</i></p> <p><i>Other Partners: EMBDC</i></p> | | | | | | | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|---------------------|---|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|-------------------------|---|--------------------------|
| COM-5 | Public Awareness of NAS Meridian Mission Lack of public awareness and information about the NAS Meridian mission including Naval Outlying Field Joe Williams in Kemper County. This creates potential for lost opportunities for coordination and partnering. | | | | | | | | | | | |
| COM-5A | MIA-1 | Use and Distribute NAS Meridian Public Outreach Brochure NAS Meridian should use and distribute the recently developed public outreach brochure when speaking at public meetings, community fairs, and wherever the public and military may be involved in a community event. In addition, the brochure should be made available on jurisdictional websites and printed copies provided in governmental offices to facilitate education and garner public support of the NAS Meridian mission. <i>Other Partners: ECPDD, EMBDC</i> | 2017 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> |
| COM-5B | MIA-1 | Consider Hosting Open Houses and Additional Public Meeting Outreach NAS Meridian should consider hosting open house and installation tours and visits. NAS Meridian can provide enhanced insight to educate all groups, (e.g., building and development community, elected officials, and the general public) about the mission at NAS Meridian. <i>Other Partners: ECPDD, EMBDC</i> | On-going | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | <input type="checkbox"/> | <input type="checkbox"/> |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|---------------------|--|--|--------------------------|------------------|----------------|-------------------|---------------|--------------|------|-------------------------|---|-------|
| COM-5C | MIA-1 | <p>Maintain and Continue to Utilize Social Media</p> <p>NAS Meridian should regularly maintain the NAS Meridian Facebook page and other social media pages to disseminate information about base activities and post contact information for visitors if they have a question or concern.</p> | On-going | | | | | ■ | | | | |
| COM-5D | MIA-1 | <p>Utilize Community Fairs and Career Days at Schools to Educate the Public About the NAS Meridian Mission</p> <p>Consider having a booth at community fairs and presenting mission information at school career days to educate and inform the public and students about the mission and activities at NAS Meridian and NOLF Joe Williams. The information presented should provide details on the benefit of the mission activities for the Navy, community, and the National Defense Strategy.</p> <p><i>Note: These should be done on a regular schedule.</i></p> | 2017 / On-going | □ | □ | □ | □ | ■ | | | □ | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|---------------------|---|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|---|-------|
| COM-6 | <p>Need for State Level Military Coordination and Advocacy</p> <p>There is no organized state level military coordination and advocacy group that could assist in promoting the strengths, opportunities, and value of NAS Meridian and NOLF Joe Williams to federal agencies.</p> | | | | | | | | | | | |
| COM-6A | MIA-1 | <p>Formalize and Fund the Mississippi Military Communities Council or Establish Another Commission</p> <p>The Governor should formalize the Mississippi Military Communities Council (MMCC) or establish a new commission by funding and establishing a charter from which to conduct business. If a new commission is established, then it would work with the MMCC to facilitate information sharing and exchange. The core business of the council or commission would be to provide military preparedness information to local, state, and federal officials and agencies. This council or commission would have staff that would prepare an Annual Report that highlights all the military installations in the state, delineates their economic impact numbers, and provides information on each installation’s challenges and opportunities and military compatibility achievements. Appropriate, accurate mapping should be developed to assist in understanding of the Mississippi installations’ mission requirements.</p> | 2018 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|---------------------|--|--|--------------------------|------------------|----------------|-------------------|---------------|--------------|------|-------------------------|---|-------|
| | | <i>Note: This can be used to position installations and the state to receive new missions and lobby for legislation and additional financial resources, as appropriate.</i> | | | | | | | | | | |
| COM-6B | MIA-1 | <p>Monitor and Track Military-Related Impact in Local Communities</p> <p>The jurisdictions in the JLUS Study Area should develop a method(s) to track the military-related impact in the communities. Tracking could include amount of goods and services purchased with a military discount, real estate purchases associated with a military relocation, education credits related to military personnel and other similar goods and services. Local businesses should track this information and provide this data to the local jurisdictions and to the state level council or commission charged with military readiness for the state of Mississippi.</p> <p><i>Other Primary Partners: Local business owners</i></p> | 2018 | ■ | ■ | ■ | ■ | | | | | ■ |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|---------------------|--|--|--------------------------|------------------|----------------|-------------------|---------------|--------------|------|-------------------------|---|-------|
| COM-7 | <p>No Formalized Partnership for Enhanced Security between Kemper County and NAS Meridian</p> <p>There is a need for enhanced security around NOLF Joe Williams; however, there is no formal agreement or partnership between Kemper County and NAS Meridian to provide enhanced security in certain scenarios.</p> | | | | | | | | | | | |
| COM-7A | MIA-1 | <p>Develop a Memorandum of Agreement between NAS Meridian and Kemper County</p> <p>NAS Meridian should work with Kemper County Sheriff's Office to develop an MOA in which Kemper County would provide additional security and patrol around NOLF Joe Williams for certain temporary situations. The MOA should outline the following information including but not be limited to:</p> <ul style="list-style-type: none"> ■ Points of contact for NAS Meridian, NOLF Joe Williams, and Kemper County Sheriff's Office, and ■ Types of situations where Kemper County Sheriff's Office would be needed to assist in patrolling or securing the area around NOLF Joe Williams. <p>This should provide needed security for NOLF Joe Williams for certain events.</p> | 2018 | | | | ☐ | ■ | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| COM-8 | <p>No Development Review Process in Town of Marion There is no development review process for the Town of Marion, which could create future potential development incompatibilities with the NAS Meridian mission.</p> | | | | | | | | | | | |
| COM-8A | <p>NASM MAD or MIOD</p> | <p>Consider Developing a Development Review Process The Town of Marion should consider developing a procedure to share information about proposed development within the Town with the Navy. This will enable the Council to receive military input on proposed development and consider the impacts to the military prior to making a decision on development. This process will strengthen the relationship between the Navy and the Town to facilitate early review of potential development and develop sustainably and in a military compatible manner.</p> | 2018 | | ■ | | | □ | | | | |
| Cultural Resources (CR) | | | | | | | | | | | | |
| No issues identified for Cultural Resources. | | | | | | | | | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|--|--|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------|------|-------------------------------------|---|-------|
| Dust, Smoke, Steam (DSS) | | | | | | | | | | | | |
| No issues identified for Dust, Smoke, and Steam. | | | | | | | | | | | | |
| Energy Development (ED) | | | | | | | | | | | | |
| ED-1 | Energy Development Coordination There are no formal state and local procedures for coordinated alternative energy development proposals with the DOD and NAS Meridian. | | | | | | | | | | | |
| ED-1A | NASM MIOD and NOLF JW MIOD | Consider Adopting Alternative Energy Development Permitting Requirements Legislation The Mississippi Legislature should consider adopting alternative energy development and permitting laws to ensure the development is military compatible. Laws should consider at minimum: <ul style="list-style-type: none"> ■ Impacts on military and civilian aviation operations, ■ Remediation and decommissioning of energy developments as they reach the end of their lifecycle, and ■ Not precluding local permits or regulations. This will allow the development of compatible alternative energy and facilitate economic development in this industry. | 2019 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | | <input checked="" type="checkbox"/> | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| ED-1B | MIA-1 | <p>Consider Adopting Zoning Regulations for Alternative Energy Developments</p> <p>The jurisdictions in the JLUS Study Area should consider adopting regulations for alternative energy developments to minimize impacts on military and civilian aviation operations. This will also facilitate long-term economic development in the energy industry for the area.</p> | 2019 | ■ | ■ | | | | | □ | □ | |
| ED-1C | MIA-1 | <p>Coordinate Alternative Energy Building Permit Applications with NAS Meridian</p> <p>In lieu of Strategies ED-1A and ED-1B, Lauderdale County should develop a procedure to coordinate building permit applications with NAS Meridian to facilitate military compatibility planning early in the process prior to any Board of Supervisors approvals. This will facilitate the early coordination between the military, developer, and the county regarding energy development projects. This can also serve as an opportunity to identify issues with the development prior to approvals.</p> | 2018 | | | ■ | | □ | | | | |
| ED-1D | MIA-1 | <p>Establish and Adopt a Building Permit System</p> <p>Kemper County should establish and adopt a building permit system to protect the welfare and safety of the</p> | 2019 | | | | ■ | | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| | | general public and facilitate the implementing of the Kemper County Emergency Management Agency floodplain ordinance. This will also facilitate the promotion of compatible economic development opportunities in the area and facilitate the opportunity for the county to be eligible for other sources of state and federal financial assistance for roadways and infrastructure. | | | | | | | | | | |
