



Offutt Air Force Base Joint Land Use Study Implementation Executive Summary

MAPA



Offutt AFB JLUS Implementation Executive Summary

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JLUS Implementation

The implementation activities were carried out under contract with the Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA), with financial support from the Department of Defense's Office of Economic Adjustment (OEA) and matching funds and in-kind contributions from MAPA, Douglas County, Sarpy County, Cass County, Pottawattamie County, Mills County, This City of Bellevue, The City of Council Bluffs, The City of Omaha, and The City of Plattsmouth.

Introduction

In August of 2015 the Offutt Airforce Base Joint Land Use Study Final Report was approved by the Joint Land Use Study Policy Committee. The Joint Land Use Study (JLUS) was the culmination of a cooperative planning process that brought together a diverse set of public and private stakeholders interested in preserving the long term viability of the Offutt Airforce Base (Offutt AFB). The primary outcome of this project was a prioritized list of recommended actions and strategies for reducing incompatible encroachment and facilitating future collaboration between the study partners.

Implementation Goal

The key to JLUS implementation was to continue working the both the JLUS Policy and Technical Advisory Committees to oversee the execution of the JLUS. Through this committee, local jurisdictions, Offutt AFB, and other interested parties collaborate and establish procedures, recommend or refine specific actions, and make adjustments to strategies over time to ensure that JLUS implementation continues to resolve key compatibility issues into the future through realistic strategies and implementation.

Implementation goals had been based on the principles in the 2015 Offutt Air Force Base Joint Land Use Study Final Report. The goal of the Offutt AFB JLUS implementation is to protect the viability of current and future training operations, while simultaneously guiding community growth, sustaining the environmental and economic health of the region, and protecting public health, safety, and welfare.

The JLUS implementation process provides a mechanism for achieving this goal with outcomes that would benefit both the participating communities and Offutt AFB and protect future and current mission of Offutt AFB. To help meet this goal, four primary JLUS objectives identified in the 2015 Offutt Air Force Base Joint Land Use Study Final Report were carried over into the implementation phase.

- **Understanding**

Convene community and military representatives to identify, confirm, and understand the compatibility issues in an open forum, taking into consideration both community and Offutt AFB perspectives and needs to accomplish implementation activities.

- **Collaboration**

Cooperative land use and resource planning by Offutt AFB and surrounding communities during implementation helps provide assurances that future community growth and development are compatible with the training and operational missions at Offutt AFB, while at the same time seeking ways to reduce operational impacts on adjacent lands.

- **Communication**

Implementation activities were structured to communicate issues that could impact Offutt AFB and its ability to perform current and future missions. Through the JLUS planning process, issues were identified that have, in the past, conflicted with Offutt AFB and its missions. Documents that help communicate bird/wildlife airstrike hazards, frequency interference, and land use issues provided local jurisdictions information that could help reduce or eliminate potential conflicts.

The JLUS Policy and Technical Advisory Committees provided a forum to discuss issues and reach conclusions to help identify issues and ways to resolve them.

- **Development**

Strategies to reduce conflict as it pertains to development around Offutt AFB was key to protecting the viability of current and future missions. Through comprehensive plan recommendations and executive summaries for each participating jurisdiction, potential development outside Offutt AFB was now able to comply with standards that would reduce conflicts that could negatively impact both Offutt AFB and the local jurisdiction.

Following these strategies provides guidance during implementation. The activities carried out to implement the JLUS were selected to fulfill the stated strategies.



Critical Parcel Map Implementation

Background

The 2015 Offutt AFB Joint Land Use Study Final Report recommended Offutt AFB should look at developing a list of parcels, which developed at a certain height, could allow viewing onto the base. Table 1.1 identifies the outcome of JLUS Issue/ Strategy.

Table 1.1 2015 Offutt AFB Joint Land Use Study Final Report Critical Parcel Map Implementation Strategy

JLUS Issues/Strategy ID	Military Compatibility Area	Issue/Strategy	Outcome to Resolve Issue
AT 1-A	Land	Identify Locations of Critical Parcels	Critical Parcel Map

Implementation Activity

Table 1.2 summarizes the outcome for the Critical Parcel Map. Geographic Information Systems (GIS) was utilized to determine height restrictions for parcels that were identified using three sources of information. The JLUS Policy and Technical Advisory decided it would be more useful to expand the scope of the product and analyze view sheds and height other recommended height restrictions identified in the 2015 Offutt AFB Joint Land Use Study Final Report. This included the Imaginary Surfaces and Federal Aviation Regulation Part 77 (FAR Part 77).

Table 1.2 Critical Parcel Map Implementation

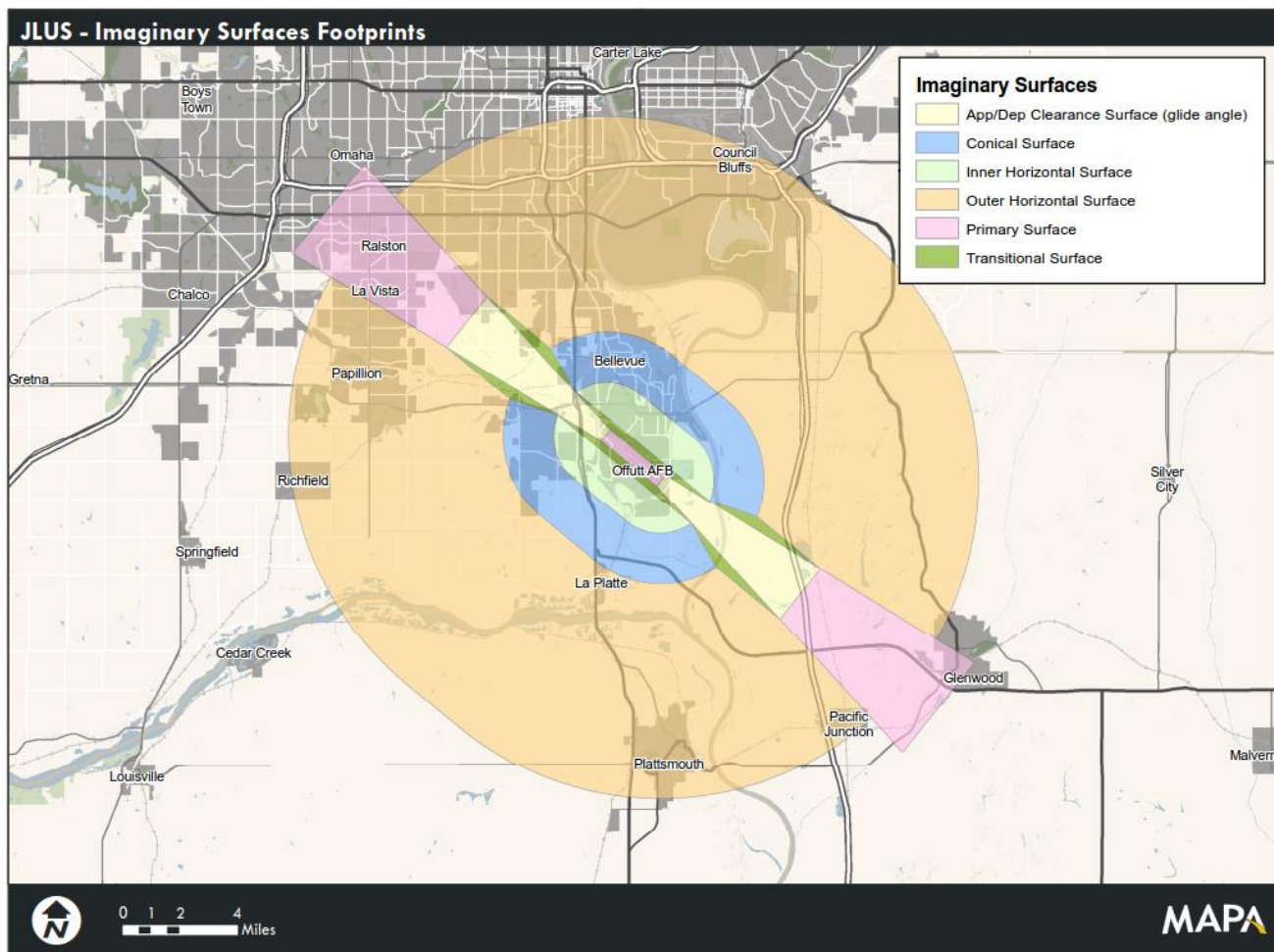
Document Review Dates	Outcome Summary
12/9/2016	The JLUS Policy and Technical Advisory Committee created an informational map that outline parcels within a ten-mile radius of Offutt AFB. This map identifies development, which at a certain height could interfere with the mission or pose a security threat at Offutt AFB. See Attachment A for the Critical Parcel Map.
2/3/2017	
3/7/2017	



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First, the Imaginary Surfaces MCA as identified in the 2015 Offutt AFB Joint Land Use Study Final Report was examined. Figure 1.1 shows the imaginary surfaces area outlined in that report. The Federal Aviation Administration (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.