| ED-1E | MIA-1 | <p>Coordinate with the DOD Siting Clearinghouse</p> <p>Consider establishing a procedure that addresses policies or a guiding framework for communication with the military to promote compatible planning for proposed energy development projects. Such communication should include submission of proposed projects to NAS Meridian and the DOD Siting Clearinghouse to review each project for military compatibility. Include coordination with DOD Siting Clearinghouse as part of the MOU between NAS Meridian and stakeholders, referenced in Strategy COM-1B.</p> <p>This guiding framework should include at a minimum:</p> <ul style="list-style-type: none"> ■ Delineation of the area for which communication and coordination occurs for proposed energy development, and | 2018 | ■ | ■ | ■ | ■ | □ | ■ | | ■ | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|---------------------|--|--|--------------------------|------------------|----------------|-------------------|---------------|--------------|------|-------------------------|---|-------|
| | | <ul style="list-style-type: none"> ■ Triggers for communication and coordination such as capacity, height of towers, and construction technology for solar panels (e.g. photovoltaic or concentrated solar power), and ■ Confirmation that development has been reviewed by NAS Meridian and the DOD Siting Clearinghouse with local government permit applications. <p><i>Note: The DOD Siting Clearinghouse requirements and standards published in Title 32, Code of Federal Regulations, Part 211 shall advise and guide the process to facilitate the early submission of energy project proposals to the Clearinghouse for military mission compatible review.</i></p> | | | | | | | | | | |
| ED-1F | MIA-1 | <p>Develop a “Red, Yellow, Green” Map</p> <p>Develop a "Red, Yellow, Green" Map in coordination with NAS Meridian, identifying specific locations where structures that exceed a mutually agreed upon height would be incompatible (Red) with frequency interference and aircraft flight routes. The map would also provide information where structure heights could be negotiated on a case-by-case basis (Yellow), and where certain structure heights could be permissible and compatible, with no extensive evaluation from the jurisdiction and NAS Meridian (Green).</p> | 2018 | ■ | ■ | ■ | ■ | □ | | | | ■ |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|--|--|---|--------------------------|------------------|----------------|-------------------|---------------|--------------|------|-------------------------|---|-------|
| | | <p><i>Note: It is important to incorporate all pertinent data in the map creation that would impact development, including economic implications of alternative energy development siting.</i></p> <p><i>Other Partners: ECPDD, EMBDC</i></p> | | | | | | | | | | |
| Frequency Spectrum Capacity (FSC) | | | | | | | | | | | | |
| | No issues identified for Frequency Spectrum Capacity. | | | | | | | | | | | |
| Frequency Spectrum Interference (FSI) | | | | | | | | | | | | |
| FSI-1 | <p>Radio Frequency and Radar Technology Interference</p> <p>Certain operations from structures in the vicinity of the NAS Meridian airfield (i.e. cell tower transmission frequencies) can interfere with radio and radar communications. This can cause delays in communications between ground control and pilots, which can create unnecessary risks to pilots, equipment, and property.</p> | | | | | | | | | | | |
| FSI-1A | NASM MAD and NOLF JW MAD | <p>Formalize Coordination Procedures for the Siting of Structures that could Generate Frequency Interference</p> <p>The jurisdictions should formalize the process and procedures for sharing information with NAS Meridian about the siting, permitting, and development of certain frequency-transmitting structures, including cell towers through a MOA. At a minimum, the MOA</p> | 2018 | ■ | ■ | ■ | ■ | □ | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|---------------------|---|--|--------------------------|------------------|----------------|-------------------|---------------|--------------|------|-------------------------|---|-------|
| | | should include the following: <ul style="list-style-type: none"> ■ Contact information for each agency including name, position, phone number, and email address, ■ Outlined process for coordinating with all the appropriate stakeholders, including which agency/stakeholder is responsible for what portion of the process, ■ Timeframes for the military to provide a response to the jurisdiction, and ■ Timeframes for the jurisdictions to provide a response and information to military at the beginning of the process. | | | | | | | | | | |
| FSI-1B | NASM MAD or MIOD and NOLF JW MAD or MIOD | Apply and Enforce Lauderdale County Air Installation Compatible Use Zone (AICUZ) Ordinance Lauderdale County should apply and enforce the regulations in their AICUZ Ordinance about prohibiting land uses that generate frequency and interfere with military operations, including cell towers in the area covered by the ordinance, (which covers the imaginary surfaces, safety and noise zones). | 2017 / On-going | | | ■ | | | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|----------------------------------|--|---|--------------------------|------------------|----------------|-------------------|---------------|--------------|------|-------------------------|---|-------|
| FSI-1C | NOLF JW MAD or MIOD | <p>Amend and Enforce Kemper County AICUZ Ordinance</p> <p>Kemper County should amend its AICUZ Ordinance regarding the frequency interference regulations. The County should consider using the language from the Lauderdale County Ordinance regarding frequency interference and certain land uses prohibited within the Military Awareness District or the Military Influence Overlay District.</p> | 2018 / On-going | | | | ■ | | | | | |
| Housing Availability (HA) | | | | | | | | | | | | |
| HA-1 | <p>Need for Coordination with Community Housing Agencies</p> <p>There are opportunities in the local communities that can provide quality transient housing options for student pilots in training.</p> | | | | | | | | | | | |
| HA-1A | MIA-1 | <p>Share Information on Housing Needs and Demand with Local Realtors and Associations</p> <p>NAS Meridian should share information about their housing needs and demands with local realtors and realtor associations to assist in providing quality, eligible housing to NAS Meridian’s transient population. This should begin to build the relationship between the NAS Meridian Housing Office and the Realty community.</p> | 2018 / On-going | | | | | ■ | | | | □ |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|---------------------|--|---|--------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|------|-------------------------|---|---|
| | | <i>Other Partner: NAS Meridian Housing Office, Realty Community, Realtor Associations, Realtors, Real Estate Agents</i> | | | | | | | | | | |
| HA-1B | MIA-1 | <p>Consider Tracking Military Impact on Housing Transactions</p> <p>The Realty Community and Realtors Association should consider tracking the military impact on housing transactions that occur in the JLUS Study Area by modifying software programs and / or real estate forms and applications when individuals purchase a home or real estate in the JLUS Study Area. The modification should include a line item for the buyer to indicate if the purchase was due to a military relocation. This will start to develop data that can potentially be evaluated for creating an accurate military impact number associated with housing and real estate in the study area.</p> <p><i>Primary Partners: Realty Community, Realtor Associations, Realtors, Real Estate Agents</i></p> <p><i>Other Partner: NAS Meridian Housing Office</i></p> | 2018 / On-going | | | | | <input type="checkbox"/> | | | | <input checked="" type="checkbox"/> <input type="checkbox"/> |
| HA-1C | MIA-1 | <p>Conduct Housing Needs Assessment Study</p> <p>The jurisdictions should work with NAS Meridian and the Realty Community to conduct a Housing Needs</p> | 2018 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | | | <input type="checkbox"/> |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| | | Assessment Study to understand what the needs are for the military and other transient populations, and aid in guiding future residential development for the cities and counties. <i>Other Partners: NAS Meridian Housing Office, Realty Community, Realtor Associations, Realtors, Real Estate Agents</i> | | | | | | | | | | |
| HA-1D | MIA-1 | Develop Housing Plans If Strategy HA-1B is implemented, then jurisdictions should work with NAS Meridian and the Realty Community to develop a Housing Plan that delineates the demand for housing (need to get numbers from NAS Meridian) and existing housing conditions in the JLUS Study Area supply including, but not limited to, owner occupied, renter occupied, vacant units for each—owner and renter, premier residential, and subdivision locations. Once the housing plans are developed, this could be used as a tool by the jurisdictions and development community to plan and budget for potential future compatible residential development. At minimum, the housing plan should include the following: <ul style="list-style-type: none"> ■ Existing housing stock for all population types, i.e. owner, renters, transient lodging, | 2019 | | | ■ | ■ | □ | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| | | military personnel, <ul style="list-style-type: none"> ■ Identification of areas where dense residential development should and should not occur, ■ Incorporate military compatibility guidance into the plan, and ■ Coordination procedures and contact information for jurisdictions. | | | | | | | | | | |
| HA-1E | NASM MAD and NOLF JW MAD | Consider Using MAAs and MADs in Real Estate Community and Dialogue The Realty Community should consider using the MAA and MAD maps for both NAS Meridian and NOLF Joe Williams in their general information for marketing real estate in the area. This will facilitate the education and awareness of the military operations in the region and provide meaningful information to buyers of properties. <i>Primary Partners: NAS Meridian Housing Office, Realty Community, Realtor Associations, Realtors, Real Estate Agents</i> | 2017 / On-going | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ■ |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| Infrastructure Extensions (IE) | | | | | | | | | | | | |
| IE-1 | Infrastructure Extensions Coordination There is a concern about uncoordinated infrastructure extensions, especially large-scale utility transmission lines, in the JLUS Study Area. Uncoordinated infrastructure extensions can lead to potential future incompatible development. | | | | | | | | | | | |
| IE-1A | NASM MAD and NOLF JW MAD or NASM MIOD and NOLF JW MIOD | Infrastructure Planning Coordination Notify and coordinate infrastructure expansion plans with NAS Meridian and NOLF Joe Williams. When communities or other service providers move forward with any plans of extending / enhancing infrastructure in the vicinity of NAS Meridian and NOLF Joe Williams, such as a utility infrastructure—water, wastewater infrastructure and roadway infrastructure, acquisition of right-of-way, utility-scale infrastructure, etc., NAS Meridian and NOLF Joe Williams should be notified. The provider should be prepared to discuss alternatives that would help reduce potential future incompatible development along the infrastructure line (incompatible growth--inducement). The coordination should be done early in the planning process to optimize compatibility and reduce costs associated with plan changes. NAS Meridian should prepare and provide feedback within a reasonable timeframe so as not to delay development. | 2017 | ■ | ■ | ■ | ■ | □ | ■ | | ■ | ■ |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| | | <i>Other Partners: ECPDD, EMBDC</i> | | | | | | | | | | |
| IE-2 | <p>Need for Enhanced Infrastructure Coordination Coordination with the military regarding infrastructure improvements is triggered by environmental review, which can be late in the planning process. This can affect the State’s capability for infrastructure planning and can lead to added construction and developer costs.</p> | | | | | | | | | | | |
| | | See Strategy IE-1A to address this issue. | | | | | | | | | | |
| IE-3 | <p>No Capital Improvement Plans for Counties There are no capital improvement plans for Kemper and Lauderdale Counties to provide an opportunity to appropriately manage roadways and encourage coordination with other agencies including NAS Meridian and NOLF Joe Williams.</p> | | | | | | | | | | | |
| IE-3A | <p>NASM MAD and NOLF JW MAD or NASM MIOD and NOLF JW MIOD</p> | <p>Update Road Plans to Include Project Specifications and Military Compatibility Guidance Lauderdale and Kemper Counties should update their Road Plans to include certain project specific information such as segments of the roadways that the projects are meant for, budgets, timeframe for construction; identification of phased construction and associated time frames for each phase including fiscal years; and contact information for the jurisdiction. The updated road plans should also include military compatibility guidance by establishing provisions for coordination with the military on certain projects located in the NASM MIOD and the NOLF JW MIOD.</p> | 2017 / On-going | | | ■ | ■ | □ | ■ | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| Competition for Land, Air, and Sea Space (LAS) | | | | | | | | | | | | |
| LAS-1 | <p>Native Wetlands Within and Around NAS Meridian Contribute to Challenges in Building Land Use Capacity</p> <p>There is an abundance of wetlands within and surrounding NAS Meridian. This habitat combined with other habitat make it challenging for the Navy to increase additional land use capacity for new runway and solar farm developments.</p> | | | | | | | | | | | |
| LAS-1A | <p>NASM MAD and NOLF JW MAD or NASM MIOD and NOLF JW MIOD</p> | <p>Unauthorized Drone No-Fly Zone</p> <p>Lauderdale and Kemper Counties should amend their AICUZ Ordinances to incorporate a one-mile no-fly zone around NAS Meridian and NOLF Joe Williams that provides permissive uses to prevent unauthorized drones from operating over the airfields and facilitate security and airspace control.</p> | 2018 | | | ■ | ■ | □ | | | | |
| | <p>For other strategies that address this issue, see Strategies for Issue ED-1; and Strategies COM-1B, COM-1D, IE-1A, and IE-3A.</p> | | | | | | | | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| Land Use (LU) | | | | | | | | | | | | |
| LU-1 | Potential Future Development Compatibility There is a concern about the compatibility of potential future development in the vicinity of NAS Meridian, especially along Highway 45 from Marion to Lauderdale and Lauderdale to Kewanee and along Interstate 59. Certain types of development can create compatibility issues if not coordinated with the military. | | | | | | | | | | | |
| LU-1A | NASM MAD and NOLF JW MAD | Incorporate Military Awareness Areas (MAAs) and Military Awareness District (MAD) Information in Available Mapping and Communication Efforts in Lauderdale and Kemper Counties The JLUS Stakeholders should incorporate the MAAs and MADs shown on Figures 20 through 25 into their available mapping, relevant planning documents, and communication efforts. The NASM MAAs and NASM MAD should be used by JLUS stakeholders to identify where, geographically, each JLUS strategy should be applied to facilitate education of military awareness areas in the JLUS Study Area. The NASM MAD could assist in achieving military compatibility now. A description of the NASM MAD and its subzones can be found in the Implementation Plan section narrative. The NASM MAD consists of two military awareness areas (MAAs), and the FAA Vertical Obstruction Guidance: | 2017 / On-going | ■ | ■ | ■ | ■ | | | | | □ |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| | | <ul style="list-style-type: none"> ■ NASM MAA 1 (Safety). This MAA includes the land located within NAS Meridian’s aircraft safety zones and a ½-mile buffer area outside the safety zones. Strategies that would apply to this area include awareness measures such as communication and coordination of building permits for land in this area. ■ NASM MAA 2 (Noise). An area that is defined by the 60 dB DNL noise contour and a 1/2-mile buffer associated with air operations at NAS Meridian. Strategies that would apply in this MAA include coordination with the military about permit applications filed for properties in this area and certification that the applicant knows they will be located in a high noise area. ■ NASM MAD. This area is the consolidated footprint of all the MAAs and the FAA guidance and the imaginary surfaces of NAS Meridian. <p><i>Other Partners: ECPDD, EMBDC, other jurisdictions in the county.</i></p> | | | | | | | | | | |
| LU-1A <i>(continued)</i> | | <ul style="list-style-type: none"> ■ NOLF JW MAA 1 (Safety). This MAA includes the land located within NOLF Joe Williams’s aircraft safety zones and a ½-mile buffer area outside the safety zones. Strategies that would apply to this | 2017 / On-going | | | | ■ | | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|---------------------|--|--|--------------------------|------------------|----------------|-------------------|---------------|--------------|------|-------------------------|---|-------|
| | | <p>area include awareness measures such as communication and coordination of building permits for land in this area.</p> <ul style="list-style-type: none"> ■ NOLF JW MAA 2 (Noise). An area that is defined by the 60 dB DNL noise contour and a 1/2-mile buffer associated with air operations at NOLF Joe Williams. Strategies that would apply in this MAA include coordination with the military about permit applications filed for properties in this area and certification that the applicant knows they will be located in a high noise area. ■ NOLF JW MAD. This area is the consolidated footprint of all the MAAs and the FAA guidance and the imaginary surfaces of NOLF Joe Williams. | | | | | | | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| LU-1B | MIA-1 | <p>Incorporate Military Influence Areas (MIAs) and Military Influence Overlay District (MIOD) Information in Available Mapping and Communication Efforts in Lauderdale County</p> <p>The JLUS Stakeholders should incorporate the MIAs and MIODs shown on Figures 26 through 32 into their available mapping, relevant planning documents, and communication efforts. The NASM MIAs and NASM MIOD should be used by JLUS stakeholders to identify where, geographically, each JLUS strategy should be applied. This will facilitate education and awareness of military influence areas in the JLUS Study Area. The NASM MIOD could assist in achieving military compatibility in the future. A description of the NASM MIOD and its subzones can be found in the Implementation Plan section narrative. The NASM MIOD consists of six military influence areas (MIAs), a NASM Vertical Obstruction Awareness Area, and several subzones:</p> <ul style="list-style-type: none"> ■ MIA 1 (Study Area). This MIA covers regional strategies that apply to the Study Area as a whole (see Figure 1). ■ NASM MIA 2 (Safety). This MIA has three subzones in which strategies address the establishment of restrictive or conservation | 2017 / On-going | ■ | ■ | ■ | | □ | ■ | | ■ | ■ |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|---------------------|--|--|--------------------------|------------------|----------------|-------------------|---------------|--------------|------|-------------------------|---|-------|
| | | <p>easements between the military and willing landowners and awareness measures and land use changes would avoid incompatible development around NAS Meridian.</p> <ul style="list-style-type: none"> ■ NASM MIA 3 (Small Arms Range). This MIA covers the proposed new orientation of the small arms range, in which conservation easements between the military and willing landowners will enable buffers to be established. ■ NASM MIA 4 (BASH). This covers a five mile radius around the NAS Meridian airfield, in which strategies would discourage land uses that would attract increases in birds and wildlife in the area. ■ NASM MIA 5 (Noise). An area that is defined by the 60 dB through 75 dB DNL noise contour associated with air operations at NAS Meridian. ■ NASM MIA 6 (Vertical Obstruction). This MIA and its subzones document the areas subject to vertical height restrictions due to aircraft activity. This includes areas surrounding NAS Meridian within the imaginary surfaces and Part 77 vertical obstruction compliance. ■ NASM Vertical Obstruction Awareness Area (NASM VOAA). This area is designed to capture the imaginary surfaces for the design concept | | | | | | | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|---------------------|--|--|--------------------------|------------------|----------------|-------------------|---------------|--------------|------|-------------------------|---|-------|
| | | <p>fourth runway and provide information where the imaginary surfaces of a potential future additional runway would impact land uses off-installation. Proposed development should be evaluated on a case-by-case basis to foster military compatibility.</p> <ul style="list-style-type: none"> ■ NASM MIOD. This area is the consolidated footprint of all the MIAs and associated subzones within the imaginary surfaces of NAS Meridian. <p><i>Other Partners: ECPDD, EMBDC, other jurisdictions in the county</i></p> | | | | | | | | | | |
| LU-1C | MIA-1 | <p>Incorporate Military Influence Areas (MIAs) and Military Influence Overlay District (MIOD) Information in Available Mapping and Communication Efforts in Kemper County</p> <p>The JLUS Stakeholders should incorporate the NOLF JW MIAs and NOLF JW MIOD shown on Figures 33 through 37 into their available mapping, relevant planning documents, and communication efforts. The NOLF JW MIAs and NOLF JW MIOD should be used by JLUS stakeholders to identify where, geographically, each JLUS strategy should be applied. This will facilitate education and awareness of military influence areas in the JLUS Study Area. The NOLF JW MIOD could assist in achieving military compatibility in the future.</p> | 2017 / On-going | | | | ■ | □ | ■ | | ■ | ■ |