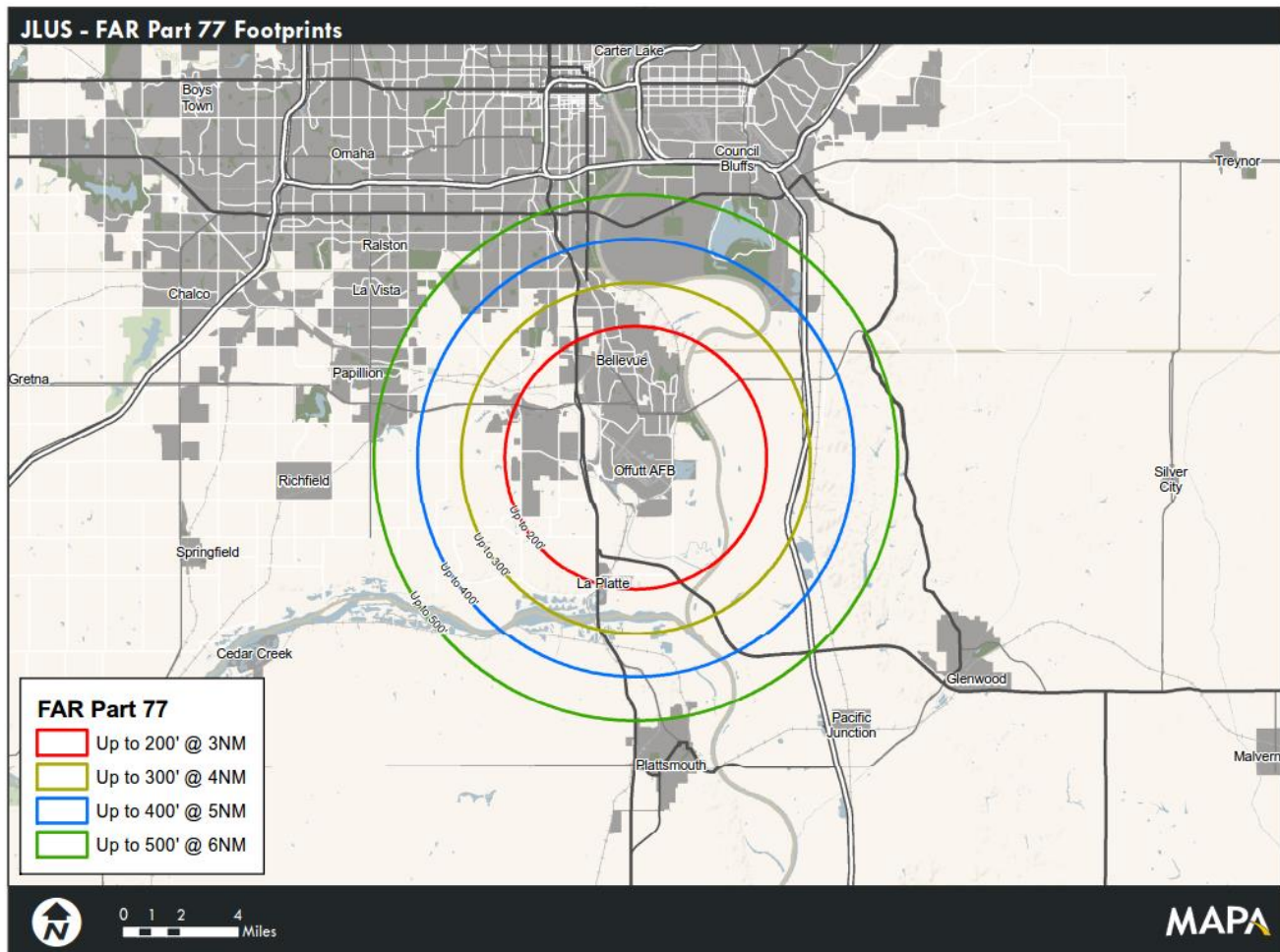
Figure 1.1: Imaginary Surfaces Footprint



Offutt AFB JLUS Implementation Executive Summary

Federal Aviation Regulation Part 77 (FAR Part 77) height limit require minimization of vertical obstructions (e.g., buildings, telecommunications facilities, recreational facilities, energy transmission/generation towers, etc.). This was the second item evaluated when identifying height restrictions for critical parcels. Figure 1.2 shows the FAR Part 77 footprint.

Figure 1.2: FAR Part 77 Footprint



Finally, elevations calculated through GIS were used to determine at what heights could allow viewing onto the base. All three of these components were taken into account and the strictest height limit for each parcel was designated on the map as seen in Attachment A.



Drone Usage Brochure Implementation

Background

Offutt Air Force Base (AFB) uses 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. Non-military drones could interfere with military operations at Offutt AFB with a lack of coordination with private drone users. Information from the Federal Aviation Administration (FAA) website provided valuable guidance on drone usage. The 2015 Offutt AFB Joint Land Use Study Final Report recommended that Offutt AFB work with the FAA to develop information on proper usage of drones near Offutt AFB. Implementation strategies are listed in Table 2.1.

Table 2.1 2015 Offutt AFB Joint Land Use Study Final Report Drone Usage Implementation Strategy

JLUS Issues/Strategy ID	Military Compatibility Area	Issue/Strategy	Outcome to Resolve Issue
LAS-1B	Imaginary Surfaces	Work With The FAA To Develop Proper Information On Proper Usage Of Drones Near Offutt AFB	Drone Usage Brochure

Implementation Activity

Table 2.2 summarizes the implementation activity for the Drone Usage Brochure. A traditional tri-fold brochure provides a hard copy version that can be distributed to the public. The JLUS Policy and Technical Advisory Committees agreed that future information regarding drone usage will focus on providing information online through the MAPA JLUS webpage. An online version will be easier to maintain and provide a way to link up to other websites that provide more in-depth information on drone usage.

During implementation, federal regulations provided more guidance when it came to drone usage around air installations like Offutt AFB. The information in the MAPA JLUS webpage will provide a link to FAA regulations and will be updated as needed.

Table 2.2 Drone Usage Brochure Implementation

Document Review Dates	Outcome Summary
4/26/2017	The JLUS Policy and Technical Advisory Committee created informational brochure that provides drone usage and related federal regulations. There are a couple formats that have been implemented. The first, is a traditional tri-fold brochure that can be handed out and the second is an online version located on the MAPA website. Communities have been encourage to link to the MAPA website for JLUS Implementation information.
10/17/2017	

Frequency Interference Implementation

Background

Offutt AFB uses air space to accomplish testing, training, and operational missions. Frequency spectrum is the entire range of electromagnetic frequencies used for communications and other transmissions, which include communication channels for radio, cellular phones, and television. In the performance of typical operations, the military relies on a range of frequencies for communications and support systems. Similarly, public and private users rely on a range of frequencies in the use of cellular phones and other wireless devices on a daily basis. The 2015 Offutt AFB Joint Land Use Study Final Report recommended that Offutt AFB develop an informational brochure about frequency interference impacts. Implementation strategies are listed in Table 3.1

Table 3.1 Frequency Interference Strategy

JLUS Issues/Strategy ID	Military Compatibility Area	Issue/Strategy	Outcome to Resolve Issue
FSI-2A	General	Develop an Informational Brochure	Develop an Informational Brochure

Implementation Activity

Table 3.2 summarizes the implementation activity for the Frequency Interference Brochure. A traditional tri-fold brochure provides a hard copy version that can be distributed to the public. A digital Version of the brochure is available for viewing or download on the MAPA JLUS Webpage.

Table 3.2 Frequency Interference Brochure Implementation

Document Review Dates	Outcome Summary
4/26/2017	The JLUS Policy and Technical Advisory Committee created informational brochure describe frequency impacts. There are a couple formats that have been implemented. The first, is a traditional tri-fold brochure that can be handed out and the second is an online version located on the MAPA website. Communities have been encourage to link to the MAPA website for JLUS Implementation information.
11/17/2017	

Resource Management Guide Implementation

Background

The 2015 Offutt AFB Joint Land Use Study Final Report recommended that JLUS partners develop a brief guide that provides information on various agencies in the JLUS Study Area and their responsibilities. Table 4.1 identifies the outcome of JLUS Issue/ Strategy. See Attachment D for the Resource Management Guide.

Table 4.1 Resource Management Reference Guide Implementation Strategy

JLUS Issues/Strategy ID	Military Compatibility Area	Issue/Strategy	Outcome to Resolve Issue
COM-2D	General	Develop Resource Management Reference Guide	Resource Management Reference Guide

Implementation Activity

Table 4.2 summarizes the implementation activity for the Resource Management Reference Guide. After completion of the final Resource Management Guide at the end of 2017, the JLUS Policy and Technical Advisory Committee agreed that future iterations of the guide should be updated in an online document in either a PDF form or a webpage. Continued maintenance and updates of the guide will be available on the MAPA JLUS Webpage.

Table 4.2 Resource Management Reference Guide Implementation

Document Review Dates	Outcome Summary
12/9/2016	JLUS partners developed a brief reference guide that provides contact information for various agencies, organizations, and communities that have interests within the 10-Mile JLUS footprint. Issues identified in the 2015 Offutt AFB Joint Land Use Study Final Report were broken out by Natural Environment, Built Environment, and Technology. Each issues provided information on implementation strategies and agency/organization contacts that would provide expertise.
2/3/2017	
3/7/2017	
10/17/2017	
10/21/2017	
11/17/2017	



Offutt AFB Informational Brochure Implementation

Background

The 2015 Offutt AFB Joint Land Use Study Final Report recommended Offutt AFB to develop and distribute an informational brochure describing the Airforce mission and the land needed to effectively conduct the mobilization mission. Distribution of the brochure would include JLUS jurisdictions' public offices and be made available for download. Table 5.1 identifies the outcome of JLUS Issue/ Strategy.

Table 5.1 Offutt Informational Brochure Implementation Strategy

JLUS Issues/Strategy ID	Military Compatibility Area	Issue/Strategy	Outcome to Resolve Issue
COM-1E	General	Informational Brochure Development	Offutt AFB Informational Brochure

Implementation Activity

Table 5.2 summarizes the implementation activity for the Offutt AFB Informational Brochure. The final product is a small booklet that focuses on an overview of Offutt AFB and its mission, the Air Installation Compatibility Use Zone (AICUZ), and compatible use. The 2015 Offutt AFB Joint Land Use Study Final Report recommended only to focus on land need to conduct missions. The JLUS Policy and Technical Advisory Committees wanted to expand the utility of this document and include information on current missions, the AICUZ, and flight safety issues that may pose a threat to current and future missions.