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| | | <p>A description of the NOLF JW MIOD and its subzones can be found in the Implementation Plan section narrative. The NOLF JW MIOD consists of four military influence areas (MIAs) and several subzones:</p> <ul style="list-style-type: none"> ■ NOLF JW MIA 1 (Safety). This MIA has three subzones in which strategies address the establishment of restrictive or conservation easements and awareness measures between the military and willing landowners and land use changes would promote incompatible development around NOLF Joe Williams. ■ NOLF JW MIA 2 (BASH). This covers a five mile radius around the NOLF Joe Williams air operations area in which strategies would discourage land uses that attract increases in birds and wildlife in the area. ■ NOLF JW MIA 3 (Noise). An area that is defined by the 60 dB through 70 dB DNL noise contour associated with air operations at NOLF Joe Williams. ■ NOLF JW MIA 4 (Vertical Obstruction). This MIA and its subzones document the areas subject to vertical height restrictions due to aircraft activity. This includes areas surrounding NOLF Joe Williams within the imaginary surfaces and Part 77 vertical | | | | | | | | | | |

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| | | obstruction compliance. <ul style="list-style-type: none"> ■ NOLF JW MIOD. This area is the consolidated footprint of all the MIAs and associated subzones for NOLF Joe Williams. <i>Other Partners: ECPDD, EMBDC, other jurisdictions in the county</i> | | | | | | | | | | |
| LU-1D | MIA-1 | Maintenance and Update of MAAs and MADs NAS Meridian shall provide updated information to the JLUS Implementation Committee when changes in operations or circumstances result in the need to update or modify one of the MAA and MAD boundaries. The JLUS Implementation Committee will be responsible for making a recommendation to members for incorporation into appropriate coordination and communication efforts and plans. | On-going | ■ | ■ | ■ | ■ | ■ | | | | |
| LU-1E | MIA-1 | Maintenance and Update of MIAs and MIODs NAS Meridian shall provide updated information to the JLUS Implementation Committee when changes in operations or circumstances result in the need to update or modify one of the MIA and MIOD boundaries. The JLUS Implementation Committee will be responsible for making a recommendation to | 2017 – On-going | ■ | ■ | ■ | ■ | ■ | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| | | members for incorporation into appropriate procedures, protocols, plans, regulations, and policies. | | | | | | | | | | |
| LU-1F | MIA-1 | <p>Amend AICUZ Zoning Ordinances to Incorporate the MIOD Maps and Recommendations</p> <p>The jurisdictions in the JLUS Study Area should amend their zoning ordinances to reflect military compatibility, including incorporating the MIAs presented in this JLUS and the AICUZ recommended land use guidelines. This will promote and encourage land use planning in consideration of military compatibility and result in more sustainable economic development and long-range planning.</p> | 2017 | ■ | ■ | ■ | ■ | | | | | |
| LU-2 | <p>Residential Development Near Municipal Airports Utilized by NAS Meridian</p> <p>There are Department of Housing and Urban Development multi-family residential uses within a mile of Key Field, a municipally-owned airport. This can create unnecessary risk to the general public and to military and civilian pilots.</p> | | | | | | | | | | | |
| LU-2A | MIA-1 | <p>Update Comprehensive Plan to Incorporate Military Compatibility Guidance</p> <p>The City of Meridian should update its comprehensive plan to incorporate AICUZ recommended land uses and guidance in its plan. This will facilitate that future development around Key Field will be compatible with operations and military missions at Key Field. While</p> | 2018 | ■ | | | | | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| | | not required to follow DoD recommended land uses around civilian airports, if the City implements the DOD recommended land uses, then the city will be, in a sense, providing protection of Key Field and potentially positioning that asset for future capabilities. | | | | | | | | | | |
| LU-2B | MIA-1 | <p>Amend Zoning Ordinance and Official Zoning Map</p> <p>The City of Meridian should amend its zoning ordinance and official zoning map to incorporate AICUZ recommended land uses. This will facilitate that future development around Key Field will be compatible with operations and military missions at Key Field. While not required to follow DOD recommended land uses around civilian airports, if the City implements the DOD recommended land uses, then the city will be, in a sense, providing protection of Key Field and potentially positioning that asset for future capabilities.</p> | 2018 | ■ | | | | | | | | |
| LU-3 | <p>Land Use Controls in Counties</p> <p>There are minimal to no land use controls established in the JLUS counties, which can create opportunities for uncoordinated and incompatible development in military-impacted areas.</p> | | | | | | | | | | | |
| LU-3A | MIA-1 | <p>Adopt and Enforce Amended AICUZ Ordinances</p> <p>Lauderdale and Kemper Counties should adopt and enforce the amended AICUZ Ordinances. These</p> | 2017 | | | ■ | ■ | | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| | | ordinances incorporate the latest NAS Meridian AICUZ guidance and will facilitate the protection of valuable mission operational areas. | | | | | | | | | | |
| LU-3B | MIA-1 | <p>Consider Developing and Adopting a Comprehensive Plan for Future Compatible Development</p> <p>The East Central Planning and Development District (ECPDD) should consider working with Lauderdale and Kemper Counties to develop a comprehensive plan for orderly development in the counties at some point in the future. The comprehensive plans should incorporate military compatibility policies and guidelines for development. The comprehensive plans would be adopted by each county’s Board of Supervisors to facilitate order and enforcement of the vision.</p> <p><i>Primary Partner: ECPDD</i> <i>Other Partners: EMBDC, EMEPA</i></p> | 2019 | | | ☐ | ☐ | ☐ | | | | ■ ☐ |
| LU-4 | <p>Lack of Community Amenities for Trainees</p> <p>There is a need for compatible community development closer to NAS Meridian to provide a variety of quality of life opportunities for student trainees.</p> | | | | | | | | | | | |
| LU-4A | MIA-1 | <p>Develop Future Land Use Plan</p> <p>The City of Meridian and Town of Marion should</p> | 2019 | ■ | ■ | | | | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| | | develop a Future Land Use Plan that factors in quality of life amenities such as a variety of restaurants and activity venues for areas located in the northern and north-eastern portion of the jurisdictions. This will assist in providing more options for residents, as well as for military personnel. | | | | | | | | | | |
| | | For additional strategies that address this issue see strategies for Issue LU-3. | | | | | | | | | | |
| LU-5 | <p>Lack of Enforcement of Tools in AICUZ Ordinance</p> <p>There is an overall lack of enforcement of the tools identified in the 1992 and 1995 AICUZ Ordinances for Lauderdale and Kemper Counties. This creates opportunities for incompatible development.</p> | | | | | | | | | | | |
| LU-5A | NASM MAD or MIOD | <p>Consider Conditional Building Permit Issuance in Lauderdale County</p> <p>Lauderdale County should consider issuing building permits on condition for development that is proposed for areas within the NASM MIOD to facilitate coordination between the County and NAS Meridian. This will provide an opportunity for Lauderdale County to coordinate with NAS Meridian and enable military input on potential impact to the military mission. After military has been given an opportunity to provide input and developers have complied with conditions, then</p> | 2018 | | | ■ | | | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| | | proposed development plans and conditions should be considered by the Board of Supervisors and approved. | | | | | | | | | | |
| LU-5B | NASM MAD or MIOD | <p>Consider Board of Supervisors Approval Prior to Any Construction Occurring in the Military Awareness District or Military Influence Overlay District</p> <p>Due to lack of enforcement of the AICUZ Ordinance, Lauderdale and Kemper Counties Board of Supervisors (BOS) should consider requiring BOS approvals prior to any construction occurring in the NASM and NOLF Joe Williams Military Awareness Districts or Military Influence Overlay Districts. In addition, prior to BOS approval, BOS should consider consulting with NAS Meridian about impact of proposed construction to determine if there will be impact to the military mission prior to construction.</p> | 2017 / On-going | | | ■ | ■ | □ | | | | |
| LU-5C | NOLF JW MAD or MIOD | <p>Consider Re-instating Kemper County Airport Zoning Commission</p> <p>At an appropriate time in the future, Kemper County Board of Supervisors should consider re-instating the Airport Zoning Commission to provide technical guidance and assistance regarding the development and / or construction of buildings and homes including</p> | 2021 | | | | ■ | | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| | | mobile homes that may be located in the NOLF Joe Williams Military Awareness District or Military Influence Overlay District. | | | | | | | | | | |
| LU-5D | NOLF JW MAD or MIOD | <p>Consider Airport Commission Approval Requirement Prior to Any Construction Occurring</p> <p>If Recommendation LU-5B is implemented at some point in the future and in lieu of a building permit system in Kemper County, the Kemper County Airport Commission should approve all proposed development applications, including cell tower applications, located within the NOLF JW MIOD to facilitate compatible development with the military operations. Prior to airport commission approval, written documentation indicating coordination with NAS Meridian on the proposed land use action(s) should be required.</p> | 2018 | | | | ■ | | | | | |
| LU-6 | <p>Inaccuracies in Alignment and Orientation of AICUZ Modeling</p> <p>There are inaccuracies in the alignment and orientation of the AICUZ modeling, which creates opportunities for misinformation and incompatible planning.</p> | | | | | | | | | | | |
| LU-6A | MIA-1 | <p>Consider Partial Update AICUZ Report</p> <p>NAS Meridian should consider planning and budgeting for a partial update of the AICUZ plan with the correct alignment of the Air Installations Compatible Use Zones for both NAS Meridian and NOLF Joe Williams. The</p> | 2021 | | | | | ■ | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| | | updated GIS layers for the AICUZ for both NAS Meridian and NOLF Joe Williams should be shared with the local jurisdictions and other relevant stakeholders to develop awareness and understanding of the extent of the military impacts. | | | | | | | | | | |
| LU-7 | <p>Lack of Building Permit System in Kemper County Kemper County lacks a building permit system and does not have standard operating procedures or rules for the construction of buildings under a uniform standard building code. This can create unnecessary impacts, (e.g. vibration and noise) to the built environment if located proximate to NAS Meridian or NOLF Joe Williams.</p> | | | | | | | | | | | |
| LU-7A | NOLF JW MAD | <p>Develop and Adopt Standard Development Guidelines In lieu of adopting a Building Permit System, Kemper County should develop and adopt standard development guidelines to incorporate appropriate building construction practices. Since there is an airport zoning commission with authority for the area surrounding NOLF Joe Williams, this could be adopted by the Board of Supervisors and enforced by the airport zoning commission for Kemper County. This will facilitate compatible future development and potentially allow the county to realize opportunities both in development and funding options.</p> | 2018 | | | | ■ | | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| LU-7B | NOLF JW MIOD | <p>Establish a Building Permit System</p> <p>At some point in time in the future, it may be necessary to adopt a Building Permit System in Kemper County not only to facilitate the protection of the safety and general welfare of the public, but also to encourage future compatible development and appropriate construction practices, and to position the county for future funding and development opportunities.</p> | 2019 | | | | ■ | | | | | |
| LU-7C | NOLF JW MAD or MIOD | <p>Develop Procedure to Share Requests for Engineering and Emergency Services Information with NAS Meridian</p> <p>In lieu of Recommendation LU-7B, Kemper County should develop a procedure to share information regarding the requests for County Engineering and Emergency Services, such as requesting an address, with the Board of Supervisors and the military to facilitate early review of potential development in the Study Area. Prior to being given an address, Engineering and Emergency Services should share the information about the said request with the BOS and military to provide input as to whether there will be an impact to military missions.</p> | 2019 | | | | ■ | | | | | |


| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| Legislative Initiatives (LEG) | | | | | | | | | | | | |
| LEG-1 | <p>Need for Military Compatibility Legislation</p> <p>There are no state mandated requirements for notifying the military of proposed development outside the installation or disclosing information about military operations to prospective buyers of property.</p> | | | | | | | | | | | |
| LEG-1A | MIA-1 | <p>Develop and Adopt Military Notification Legislation</p> <p>The Mississippi Legislature should develop and adopt legislation that requires counties and municipalities to notify the military of any proposed developments within a three mile area of an installation. Considerations to extend the three-mile notification area to a five mile or greater area as it relates to the obstruction of imaginary surfaces and FAA Part 77 guidance should be considered. This will assist in strengthening the relationships between the jurisdictions and the military.</p> | 2019 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input checked="" type="checkbox"/> | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| Light and Glare (LG) | | | | | | | | | | | | |
| LG-1 | Handheld Laser Lights Temporarily Impact Pilots Community members flash handheld laser pointers at aircraft pilots flying by a multi-family housing complex. This can temporarily blind pilots and create unnecessary safety hazards for the pilots and the general public. | | | | | | | | | | | |
| LG-1A | MIA-1 | Monitor and Map Laser Light Strikes NAS Meridian should monitor and map the laser light strikes that occur, especially near Key Field. NAS Meridian should also work with the City of Meridian’s Police Department to inform them when this activity is occurring and to provide increased patrol units in the area to facilitate improved monitoring and tracking of the activities, as well as discouraging the activities. <i>Other Partners: City of Meridian Police Department; Lauderdale and Kemper County Sheriffs’ Departments</i> | 2019 | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | | <input type="checkbox"/> |
| LG-1B | MIA-1 | Implement the FAA Advisory Circular 70-2A Measures for Reporting of Laser Illumination of Aircraft NAS Meridian should implement the FAA Advisory Circular 70-2A (AC 70-2A) measures for reporting laser illumination of aircraft, if not already aware and implementing the measures. The AC 70-2A provides measures to assist in notifying airmen traversing the | 2017 / On-going | | | | | <input checked="" type="checkbox"/> | | | | <input checked="" type="checkbox"/> |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| | | airspace in the area of laser illuminations of aircraft, and to include in air operations or flight manuals to facilitate the awareness of pilots. The AC 70-2A should be provided to Meridian Regional Airport at Key Field Air Traffic Control, and implemented if not already implemented. In addition, airmen and Air Traffic Control should regularly check the following websites to stay up-to-date on laser illumination incidents and the measures taken to address them. <ul style="list-style-type: none"> ■ FAA Laser Safety Initiative Web site at http://www.faa.gov/about/initiatives/lasers/ ■ Aeronautical Information Manual (AIM) at http://part107pilot.com/wp-content/uploads/2016/08/AIM-Chapter-7-sections-4-and-5-.pdf Other Primary Partner: Meridian Regional Airport | | | | | | | | | | |
| LG-1C | MIA-1 | Consider Creating a Laser Illumination Working Group Meridian Regional Airport, NAS Meridian should consider working with local law enforcement agencies to create a local working group that discusses and develops a procedure to address unauthorized laser lights that are pointed at aircraft. At a minimum, the procedure should include: | 2017 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | | <input checked="" type="checkbox"/> |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
|---------------------|--|---|--------------------------|------------------|----------------|-------------------|---------------|--------------|------|-------------------------|---|-------|
| | | <ul style="list-style-type: none"> ■ Who to notify when a pilot has reported a laser light / illumination strike; ■ What information to report including but not be limited to location, duration, and time of day; ■ Develop policy for local law enforcement agencies to follow when addressing reports; and ■ Designation of point-of-contact to report information to FAA. <p>The working group should use the existing FAA policy and reporting procedures in local process and policy. The FAA information can be found at the following website: https://www.faa.gov/aircraft/safety/report/laserinfo/ <i>Other Primary Partner: Meridian Regional Airport</i></p> | | | | | | | | | | |
| LG-1D | NASM MAD and NOLF JW MAD | <p>Encourage the Use of Backlight, Uplight, and Glare-Rated and Fully Cutoff Lighting Fixtures</p> <p>The jurisdictions should consider promoting awareness and the use of Backlight, Uplight, and Glare (BUG)-rated lighting fixtures for commercial development and fully cutoff fixtures for residential uses. Consider encouraging the use of controls for timers for lights, establish lumens per fixture and how many foot-candles a fixture can emit over property lines, etc.</p> | 2019 | ■ | ■ | ■ | ■ | | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| LG-1E | MIA-1 | <p>Consider Developing a Lighting Ordinance at a Future Time</p> <p>The jurisdictions should consider developing a lighting ordinance in a future point in time to control light pollution in the jurisdictions, which can have an adverse impact on nighttime military training. The ordinance at a minimum should include regulations for Backlight, Uplight, and Glare (BUG)-rated fixtures for commercial development and fully cutoff fixtures for residential uses. The ordinance should also include controls for timers for lights, establish lumens per fixture and how many foot-candles a fixture can emit over property lines, etc.</p> | 2019 | ■ | ■ | ■ | ■ | | | | | |
| Marine Environments (MAR) | | | | | | | | | | | | |
| No issues identified for Marine Environments. | | | | | | | | | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| Noise (NOI) | | | | | | | | | | | | |
| NOI-1 | Noise Sensitive Land Uses in Noise Contours There are existing noise sensitive land uses within the noise contours for both NAS Meridian and NOLF Joe Williams. This can create compatibility concerns for the military. | | | | | | | | | | | |
| NOI-1A  | NASM MAA-2 | Continue to Obtain Signatures and Certifications for Disclosures of Noise Prior to Issuing of Building Permit Lauderdale County should continue to obtain signatures and certifications for disclosures of noise from building permit applicants that are requesting a building permit for a property within the high noise zones of NAS Meridian. This effort will continue to serve as communication to the property owner, developer, and other residents of the property. | On-going | | | ■ | | | | | | |
| NOI-B | NOLF JW MAA-2 | Consider Obtaining Signatures Prior to Issuing 911-Emergency Addresses and Electric Power Approvals Kemper County should consider obtaining signatures and certifications from applicants requesting a 911-emergency address and electric power service for a property within the high noise zones of NOLF Joe Williams. This effort will continue to serve as | 2017 | | | | ■ | | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| | | communication to the property owner, developer, and other residents of the property. | | | | | | | | | | |
| NOI-1C | MAA-2 and NOLF JW MAA-2 or NASM MIA 5 and NOLF JW MIA 3 | <p>Develop Noise Informational Brochure for NAS Meridian and NOLF Joe Williams Operations</p> <p>NAS Meridian should develop an informational/ educational brochure about the noise generated from the operations that occur at NAS Meridian and NOLF Joe Williams to include any low-level altitude operating areas. Points-of-contact should also be included in this brochure. Local jurisdictions and other partners, such as the realty community, should help in the distribution of these brochures by making them available on local jurisdiction websites.</p> <p><i>Other Partners: Realtor Associations, Firms, and Independent Real Estate Agents and Realtors, Local Housing Authorities</i></p> | 2017 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | <input type="checkbox"/> | <input type="checkbox"/> |
| NOI-1D | NASM MIA 5 and NOLF JW MIA 3 | <p>Adopt Sound Attenuation Building Standards for New Construction</p> <p>If Strategies LU-3B and LU-7A are implemented, then the jurisdictions should adopt a Building Code and regulations in the AICUZ Ordinances to require sound attenuation measures for all new construction of noise sensitive land uses (e.g. residential uses, hospitals,</p> | 2021 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| | | <p>elderly care facilities, schools, churches) located within the 65 dB noise contour of the Noise MIA. These structures should be designed and constructed so as to limit their interior noise level to no greater than 45 dB Day-Night Level (Ldn) certified by an accredited acoustical engineer.</p> <p>Structures shall be permitted to be designed and constructed so as to limit their interior noise level to no greater than 45 Ldn. Exterior structures, terrain and permanent plantings shall be permitted to be included as part of the alternative design. The alternative design shall be certified by an acoustical engineer, or if no acoustical engineer is available, then the counties should adopt the Model Building Code found in "Guidelines for Sound Insulation of Residences Exposed to Aircraft Operations," April 2005 .</p> | | | | | | | | | | |
| NOI-1E | <p>NASM MIA 5 and NOLF JW MIA 3</p> | <p>Require Sound Attenuation Buildings Standards for Substantial Improvement</p> <p>If Strategies LU-3B, LU-7A, and NOI-1A are implemented, significant (defined as an activity that modifies, alters, or expands an existing use by 50 percent of site footprint) extension, enlargement, relocation, reconstruction, or substantial alteration of an existing residential use within the Noise MIAs for</p> | 2021 | ■ | ■ | ■ | ■ | | | | | |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| | | NAS Meridian and NOLF Joe Williams area should include the incorporation of sound attenuation materials designed to reduce interior noise to 45 dB Ldn. This should also apply to changes in a structure that increases the number of habitable units within the structure (as defined by the 2010 U.S. Census). | | | | | | | | | | |
| NOI-1F | MIA-3 | <p>Develop Sound Attenuation Retrofit Program</p> <p>If Strategies LU-3B, LU-7A, NOI-1A, and NOI-1B are implemented, the jurisdictions should develop a voluntary sound attenuation retrofit program for residential uses. Develop a program that provides guidance on sound attenuation standards for retrofitting existing residential and commercial facilities. The program could include educational materials and grant opportunities available to assist property owners in retrofitting structures in noise sensitive areas. Other funding sources for retrofitting homes should be identified and provided within the program materials.</p> <p><i>Other Primary Partners: other jurisdictions in the JLUS Study Area</i></p> | 2021 | ■ | ■ | ■ | ■ | | | | | ■ |
| NOI-1G | MIA-1 | <p>Continue to Map Noise Complaints</p> <p>NAS Meridian should continue to map noise complaints</p> | 2017 / On-going | □ | □ | □ | □ | ■ | | | | □ |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| ON-GOING | | <p>received by local jurisdictions / resource agencies in the JLUS Study Area. NAS Meridian should map complaints including the identified source (since this may not be NAS Meridian) and provide it to the JLUS Implementation Committee members annually.</p> <p><i>Other Partner: JLUS Implementation Committee</i></p> | | | | | | | | | | |
| NOI-1H | MIA-1 | <p>Follow Up on Noise Complaints</p> <p>Since NAS Meridian responds to all complaints that the Navy is aware of, then NAS Meridian will report back to the JLUS Implementation Committee about the follow up on complaints. NAS Meridian should provide a quick report of the complaints received, the information should include but not be limited to the following:</p> <ul style="list-style-type: none"> ■ the location of the complaint, ■ the potential source of the complaint, and ■ the actions taken to address the complaint. <p>Additionally, NAS Meridian should provide a phone number to all jurisdictions so that when a complaint is received the complainant may contact the Navy directly.</p> <p><i>Primary Partner: JLUS Implementation Committee</i></p> | 2017 – On-going | | | | | ■ | | | | ■ |