Table 5.2 Offutt Informational Brochure Implementation

Document Review Dates	Outcome Summary
9/18/2017	The JLUS Policy and Technical Advisory Committee created informational material that provides a summary of the JLUS program, The Air Installation Compatibility Use Zone (AICUZ) program, mission operations at Offutt AFB and compatible use.
10/17/2017	
11/17/2017	

**BASH Guide Implementation****Background**

The 2015 Offutt AFB Joint Land Use Study Final Report provided recommended implementation strategies for Bird/Wildlife Airstrike Hazards (BASH) listed in Table 6.1. A BASH is designed to minimize wildlife and bird strike damage to military aircraft. The outcome of JLUS Issue/ Strategy ID: BIO-2A was the BASH Guide. All other items listed in the BASH Compatibility Area.

Other Issues that involve that BASH Compatibility Area such as BIO-2B and Bio-2C were resolved through the issuing of JLUS Executive Summaries and comprehensive plan recommendations for each participating jurisdiction.

Table 6.1 2015 Offutt AFB Joint Land Use Study Final Report BASH Implementation Strategy

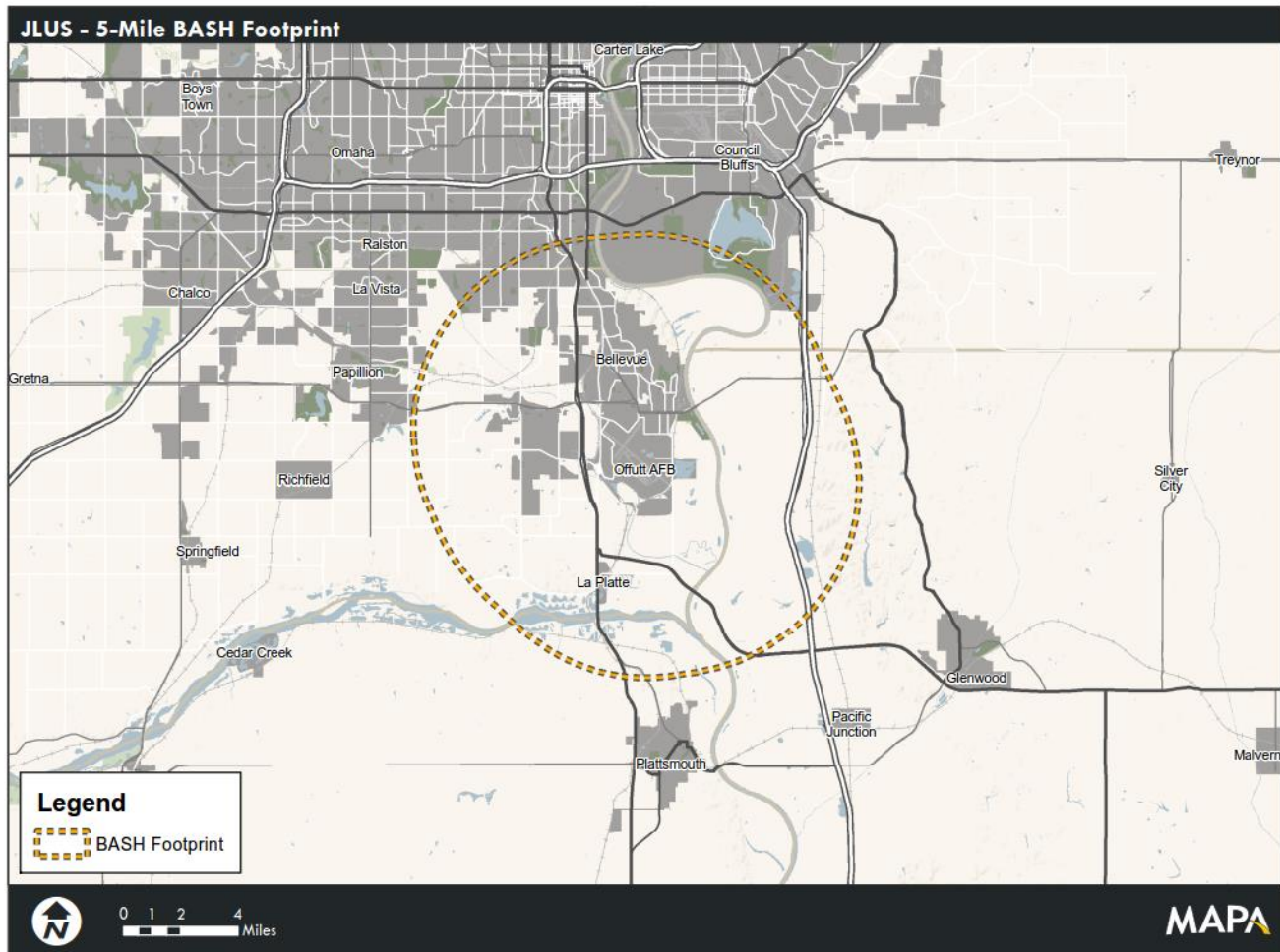
JLUS Issues/Strategy ID	Military Compatibility Area	Issue/Strategy	Outcome to Resolve Issue
BIO-2A	BASH	Develop and distribute BASH educational materials	BASH Guide
BIO-2B	BASH	Control bird and wildlife attractants near base	JLUS Executive Summaries, Comprehensive Plan Recommendations
BIO-2C	BASH	BASH consideration in jurisdiction or agency projects	JLUS Executive Summaries, Comprehensive Plan Recommendations



Offutt AFB JLUS Implementation Executive Summary

Figure 6.1 shows the 5-mile BASH footprint. All recommendations outlined in the BASH Guide (See Attachment F) are within a 5 mile radius of Offutt AFB. The 2015 Offutt AFB Joint Land Use Study Final Report outlined a 5-miles radius BASH Military Compatibility Area (MCA) around Offutt AFB.

Figure 2.1: 5-mile BASH Footprint



Implementation Activity

Table 6.2 summarizes the implementation activity. The Federal Aviation Administration (FAA) Advisory Circular (AC) No. 150/5200-33B provided a template for this guide and recommendations within the 5-mile BASH Compatibility Area. Table 6.2 lists the opportunities to comment on the draft BASH guide.

Table 6.2 BASH Guide Implementation

Document Review Dates	Outcome Summary
3/7/2017	<p>The Federal Aviation Administration (FAA) Advisory Circular (AC) No. 150/5200-33B provides guidance on certain land uses that have the potential to attract hazardous wildlife on or near public-use airports. The Federal Aviation Administration (FAA) recommends that public-use airport operators implement the standards and practices contained in AC 50/5200-33B. In order to help reduce potential hazardous wildlife attractants near Offutt Air Force Base (AFB), The JLUS Policy and Technical Advisory Committees created a guide (See Attachment G) that provides recommendations to communities within a 5-mile radius of Offutt AFB based on information from the FAA Advisory Circular (AC) No. 150/5200-33B.</p>
9/18/2017	
10/17/2017	
12/12/2017	



Executive Summary Implementation

Background

Table 7.1 2015 Offutt AFB Joint Land Use Study Final Report Jurisdictional Executive Summary Implementation Strategy

JLUS Issues/Strategy ID	Military Compatibility Area	Issue/Strategy	Outcome to Resolve Issue
BIO-2D	BASH	Research and Consider Modifying Zoning and Subdivision Regulations to Address Bird Attractants	Jurisdictional Executive Summary
CA-1B	General	Manage Flood Plain Through Zoning	Jurisdictional Executive Summary
COM-1A	General	Establish Communication Procedures for Mission Activities and Changes	Jurisdictional Executive Summary
COM-2F	General	Incorporate Offutt AFB as One of the Agencies That Review Pre-Development Applications / Proposals	Jurisdictional Executive Summary
ED-1A	MCAOD	Update Comprehensive / Master Plans for Military Compatibility	Jurisdictional Executive Summary

Items identified in the 2015 Offutt AFB Joint Land Use Study Final Report recommends courses of action (strategies) developed through a collaborative effort between representatives of local jurisdictions, Offutt AFB, state and federal agencies, local organizations, the general public and other stakeholders that own or manage land or resources in the region. The Jurisdictional Executive Summaries incorporate a variety of actions that promote compatible land use and resource planning. Each of the recommendations in the executive summaries are derived from Chapter 6 of the Offutt AFB JLUS Final Report. Recommended implementation strategies for accomplished with the executive summaries are listed in Table 7.2.

Implementation Activity

Executive summaries are tailored to each jurisdictions boundaries. All six JLUS Compatibility Zones identified in the 2015 Offutt AFB Joint Land Use Study Final Report were taken into account, however not every compatibility zone was applicable to each jurisdiction. These include the Clear Zone, Accident Potential Zones I & II, Noise Contour MCA, Imaginary Surfaces MCA regulating building and structure height (FAA Part 77) and the Bird/Wildlife Air Strike Hazards (BASH).

Table 7.2 Jurisdictional Executive Summary Implementation

Document Review Dates	Outcome Summary
Community Dependent	Each participating community was provided an executive summary that reviewed comprehensive plans and zoning code/ordinances. The summaries listed the compatibility zones in which the community was located, an overlay map with the included compatibility zones, a summary of existing planning and regulations, and an assessment with recommendations.



Comprehensive Plan Recommendations Implementation

Background

The 2015 Offutt AFB Joint Land Use Study Final Report is designed to address land use issues near Offutt AFB that may impact current or future military operations or be impacted by these military operations. A key strategy to guide compatible development and activities without over-regulation is to review comprehensive plans and provide input on how to implement recommendations listed in the report. In most cases, land use regulations in place meet or exceed the recommended strategies outline in the report.

Table 8.1 2015 Offutt AFB Joint Land Use Study Final Report Comprehensive Plan Recommendation Implementation Strategy

JLUS Issues/Strategy ID	Military Compatibility Area	Issue/Strategy	Outcome to Resolve Issue
BIO-2D	BASH	Research and Consider Modifying Zoning and Subdivision Regulations to Address Bird Attractants	Comprehensive Plan Recommendations
COM-1A	General	Establish Communication Procedures for Mission Activities and Changes	Comprehensive Plan Recommendations
ED-1A	MCAOD	Update Comprehensive / Master Plans for Military Compatibility	Comprehensive Plan Recommendations

Implementation Activity

The outcome implementation activity of the Comprehensive Plan Recommendations is summarized in the Table 8.2. Sarpy County in Nebraska and Mills County in Iowa had been in the middle of their comprehensive plan updates and included JLUS implementation recommendations as part of the planning process. Summaries of those plans are in Attachment H.

Table 8.2 Comprehensive Plan Recommendations Implementation

Document Review Dates	Outcome Summary
Community Dependent	Each participating community's comprehensive plan was reviewed and was provided recommendations of JLUS implementation items to include in future comprehensive plans and plan updates.



Attachments

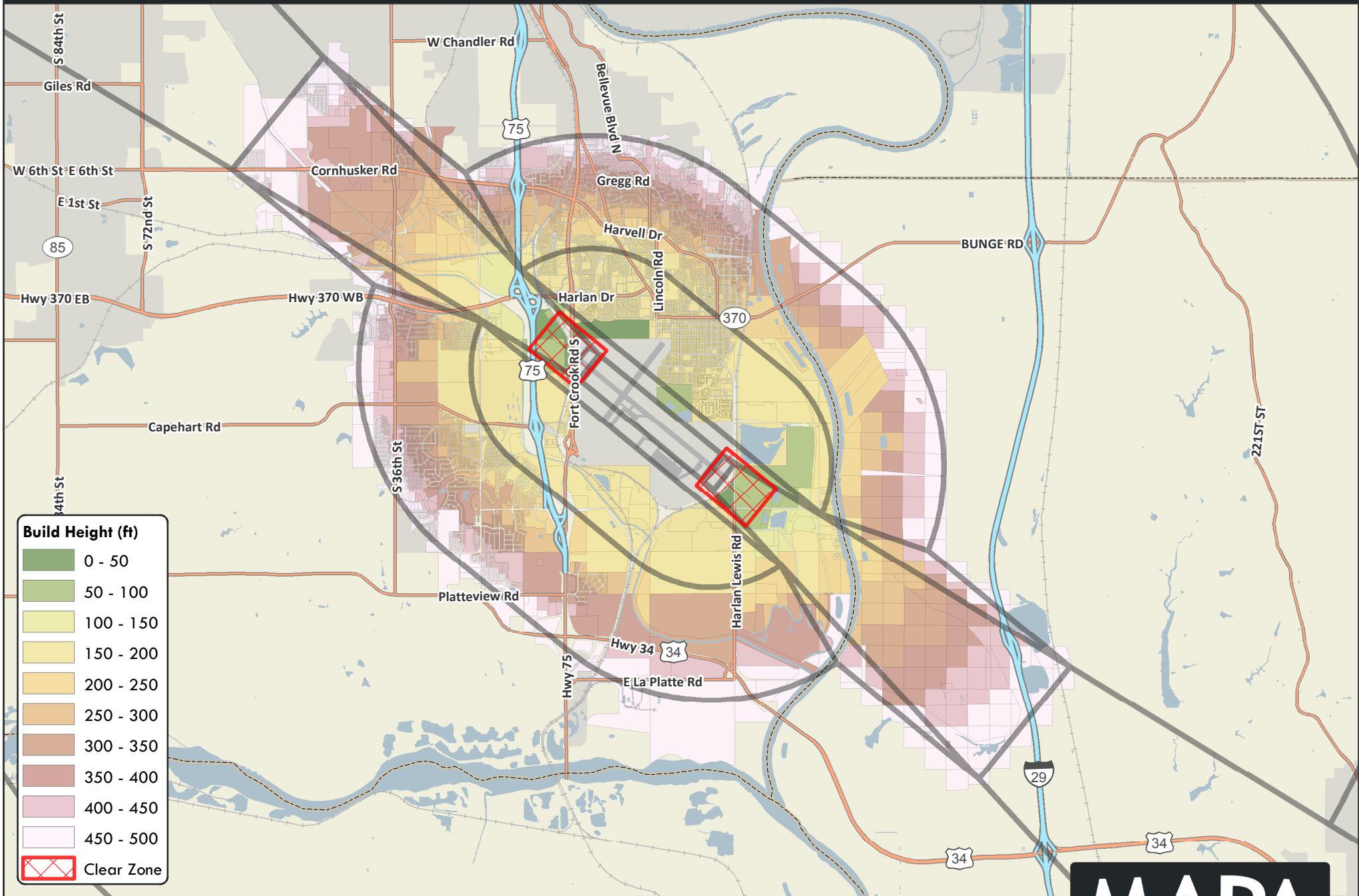


JOINT LAND USE STUDY

Offutt AFB JLUS Implementation Executive Summary

Attachment A: Critical Parcel Map

Critical Parcels



0 1 2 4 Miles

MAPA



JOINT LAND USE STUDY

Offutt AFB JLUS Implementation Executive Summary

Attachment B: Drone Usage Brochure

CLASSIFICATION INFORMATION

Classification of unmanned aircraft system (UAS)

UAS's fall into three categories

- Public Operations
 - Government
- Civil Operations
 - Non-government
- Model Aircraft
 - Hobby or recreation only

The FAA rules apply to model aircrafts, which include drones. The distinction is what the individual is using the aircraft for; not what it looks like. Public and Civil Operations are regulated in a different manner and require special approval from the FAA.

Two people could both be flying the same drone in the same location, but if one is flying it for a business then it falls under Civil Operations and different rules apply.

The FAA press release announcing drone registration emphasized that unmanned aircraft owners do not need to work with a “drone registration” company to help file an application for a registration number. “The Registration site is designed to be simple and easy to use for every hobbyist.”

According to the FAA website, “The statutory parameters of a model aircraft operation are outlined in Section 336 of Public Law 112-95 (the FAA Modernization and Reform Act of 2012). Individuals who fly within the scope of these parameters do not require permission to operate

their UAS; any flight outside these parameters (including any non-hobby, non-recreational operation) requires FAA authorization. For example, using a UA to take photos for your personal use is recreational; using the same device to take photographs or videos for compensation or sale to another individual would be considered a non-recreational operation.”

For more information please go to the websites below:

FAQs from the FAA:

www.faa.gov/uas/registration/faqs/

UAS guidelines from the FAA:

www.faa.gov/uas/

MAPA

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OFFUTT AIR FORCE BASE

DRONE USAGE



JOINT LAND
USE STUDY

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Planning Agency

DEFINITIONS

Unmanned Aircraft (UA)

an aircraft operated without the possibility of direct human intervention from within or on the aircraft

Small Unmanned Aircraft (sUA)

an unmanned aircraft weighing less than 55 pounds on takeoff including everything that is onboard or attached to the aircraft

Small Unmanned Aircraft System (sUAS)

a small unmanned aircraft and its associated elements (including communication links and the components that control the small unmanned aircraft) that are required for the safe and efficient operation of the small unmanned aircraft in the national airspace system

RULES

FAA Rules for Recreational Drone Usage

Registrant must be 13 years of age or older (if the owner is less than 13 years of age, a person 13 years of age or older must register the small unmanned aircraft)

- A U.S. citizen or legal permanent resident
- Register an unmanned aircraft system (UAS) that weighs more than 55 pounds by paper
- Label your UAS with your registration number
- Read and understand all safety guidelines released by the FAA

GUIDELINES

FAA Operational Guidelines for Recreational Drone Usage

The FAA strongly urges individuals flying for hobby or recreation to follow safety guidelines, which include:

- Fly below 400 feet and remain clear of surrounding obstacles
- Keep the aircraft within visual line of sight at all times
- Remain well clear of and do not interfere with manned aircraft operations
- Don't fly within 5 miles of Offutt Air Force Base, unless you contact the airfield operations before flying
- Don't fly near people or stadiums
- Don't fly an aircraft that weighs more than 55 pounds
- Don't be careless or reckless with your unmanned aircraft - you could be fined for endangering people or other aircraft

REGISTRATION

Visit registermyuas.faa.gov/ if your UAS (drone) weighs more than .55 pounds and less than 55 pounds.

For any UAS weighing more than 55 pounds, owners must register their system using the aircraft registry process. Instructions can be found at:

www.tinyurl.com/AircraftRegistry

For assistance with online registration, email UASregistration@faa.gov

Telephone support is available from 10 a.m. to 6 p.m. EST, Monday through Friday at 877.396.4636.

REGISTRATION

Failure to register your drone can result in the following:

- Civil penalty up to \$27,000
- Criminal fine up to \$250,000
- Up to three years in prison



JOINT LAND USE STUDY

Offutt AFB JLUS Implementation Executive Summary

Attachment C: Frequency Interference Brochure

UNCOMMONLY KNOWN RADIO TRANSMITTERS

Remote control devices are technically referred to by the FCC as “Part 15 Devices.” 46 CFR Chapter 1, Part 15 establishes the rules for low-powered radio frequency transmitting devices that may be operated without a license. A key fob or visor are examples of unlicensed radio transmitters.

Since these transmitters are very low power, they will have difficulty competing with those radio transmitters of the licensed, higher-power nature.

Many manufacturers are now making available systems that “frequency hop,” so if one signal doesn’t work, it changes frequency and tries again. In other cases, a retrofit kit to work on a different frequency will be useful. Most area installers are aware of interference possibilities in a given neighborhood, so it would be best to consult professionals.