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| NOI-2 | Mobile Homes in Noise Contours of NAS Meridian and Naval Outlying Field Joe Williams There are mobile homes in the noise contours of the NAS Meridian and NOLF Joe Williams. Mobile homes are not constructed with adequate materials to reduce noise impacts interior to the home. This is a compatibility concern for the military. | | | | | | | | | | | |
| | | See Strategies identified for Issue NOI-1 to address this issue. | | | | | | | | | | |
| NOI-3 | Aircraft Noise Generated from Multiple Agencies There are aircraft from multiple agencies—military and civilian—that traverses the airspace over the JLUS Study Area. These aircraft generate noise that may be misattributed to NAS Meridian. | | | | | | | | | | | |
| NOI-3A | MIA-1 | Enforce and Inform About The “Fly Neighbor-Friendly” Protocol NAS Meridian should encourage the policy to “fly neighbor-friendly,” encouraging pilots to adhere to routes and altitudes for their fixed wing routes over rural areas and when possible avoiding low overflight of residential areas. This policy should be shared with local communities and posted on the NAS Meridian website (once developed and completed). | 2018 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | | |

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| NOI-3B | MIA-1 | <p>Consider Updating “Why Jets Fly Over Your Home” Brochure</p> <p>NAS Meridian should consider updating its “Why Jets Fly Over Your Home,” Brochure to include a quick snippet of information about the routine aviation requirements including altitude such as jets do not fly below 500 feet above ground level and primary flight tracks are designed to avoid the majority of development as much as possible.</p> <p>NAS Meridian should provide this brochure to the local jurisdictions, and the jurisdictions should consider publishing this brochure on their websites.</p> | 2017 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | | |
| NOI-3C | NASM MIA-5 and NOLF JW MIA-3 | <p>Foster Enhanced Public Awareness Of NAS Meridian Military Flight Paths Through Accurate Mapping</p> <p>Provide all of the surrounding local, county, regional, and state governments with an accurate electronic map of the flight paths utilized by the Navy / NAS Meridian for inclusion in applicable communication and planning efforts. NAS Meridian should provide updated information on flight paths to all jurisdictions as they are revised.</p> <p><i>Other Partner: Navy, ECPDD, EMBDC</i></p> | 2018 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> |