THINGS TO CONSIDER

Wind Turbines:

Wind turbines can interfere with military installations for radar surveillance, radio communication, and so forth.

The siting of wind farms within 10-30 miles of Offutt AFB could result in impacts to Air Force systems and operations, particularly communication infrastructure and frequency interference.

Data Bandwidth Usage:

The 55th Wing, STRATCOM, and the 557th Weather Wing are all heavily dependent on data bandwidth.

Local Radio Frequencies:

Radio frequency interference could interfere with operations at Offutt AFB or aircraft instrumentation if they are on a similar frequency to one used by the base.

MAPA

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www.mapacog.org



JOINT LAND
USE STUDY

MAPA

Omaha - Council Bluffs
Metropolitan Area
Planning Agency

OFFUTT AIR FORCE BASE FREQUENCY INTERFERENCE

WHAT IS A FREQUENCY SPECTRUM

Frequency spectrum refers to the range of electromagnetic waves capable of carrying signals for point-to-point wireless communications. In a defined area, the frequency spectrum is limited and increasing demand for frequency bandwidth from commercial applications such as cellular phones, computer networking, GPS units, and mobile radios, is in direct competition with the capacity necessary for maintaining existing and future missions and communications on installations.

FREQUENCY SPECTRUM CAPACITY

Frequency for radio spectrum has intensified in recent years, particularly in bands that are optimal for mobile systems (approximately 200MHz–4GHz). This factor has had an impact on the perceived (and actual) value of spectrum. Spectrum re-allocation heavily favors the private sector. It is this re-allocation of the bandwidth to the commercial industry that threatens the DOD-allocated capacity to conduct secure communications missions. The 55th Wing, STRATCOM, and the 557th Weather Wing all heavily rely on data bandwidth.

FREQUENCY SPECTRUM INTERFERENCE

The frequency spectrum is the entire range of electromagnetic frequencies used for communications and other transmissions, which includes communication channels used for radio, cellular phones, and television. In the performance of typical operations, the military relies on a range of frequencies for communications and support systems. Similarly, public and private users rely on a range of frequencies in the use of cellular telephones and other wireless devices used on a daily basis. The military relies on a range of frequencies for communications and support systems. Since 1993, Congress has been selling federal spectrum bands for reallocation to the private sector, promoting the development of new telecommunications technologies, products and services. The expanding public and commercial use of the frequency spectrum from wireless transmitters to consumer electronics can encroach on the military's use of the frequency spectrum. Increasing community and DOD demands for this important resource can create conflicts for all users.

FREQUENCY INTERFERENCE FACTORS

Frequency interference is related to other transmission sources. Interference can result from a number of factors, including:

- Using a new transmission frequency that is near an existing frequency;
- Reducing the distance between two antennas transmitting on a similar frequency;
- Increasing the power of a similar transmission signal;
- Using poorly adjusted transmission devices that transmit outside their assigned frequency or produce an electromagnetic signal that interferes with a signal transmission; and
- Existing electronic sources and uses created by portable systems affecting entire communities utilizing Wi-Fi broadband systems and industrial sources that produce electronic noise by-product.



Attachment D: Resource Management Reference Guide

RESOURCE GUIDE

Joint Land Use Study



JOINT LAND
USE STUDY

MAPA

Omaha - Council Bluffs
Metropolitan Area
Planning Agency

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LOCAL CONTACTS

Offutt Air Force Base Contacts

Location	Position	Contact Number
Offutt AFB	55th Civil Engineer Squadron Director	402.294.5501
Offutt AFB	Portfolio Optimization Chief	402.294.3444
Offutt AFB	Base Community Planner	402.294.5411

Nebraska Contacts

County/City	Position	Contact Number
Cass County	Zoning Administrator	402.296.9359
Douglas County	Planning & Zoning Coordinator	402.444.3531
Sarpy County	Planning & Building Director	402.593.1555
City of Bellevue	Planning Director	402.293.3032
City of Papillion	Planning Director	402.597.2000
City of Plattsmouth	City Administrator	402.296.2522 ext. 302
City of La Vista	City Planner	402.331.4343
City of Omaha	Planning Director	402.444.5150

Iowa Contacts

County/City	Position	Contact Number
Mills County	Building & Zoning Official	712.527.4347
Pottawattamie County	Planning Director	712.328.5792
City of Council Bluffs	Planning Coordinator	712.328.4629
City of Glenwood	City Clerk	712.527.4717

AIR QUALITY

Air quality is defined by numerous components regulated at the federal and state level. For Compatibility, the primary concerns are pollutants that limit visibility,

such as particulants, ozone, etc. and potential non-attainment of air quality standards that may limit future changes in operations at Offutt Air Force Base.

STRATEGIES

- Air Quality Monitoring
- Air Quality Partnerships
- Investigate Higher Ozone Concentration Area
- Update 2013 Nebraska Air Quality Report

CONTACTS

Nebraska Department of Environmental Quality

Contact: Air Quality Division

Phone: 402.471.2186

Iowa Department of Natural Resources

Contact: Air Quality Bureau Chief

Phone: 515.725.9534

BIOLOGICAL RESOURCES

Biological resources include federal and state listed species (threatened and endangered species) and their habitats. These resources may also include areas such as wetlands and migratory corridors that are critical

to the overall health and productivity of an ecosystem. The presence of sensitive biological resources may require special development considerations and should be included early in the planning process.

STRATEGIES

- Zebra Mussel Eradication (Base Lake)
- Control Bird and Wildlife Attractants Near Base
- BASH Consideration in Agency Projects
- Modify Zoning for BASH
- Flood Plain Buffers Around AFB
- Flood Management Through Zoning

CONTACTS

Nebraska Invasive Species Council

Contact: NISC Program Coordinator

Phone: 402.472.3133

Papio-Missouri Natural Resources District

Contact: General Manager

Phone: 402.444.6222

Nebraska Game and Parks Commission

Contact: Environmental Analyst Supervisor

Phone: 402.471.5438

Iowa Department of Natural Resources

Contact: Senior Environmental Specialist

Phone: 712.243.1934

WATER QUALITY/QUANTITY

Water quality/quantity concerns include the assurance that adequate water supplies of good quality are available for use by the installation and surrounding communities

as the area develops. Water supply for agriculture and industrial use is also considered.

STRATEGIES

- Develop a comprehensive and integrated flood management plan

CONTACTS

Papio-Missouri Natural Resources District

Contact: General Manager

Phone: 402.444.6222

Nebraska Game and Parks Commission

Contact: Environmental Analyst Supervisor

Phone: 402.471.5438

Nebraska Department of Natural Resources

Contact: Water Planning Division Head

Phone: 402.471.2899

FLOODPLAIN

There are 14 wetlands that cover 147 acres on Offutt AFB that are regulated by the US Army Corp of Engineers (USACE). The base's location next to the Missouri and Platte Rivers also puts it in close proximity

to floodzones. During heavy rainfall, this area is prone to flooding, and flooding onto Offutt AFB may cause delays in missions and operations.

STRATEGIES

- Floodplain Buffers Around Offutt
- Flood Management Through Zoning

CONTACTS

Nebraska Department of Natural Resources

Contact: Water Planning Division Head
Phone: 402.471.2899

Papio-Missouri Natural Resources District

Contact: General Manager
Phone: 402.444.6222

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INFRASTRUCTURE

Infrastructure refers to public facilities and services such as sewers, water, electric,

and roadways that are required to support development (existing and proposed).

STRATEGIES

- Monitor Development or Increase Usage of Highway 34
- Encourage Compatible Land Development

INFRASTRUCTURE

CONTACTS

County/City

Cass County
Douglas County
Sarpy County
City of Bellevue
City of Papillion
City of Plattsmouth
City of La Vista
City of Omaha
Mills County
Pottawattamie County
City of Council Bluffs
City of Glenwood

Position

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Planning & Zoning Coordinator
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Planning Director
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712.328.5792
712.328.4629
712.527.4717

LAND USE

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 preventing 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.

STRATEGIES

- Update Plans and Amend Regulations with AICUZ Recommended Land Use
- Update Local Jurisdictional Comprehensive Plans to Include Military Compatibility Policies that Support and Promote Compatible Land Use
- Update Local Jurisdiction Zoning Regulations
- Ensure Federal Aviation Regulation Part 77 Compliance
- Establish State Legislation
- Prepare and Execute a Formal Notification MOU for Development Proposals
- Economic Development Marketing

LAND USE

CONTACTS

County/City

Cass County
Douglas County
Sarpy County
City of Bellevue
City of Papillion
City of Plattsmouth
City of La Vista
City of Omaha
Mills County
Pottawattamie County
City of Council Bluffs
City of Glenwood

Position

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712.328.4629
712.527.4717

ROADWAY CAPACITY

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.

STRATEGIES

- Access Planning
- Traffic Impact Analysis

CONTACTS

Nebraska Department of Transportation

Contact: District 2 Engineer

Phone: 402.595.2534

Metropolitan Area Planning Agency

Contact: Transportation and Data Manager

Phone: 402.444.6866

VERTICAL OBSTRUCTIONS

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.

STRATEGIES

- Amend Zoning for Imaginary Surfaces Heights and Slopes
- Discourage Placement of Tall Structures within Safety Flight Corridors
- Foster Enhanced Public Awareness of Military Flight Paths Through Accurate Mapping
- Ensure FAA Part 77 Compliance

CONTACTS

Omaha Public Power District

Contact: Division Manager Production Engineering & Fuels

Phone: 402.636.3320

Omaha Public Power District

Contact: Manager Special Projects

Phone: 402.636.2418

MidAmerican Energy Company

Contact: Vice President, Generation

Phone: 515.242.3420

LIGHT AND GLARE

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.

STRATEGIES

- Dark sky ordinance

CONTACTS

Omaha Public Power District

Contact: Division Manager Production
Engineering & Fuels

Phone: 402.636.3320

Omaha Public Power District

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Phone: 402.636.2418

MidAmerican Energy Company

Contact: Vice President, Generation

Phone: 515.242.3420

ENERGY DEVELOPMENT

Development of energy sources, including alternative energy sources (such as solar, wind, geothermal, or biofuels) could pose

compatibility issues related to glare (solar energy), or vertical obstruction (wind generation), or water quality / quantity.

STRATEGIES

- Update Comprehensive Plans for Renewable Energy Development
- Coordinate with DOD Siting Clearinghouse
- Identify Suitable Locations for Wind Energy
- Coordinate with Wind Developers to Reach an Agreement that Supports Wind Energy and Military Compatibility
- Regulations on Non-Reflective Solar Panels
- No Solar Concentration
- Develop Solar Siting Guidelines

CONTACTS

Omaha Public Power District

Contact: Division Manager Production
Engineering & Fuels

Phone: 402.636.3320

Omaha Public Power District

Contact: Manager Special Projects

Phone: 402.636.2418

MidAmerican Energy Company

Contact: Vice President, Generation

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JOINT LAND USE STUDY

Offutt AFB JLUS Implementation Executive Summary

Attachment E: Offutt AFB Informational Brochure



In 2015, a JLUS for the Offutt Air Force Base (AFB) was developed through a collaborative planning effort between the cities of Bellevue, Council Bluffs, Glenwood, La Vista, Omaha, Papillion and Plattsmouth, as well as Cass, Douglas, Mills, Pottawattamie, and Sarpy Counties.

The JLUS program was developed by the Department of Defense (DOD) as a cooperative land use planning effort between affected local government(s) and military installations. The JLUS Program is designed to provide a cooperative environment within which present and future land use development and land use decisions can be made.



The 2015 JLUS identified area growth and economic trends, the facilities and mission of the AFB, land use policies and programs, compatibility issues with AFB operations, and a recommended course of action.

Offutt AFB JLUS Overview

All AFB installations attract developments. Housing is constructed for AFB employees who want to live near, and businesses are established to serve the AFB and its employees. As development increase around the AFB, more people are exposed to noise and accident potential associated with aircraft operations.

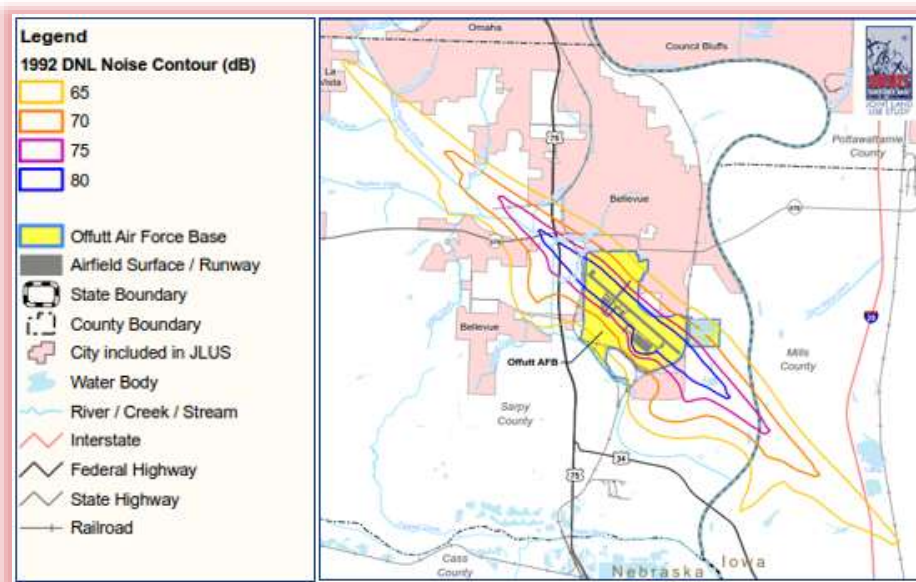
The Air Installation Compatibility Use Zone (AICUZ) program was created by the DOD in 1973 to address noise and safety hazards associated with aviation operations. The AICUZ program was established to minimize impacts from aviation operations (noise and accidents) through specific attention to development and land uses. The AICUZ framework evaluates noise from military aircraft, and applies the concept of clear zones and accident potential zones with corresponding development and building intensities designed to encourage compatibility between military operations and communities.



Offutt AFB Noise Zones

The DOD identifies noise exposure surrounding a military airfield as a planning tool for local government entities. Noise exposure from aircraft is measured using the day-night average sound level (DNL). DNL is an average of cumulative noise exposure produced by individual events that occur over a 24 hour period. Noise generated from each event is accounted for by a noise metric that integrates the changing sound level over time. DNL provides a single measure of noise impact which is depicted visually as a noise

contour that points of each value.



The Offutt AFB AICUZ uses the DOD NOISEMAP program to produce noise contours indicating noise exposure levels from aircraft operations; this is an average of all types of aircraft at Offutt AFB.

The contour lines developed in the

model range from 60 decibel (dB) DNL to 80 dB DNL and increase in increments of five dB. The 80 dB DNL is the “loudest” contour line computed and the 60 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.

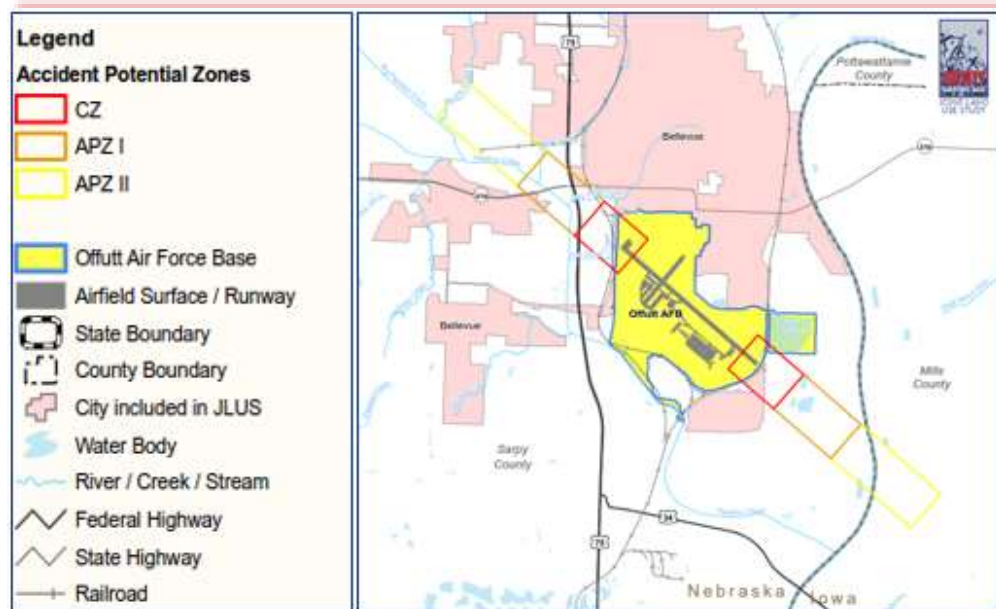
Noise contours are typically generated during the AICUZ Report process. Offutt AFB’s AICUZ was updated in 2007 to reflect a change in aircraft equipment and mission operations. This revised AICUZ included changes to the noise contours. The previous noise contours were from 1992 and were larger than the new ones developed with the 2007 AICUZ. However, in order to maintain mission noise protection and civilian development, both the City of Bellevue and Offutt AFB use the 1992 noise contours for planning purposes of future development.

Offutt Accident Potential Zones

The DOD identifies APZs as areas where an aircraft accident is most likely to occur in the vicinity of the airfield. However, APZs do not reflect the probability of an accident. APZs follow the departure arrival, and pattern flight tracks of a runway and are based on historical data. DOD provides APZs as a planning tool to assist local government entities with land use planning and future land use development. The DOD defines three APZs, the Clear Zone, APZ I, and APZ II. The Clear zone extends beyond the runway and has the highest accident

potential. APZ I extends beyond the Clear Zone. APZ II extends beyond APZ I. Accidents would most likely occur in the Clear Zone and would be more likely in APZ I than APZ II.

There are three safety zones that extend from the ends of runways: Clear



Zone (CZ) and APZ I and APZ II. The CZ begins at each end of the runway. At Offutt AFB, the Runway 12 CZ measures 3,000 feet wide by 3,800 feet long and the Runway 30 CZ measures 3,000 feet wide by 3,997 feet long. This is the area that has the highest potential of an aircraft incident. It is recommended that no development occur in the CZ unless it is a use that is needed for safe operations of aircraft. 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. The APZ II is an area that begins at the end of each APZ I and is 3,000 feet wide by 7,000 feet long. These areas have lower potential for accidents and therefore have less restrictive development restrictions



Offutt AFB Mission Operations

Offutt AFB is home to the 55th Wing. The 55th Wing is the largest wing in Air Combat Command and the second largest in the Air Force. Offutt AFB houses the 557th Weather Wing, USSTRACOM, and the USAF Heartland of America Band.

Offutt AFB provides information for the President and Secretary of Defense on enemy intentions, locations, capabilities and predicted operations. The installation also provides patient-centered care, world class mission support, and communication support during operations. With the multiple missions that Offutt AFB provides, the main supporting action is the installation's ability to provide a safe command and control platform for the President and DOD to carry out their missions during a time of national crisis. Current flight operations at Offutt AFB include straight out departures and in approach, overhead landing patterns, radar closed patterns, closed patterns, and re-entry visual flight rule patterns.

"Provide dominant intelligence, surveillance, and reconnaissance IISR); electronic attack (EA); command and control (C2); and agile combat support to national leadership and warfighters across the spectrum of conflict – any time, any place."