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| Public Trespassing (PT) | | | | | | | | | | | | |
| PT-1 | Livestock and Stray Dog Trespass Cattle, donkeys, and stray dog trespass occurs on NAS Meridian. The cattle and dog trespass occurs near the airfield, which can create aircraft safety hazards and delay mission operations. | | | | | | | | | | | |
| PT-1A | NASM MIA-2 and NOLF JW MIA-1 | Perimeter Security <ul style="list-style-type: none"> ■ The Navy should continue to budget for and maintain fencing around all areas including the NOLF Joe Williams and other areas where trespass occurs. ■ Maintain monitoring of perimeter fencing to provide timely replacement or repair of damaged sections. ■ Ensure placement, maintenance, and visibility of perimeter signage is adequately placed and spaced along the perimeter fence. ■ In the instance of trespassing, work with Lauderdale and Kemper County Sheriff's Offices and other law enforcement to promptly apprehend the trespasser. <p><i>Other Partner: Lauderdale and Kemper County Sheriff's Offices, other law enforcement agencies</i></p> | On-going | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | | <input type="checkbox"/> |

| Issue or Strategy # | Military Awareness Area (MAA) or Military Influence Area (MIA) | Strategy | Timeframe for Initiation | City of Meridian | Town of Marion | Lauderdale County | Kemper County | NAS Meridian | MDOT | Mississippi Legislature | Lauderdale / Kemper County School Districts | Other |
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| Roadway Capacity (RC) | | | | | | | | | | | | |
| RC-1 | <p>Access to the City of Meridian and Community Amenities</p> <p>Lack of public transit between NAS Meridian and the City of Meridian affects the quality of life for the military students, and potentially creates a lost opportunity for the city to generate additional economic benefit.</p> | | | | | | | | | | | |
| RC-1A | NASM MIOD | <p>Develop a Plan to Provide Public Transit on Weekends to Serve the Military Trainees</p> <p>The City of Meridian and Lauderdale County should work with NAS Meridian to develop a plan and provide public transit to NAS Meridian student trainees during the weekend.</p> | 2018 | ■ | | ■ | | □ | | | | |
| RC-1B | NASM MIOD | <p>Modify Meridian Public Transit System Schedule</p> <p>The City of Meridian should consider modifying the Meridian Public Transit System to provide transit-friendly options on the weekends to service the military trainee students. Mississippi Department of Transportation funds could be used to expand on service for the weekends.</p> | 2018 | ■ | | □ | | □ | □ | | | |

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| Safety Zones (SA) | | | | | | | | | | | | |
| SA-1 | Surface Danger Zone Orientation and Requirements The orientation and new requirements for the surface danger zone causes the zone to extend off installation. | | | | | | | | | | | |
| COMPLETED | | During the development of this study, the Navy implemented using frangible ammunition when the small arms range is used. Thus, this action resolved the issue of surface danger zone. No further actions are needed. | | | | | | | | | | |
| SA-2 | Incompatible Uses in the Airfield Safety Zones There are incompatible uses in the NAS Meridian airfield safety zones that can create safety hazards for the public and pilots. | | | | | | | | | | | |
| SA-2A | NASM MAA-2 and NOLF JW MAA-2 | Use the Safety MAAs for NAS Meridian and NOLF Joe Williams in Communication, Coordination, and Planning Efforts The jurisdictions and economic development organizations should use the Safety MAAs and the MADs in daily communication, coordination, and planning efforts with prospective property buyers and developers to ensure future property owners understand the existing conditions of the property. | On-going | ■ | ■ | ■ | ■ | | | | | ■ |

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| | | <i>Other Primary Partners: Economic development organizations</i> | | | | | | | | | | |
| SA-2B  | NASM MAA-1 | <p>Continue to Obtain Signatures and Certifications Prior to Issuing of Building Permit</p> <p>Lauderdale County should continue to obtain signatures and certifications from building permit applicants that are requesting a building permit for a property within the aircraft safety zones of NAS Meridian. This effort will continue to serve as communication to the property owner, developer, and other residents of the said property.</p> | On-going | | | ■ | | | | | | |
| SA-2C | NOLF JW MAA-1 | <p>Consider Obtaining Signatures Prior to Issuing 911-Emergency Addresses and Electric Power Approvals</p> <p>Kemper County should consider obtaining signatures and certifications from applicants requesting a 911-emergency address and electric power service for a property within the aircraft safety zones of NOLF Joe Williams. This effort will continue to serve as communication to the property owner, developer, and other residents of the said property.</p> | 2017 / On-going | | | | ■ | | | | | |

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| SA-2D | NASM MIA-2 and NOLF JW MIA-1 | <p>Amend AICUZ Zoning Ordinance to Incorporate Military Compatibility</p> <p>Lauderdale and Kemper Counties should amend their AICUZ zoning ordinances to incorporate the latest AICUZ guidance for recommended land uses in the CZs and APZs. This will provide guidance to inform potential future development in the airfield safety zones.</p> | 2018 | ■ | | ■ | | | | | | |
| SA-3 | <p>Bird Air Strike Hazard Awareness Concern</p> <p>General concern about Bird Air Strike Hazard (BASH) incidents at both NAS Meridian and NOLF Joe Williams.</p> | | | | | | | | | | | |
| SA-3A | NASM MIA-4 and NOLF JW MIA-2 | <p>Update BASH Plan</p> <p>NAS Meridian should update its BASH Plan to incorporate community points of contact relative to BASH-related incidents, since the Plan has a public component which engages the public to monitor and report BASH conditions to NAS Meridian and NOLF Joe Williams. This will facilitate continuity of information flow between the public and NAS Meridian in the event of military position changes caused by routine military rotation.</p> <p><i>Other Partner: Willing Landowners</i></p> | 2018 | | | | | ■ | | | | □ |

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| Scarce Natural Resources (SNR) | | | | | | | | | | | | |
| No issues identified for Scarce Natural Resources. | | | | | | | | | | | | |
| Vertical Obstructions (VO) | | | | | | | | | | | | |
| VO-1 | No Formal Early Coordination for Cell Tower Siting There is no formal early coordination for cell tower siting and development. These structures can create vertical obstructions to navigable airspace and unnecessary safety risks. | | | | | | | | | | | |
| VO-1A | NASM MIOD and NOLF JW MIOD | Formalize Existing Coordination through a Memorandum of Agreement The jurisdictions in the JLUS Study Area should formalize the existing coordination process with NAS Meridian in an MOA to facilitate consistent early formal coordination between the jurisdictions and military on the permitting of cell towers. Formalizing the procedure will also provide for continuity in the absence of local government officials and positions vacated through retirement and other vacancy options, i.e. resignations. At minimum, the MOA should include: <ul style="list-style-type: none"> ■ Contact information for all government officials including name, title, phone number, and email | 2017 | ■ | ■ | ■ | ■ | □ | | | | |

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| | | <p>address.</p> <ul style="list-style-type: none"> ■ The outlined coordination process for each jurisdiction in the JLUS Study Area, ■ The information needed from the cell tower developer including, but not limited to: the frequency, the coordinates of the site, and the name and contact information for the developer. ■ Timeframes for which the local government should communicate with NAS Meridian and vice versa, timeframes for the military to provide a response to the cell tower development. ■ Certification of FAA coordination by submitting a copy of the submitted FAA Form 7460-1 for obstruction evaluation to the local jurisdiction’s permitting office or County Engineer. <p><i>Note: The MOA referenced in Strategy COM-1B may be used to accomplish this strategy.</i></p> | | | | | | | | | | |
| VO-1B | NASM MIOD and NOLF JW MIOD | <p>Develop an Official Form for Cell Tower Permits</p> <p>The jurisdictions in the JLUS Study Area should work together to develop a permit form that could be used with minor modifications by all jurisdictions to capture information that would be useful to the military for evaluating cell tower impacts on the military mission.</p> | 2018 | ■ | ■ | ■ | ■ | □ | | | | |

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| | | <p>At minimum, the form would require:</p> <ul style="list-style-type: none"> ■ Contact information for the telecommunications company and contact individual, ■ Operating frequency information, ■ Coordinates of location proposed for the telecommunications structure, and ■ Certification that telecommunications company submitted the FAA Form 7460-1 to the FAA including requiring copy of post-date from US Postal Mail or Received receipt from the FAA. <p>A copy of the completed permit form should be provided to the military for their review and comment prior to approval.</p> | | | | | | | | | | |
| VO-2 | <p>Trees in Transitional Zone at Naval Outlying Field Joe Williams</p> <p>There are trees located in the transitional zone of the imaginary surfaces of NOLF Joe Williams. This creates vertical obstructions that can impede safe navigable airspace.</p> | | | | | | | | | | | |
| | | <p>This issue has been addressed by the existing processes and tools.</p> | | | | | | | | | | |

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| VO-3 | Cell Tower Regulations There are no cell tower regulations for the City of Meridian to facilitate the appropriate level of coordination among all stakeholder groups and enable compatible controls for these structures. | | | | | | | | | | | |
| VO-3A | NASM MIA-6 | Develop Telecommunications Ordinance The City of Meridian should develop a Telecommunications Ordinance to facilitate consistent, required coordination between the city, NAS Meridian, and cell tower developers / operators. At a minimum, the ordinance should include: <ul style="list-style-type: none"> ■ Contact information for all local government and military officials including name, phone number, and email address, ■ Identification of suitable and non-suitable areas for telecommunications towers, ■ Utilization of permit forms to aid in record keeping and formalization, ■ Decommissioning procedures and contact information, and ■ Options or incentives for operators that collocate. | 2018 | ■ | | | | | | | | |
| | | See Strategy VO-1B for an additional strategy that addresses this issue. | | | | | | | | | | |

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| VO-4 | <p>Utilization of Vertical Obstruction Code Provisions Complexity of assessing vertical obstructions within imaginary surfaces affects the City of Meridian’s ability to address potential vertical hazards to navigable airspace.</p> | | | | | | | | | | | |
| VO-4A | <p>NASM MIA-6</p> | <p>Amend Zoning Ordinances for Imaginary Surfaces Heights and Slopes The City of Meridian and the Town of Marion should amend zoning ordinances to comply with FAA vertical obstruction guidelines, more specifically with the Navy’s Airfield Imaginary Surfaces for NAS Meridian. These surfaces are more restrictive and provide for greater safety of the public, pilots, and aircraft than FAA imaginary surfaces and the FAR Part 77 regulations. The Navy’s Airfield Imaginary Surfaces include slopes and heights that are allowable from various distances from the airfield. The zoning ordinances should incorporate the slopes and heights associated with each imaginary surface.</p> | 2018 | ■ | ■ | | | | | | | |
| VO-4B | <p>NASM MIA-6 and NOLF JW MIA-4</p> | <p>Foster Enhanced Planning Awareness Of Airfield Imaginary Surfaces Through Accurate Mapping Provide all of the surrounding local, county, regional and state governments with an accurate electronic map of the imaginary surfaces utilized by the Navy / NAS Meridian for inclusion on applicable planning</p> | 2017 / On-going | □ | □ | □ | □ | ■ | □ | | □ | □ |

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| | | documents to support communication efforts. <i>Other Partners: ECPDD, EMBDC, East Mississippi Electric Power Association (EMEPA)</i> | | | | | | | | | | |
| VO-5 | No Formal Coordination with the Federal Aviation Administration about Obstruction Evaluations There are no formal coordination procedures established to ensure the FAA reviews and evaluates certain structures for obstruction evaluation. This can create vertical obstruction hazards regarding certain structures. | | | | | | | | | | | |
| VO-5A | | See Strategies for Issues VO-1 and VO-3 to address this issue. | | | | | | | | | | |
| Vibration (V) | | | | | | | | | | | | |
| | No issues identified for Vibration. | | | | | | | | | | | |
| Water Quality / Quantity (WQQ) | | | | | | | | | | | | |
| | No issues identified for Water Quality / Quantity. | | | | | | | | | | | |

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JOINT LAND USE STUDY



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