– Mission of the 55th Wing

Compatible Use

To protect public health, safety and welfare, land use should be compatible with AFB noise zones, APZs, and Clear Zones. Land use activities outside of the AFB boundaries fall under the jurisdiction of local governments and can have an impact of DOD operations in the area. The JLUS encourages local governments to restrict development that could endanger safety or comprise aircraft operations.

The AICUZ compatibility guidelines encourage noise sensitive land uses (e.g., residential units, theaters, etc.) to be placed outside high noise zones and discourage people intensive uses in APZs. Table 1 provides a general overview of land use compatibility recommendations within noise zones and APZs.

The Federal Aviation Administration (FAA) and DOD have defined flight safety zones (imaginary surfaces) below aircraft arrival and departure flight tracks and surrounding the airfield. To ensure safety, the heights of structures and vegetation are restricted in these zones. The FAA and DOD height standards are presented in the U.S. Code of Federal Regulations, Title 14, Part 77, "Objects Affecting Navigable Airspace." The FAA must be notified of any development that is inconsistent with height standards. Additional hazards include:

- Uses that would attract birds
- Lighting (direct or reflected) that would impair pilot vision
- Uses that would generate smoke, steam, or dust
- Electromagnetic interference (EMI) with aircraft communication, navigation, or other electrical systems



Attachment F: BASH Implementation Guide

BASH GUIDE

BIRD/WILDLIFE AIRSTRIKE HAZARD



JOINT LAND
USE STUDY

MAPA

BASH GUIDE

The Federal Aviation Administration (FAA) Advisory Circular (AC) No. 150/5200-33B provides guidance on certain land uses that have the potential to attract hazardous wildlife on or near public-use airports. The FAA recommends that public-use airport operators implement the standards and practices contained in (AC) No. 150/5200-33B. In order to help reduce potential hazardous wildlife attractants near Offutt Air Force Base (AFB), this guide will provide recommendations to communities within a 5-mile radius of Offutt AFB.

ACRONYMS

Airport's approach or departure airspace or air operations area (AOA)

- Any area of Offutt AFB used or intended to be used for landing, takeoff, or surface maneuvering of aircraft. An air operations area includes such paved areas or unpaved areas that are used or intended to be used for the unobstructed movement of aircraft in addition to its associated runway, taxiways, or apron.

Wildlife Hazard Management Plan (WHMP)

- A Wildlife Hazard Management Plan (WHMP) establishes the responsibilities, policies, resources, and procedures recommended by the Wildlife Hazard Working Group (WHWG) to reduce wildlife hazards at a given airport.

Wildlife Hazard Assessment (WHA)

- A wildlife hazard assessment, conducted by a wildlife damage management biologist, provides the scientific basis for the development, implementation, and refinement of a wildlife hazard management plan. Though parts of the wildlife hazard assessment may be incorporated directly in the wildlife hazard management plan, they are two separate documents. Part of the wildlife hazard management plan can be prepared by the biologist(s) who conducts the wildlife hazard assessment. However, some parts can be prepared only by the airport. For example, airport management assigns airport personnel responsibilities, commits airport funds, and purchases equipment and supplies. Airport management may request the wildlife biologist to review the finished plan.

The wildlife damage management biologist's primary responsibilities are:

- to provide information on the wildlife attractants that have been identified on or near the airport,
- to identify wildlife management techniques,
- to prioritize appropriate mitigation measures,
- to recommend necessary equipment and supplies, and
- to identify training requirements for the airport personnel who will implement the wildlife hazard management plan.

GENERAL SEPARATION CRITERIA FOR HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS

When considering proposed land uses, Offutt AFB, local planners, and developers must take into account whether the proposed land uses, including new development projects, will increase wildlife hazards. Land-use practices that attract or sustain hazardous wildlife populations on or near Offutt AFB can significantly increase the potential for wildlife strikes.

The FAA recommends the minimum separation criteria outlined below for land-use practices that attract hazardous wildlife to the vicinity of airports. It must be noted that these criterion are not enforced on air force bases, but provide good recommendations in providing a guide for implementing objectives within the Bird/Wildlife Air Strike Hazard (BASH). Please note that FAA criteria include land uses that cause movement of hazardous wildlife onto, into, or across the airport's approach or departure airspace or AOA.

PROTECTION OF APPROACH, DEPARTURE, AND CIRCLING AIRSPACE

For all airports, the FAA recommends a distance of 5 statute miles between the farthest edges of the airport's AOA and the hazardous wildlife attractant **if the attractant could cause hazardous wildlife movement into or across the approach or departure airspace.**

Waste Disposal Operations

- Citing for new landfills
 - FAA recommends against locating Municipal Solid Waste Landfills (MSWLF) within the separation distances of five miles as identified in Sections 1-2 through 1-4 of the FAA Advisory Circular (AC) No. 150/5200-33B. The separation distances should be measured from the closest point of the airport's AOA to the closest planned MSWLF cell.
- Existing waste disposal facilities within the limits of separation criteria
 - The FAA recommends against airport development projects that would increase the number of aircraft operations or accommodate larger or faster aircraft near MSWLF operations located within the separations identified in Sections 1-2 through 1-4 of the FAA Advisory Circular (AC) No. 150/5200-33B.
- Enclosed waste-handling facilities that receive garbage behind closed doors; process it via compaction, incineration, or similar manner; and remove all residue by enclosed vehicles generally are compatible with safe airport operations, provided they are not located on airport property or within the Accident Potential Zone (APZ).
- Composting operations that accept only yard waste (e.g., leaves, lawn clippings, or branches) generally do not attract hazardous wildlife. Sewage sludge, woodchips, and similar material are not municipal solid wastes and may be used as compost bulking agents. The compost, however, must never include food or other municipal solid waste.
- The FAA recommends against the underwater discharge of any food waste (e.g., fish processing offal) within the separations identified in Sections 1-2 through 1-4 of the FAA Advisory Circular (AC) No. 150/5200-33B.
- Recycling centers that accept previously sorted non-food items, such as glass, newspaper, cardboard, or aluminum, are, in most cases, not attractive to hazardous wildlife and are acceptable.

WATER MANAGEMENT FACILITIES

- Storm Water
 - The FAA strongly recommends that off-airport storm water management systems located within the separations identified in Sections 1-2 through 1-4 of the FAA Advisory Circular (AC) No. 150/5200-33B be designed and operated so as not to create above-ground standing water.

- Waste Water Treatment
 - Existing
 - The FAA strongly recommends that airport operators immediately correct any wildlife hazards arising from existing wastewater treatment facilities located on or near the airport.
 - New
 - The FAA strongly recommends against the construction of new wastewater treatment facilities or associated settling ponds within the separations identified in Sections 1-2 through 1-4 of the FAA Advisory Circular (AC) No. 150/5200-33B.

WETLANDS

- Existing Wetlands
 - If wetlands are located on or near airport property, airport operators should be alert to any wildlife use or habitat changes in these areas that could affect safe aircraft operations.
- The FAA recommends that wetland mitigation projects that may attract hazardous wildlife be sited outside of the separations identified in Sections 1-2 through 1-4 of the Advisory Circular (AC) No. 150/5200-33B unless they provide unique functions that must remain onsite (see 2-4c(1)).
 - 2-4c(1)
 - The FAA may consider exceptions to locating mitigation activities inside the separations identified in Sections 1-2 through 1-4 of the Advisory Circular (AC) No. 150/5200-33B if the affected wetlands provide unique ecological functions, such as critical habitat for threatened or endangered species or ground water recharge, which cannot be replicated when moved to a different location.
- Mitigation Banking
 - Wetland mitigation banking is the creation or restoration of wetlands in order to provide mitigation credits that can be used to offset permitted wetland losses.
- The FAA recommends against locating dredge spoil containment areas (also known as Confined Disposal Facilities) within the separations identified in Sections 1-2 through 1-4 of the FAA Advisory Circular (AC) No. 150/5200-33B if the containment area or the spoils contain material that would attract hazardous wildlife.
- Confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg laying operations) often attract flocking birds, such as starlings, that pose a hazard to aviation. Therefore, The FAA recommends against such facilities within the separations identified in Sections 1-2 through 1-4 of the FAA Advisory Circular (AC) No. 150/5200-33B.
- **Aquaculture activities** (i.e. catfish or trout production) conducted outside of fully enclosed buildings are inherently attractive to a wide variety of birds. Existing aquaculture facilities/ activities within the separations listed in Sections 1-2 through 1-4 of the Advisory Circular (AC) No. 150/5200-33B must have a program developed to reduce the attractiveness of the sites to species that are hazardous to aviation safety.

OTHER LAND USE CONSIDERATIONS

- Golf courses
 - The FAA recommends against construction of new golf courses within the separations identified in Sections 1-2 through 1-4 of the FAA Advisory Circular (AC) No. 150/5200-33B. Existing golf courses located within these separations should develop a program to reduce the attractiveness of the sites to species that are hazardous to aviation safety.
 - For existing golf courses vegetation composition (grass) should be kept at a height that is considered unattractive to hazardous birds/wildlife, while accepting that this may not be applicable in arid locations. The attractiveness of vegetation is a balance between food presence, food accessibility and protection against predators:
 - Earthworms, insects, rodents and other animals are present in and on the soil and in the vegetation. The vegetation itself and its seed are food for plant and seed eaters;
 - Food accessibility depends on vegetation height and density. Long, dense vegetation will inhibit most hazardous birds/wildlife from moving around, detecting and accessing the food;
 - Birds/wildlife safeguard themselves from predators by hiding and/or fleeing. Long, dense vegetation is preferred as a hiding place by agoraphobian species. These species avoid the open space of the runway and short vegetation. On the other hand, claustrophobic species avoid long, dense vegetation and prefer to stay in the open space of the runway and short vegetation where they have a wide view to see predators well in advance to enable them to flee on time; and
 - Birds/wildlife feeding on seeds will avoid the airport if its vegetation is mowed during the flowering season. When these flowers attract insects that are attracting aerial feeders (for example swallows, swifts and bee-eaters), the vegetation should be cut before the flowering season in order to maximize deterrence of local wildlife species, and
- The FAA recommends that operators of airports surrounded by woodlands, water, or wetlands refer to Section 2.4 of the FAA Advisory Circular (AC) No. 150/5200-33B. Operators of such airports should provide for a WHA conducted by a wildlife damage management biologist. This WHA is the first step in preparing a WHMP, where required.
- Other specific land uses or activities (e.g., sport or commercial fishing, shellfish harvesting, etc.), perhaps unique to certain regions of the country, have the potential to attract hazardous wildlife. Regardless of the source of the attraction, when hazardous wildlife is noted on a public-use airport, airport operators must take prompt remedial action(s) to protect aviation safety.



JOINT LAND USE STUDY

Offutt AFB JLUS Implementation Executive Summary

Attachment G: Jurisdictional Executive Summary



Offutt JLUS Executive Summary

Bellevue

Offutt Air Force Base (AFB) is located within the southern section of the City of Bellevue along the Missouri River. Approximately 55.5 square miles (referenced herein as “Area”) of the City’s jurisdiction is located within the JLUS Military Compatibility Area (MCA). Since all of the City and ETJ are located in the Area, numerous land uses exist which are typical for a community with a population of 53,505. All six JLUS Compatibility Zones impact the Area as depicted on the following table. These include the Clear Zone, Accident Potential Zones I & II, Noise Contour MCA, Imaginary Surfaces MCA regulating building and structure height (FAA Part 77) and the Bird/Wildlife Air Strike Hazards (BASH). A map of the compatibility zones relative to the Area is illustrated on the following page.

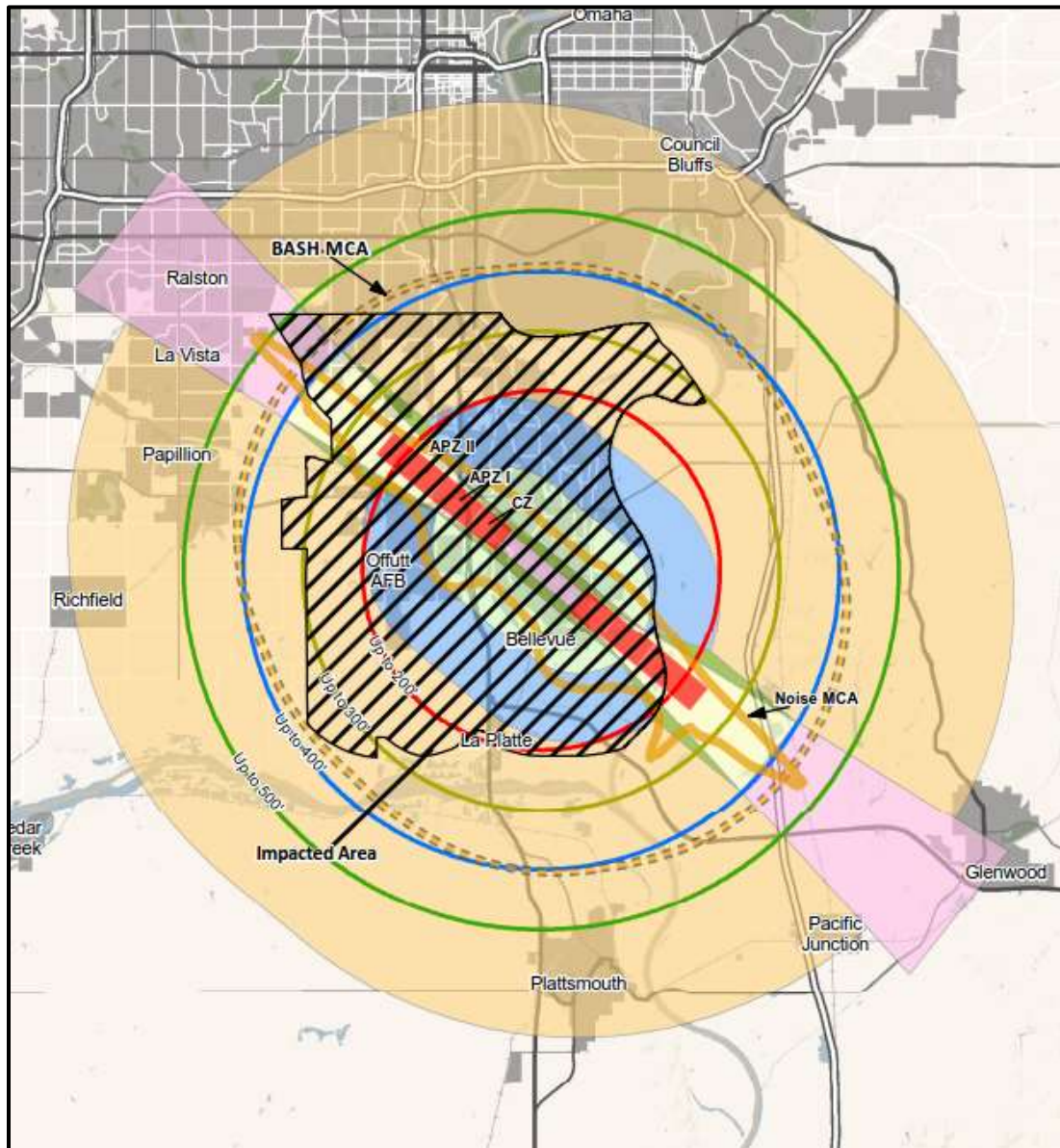
Bellevue has an adopted comprehensive plan (Plan). The City also has adopted zoning, subdivision, and building codes.

JLUS Compatibility Zones

Compatibility Zones	Impacted
Percent of City and ETJ within MCA	100%
Clear Zone	<input checked="" type="checkbox"/>
Accident Potential Zone I (APZ I)	<input checked="" type="checkbox"/>
Accident Potential Zone II (APZ II)	<input checked="" type="checkbox"/>
Noise Contour MCA	<input checked="" type="checkbox"/>
Imaginary Surfaces MCA	<input checked="" type="checkbox"/>
Bird/Wildlife Air Strike (BASH) MCA	<input checked="" type="checkbox"/>



Map of JLUS Compatibility Zones – City of Bellevue



Existing Land Use, Comprehensive Plan, and Development Regulations

Existing Land Use - The Area contains a mixture of land use types. Various types of residential development are the most prevalent land use throughout the City. Commercial and office use are along Mission Avenue from Lincoln Road to Haworth Park, at the intersections of Hwy 370 and 36th Street, and Fort Crook Road and Harvell Drive. Much of the retail commercial uses are at the intersection of Hwy 75 and Cornhusker Road, along Fort Crook Road south of Harvell Drive, and along Galvin Road. Agricultural, parks and open spaces are located on the east side of the City along the Missouri River and agricultural uses along the Papio Creek and southeast Bellevue. Industrial uses are located south of Offutt AFB and along the rail line between Fort Crook Road and Hwy 75. Much of the flex space use is on the south and west side of Offutt AFB.

Comprehensive Plan - The Plan does reference Offutt AFB and the Air Installation Compatible Use Zone (AICUZ), but does not specifically reference JLUS. The land use section of the Plan reflects the existing urban development and anticipates further infill type development throughout the Area. The Plan anticipates residential development to the northwest and a combination of rural and low density residential development uses to the west and southwest. Light and heavy industrial land uses are anticipated south of Offutt AFB, with flex space abutting the west side of the base and mixed use to the southwest.

Zoning – Numerous zoning districts are located in the Area. These include open space and agriculture, residential, commercial, mixed use and industrial classifications.

Subdivision – The City has adopted subdivision regulations.

Building Codes – The City has adopted Building Codes.

Impacts of Land Uses of JLUS Compatibility Zones

Clear Zone – The City enforces an AICUZ. The only use allowed in the clear zone is agriculture. This includes the use of land for agriculture as the primary purpose of obtaining a profit by raising, harvesting, and selling crops.

Accident Potential Zone (APZ I) - No residential uses are permitted within the APZ I. The Base Civil Engineer at Offutt AFB must be notified for comments on the proposed development and its conformance with the standards as set forth in the AICUZ report. Within each land use category, uses exist where further definition may be needed due to the variation of densities in people and structures. No passenger terminals and no major above-ground transmission lines are to be developed in APZ I. Within each land use category, uses exist where further definition may be needed due to the variation of densities in people and structures. Offices and facilities allowed in APZ I are to be low density, excluding chapels. The development of club houses are not recommended.

Accident Potential Zone (APZ II) - The only residential development allowed within the APZ II are single unit detached residential units. The Base Civil Engineer at Offutt AFB must be notified for comments on the proposed development and its conformance with the standards as set forth in the AICUZ report. Within each land use category, uses exist where further definition may be needed due to the variation of densities in people and structures. Offices and facilities allowed in APZ II are to be low density, excluding chapels. The development of club houses and areas of gathering people are not recommended.

Noise Contour MCA - The Noise Zone established in the AICUZ lists allowable developments within the 65-70dB, 70-75dB, 75-80 dB, and great then 80dB. Land uses and related structures that are generally compatible may require additional measures to achieve Noise Level Reduction (NLR) of 25, 30, or 35. These measures need to be incorporated into the design and construction of structures. Overall noise level reduction may not necessarily solve noise difficulties and additional evaluation is warranted. No residential uses are allowable in areas over 80dB. Other uses over 80dB are highly restrictive.

Imaginary Surfaces MCA – The entire Area lies in 500 ft. height limit established by the Imaginary Surfaces MCA and between 200 ft. and 500 ft. of the FAR 77.23(a) (2) Obstruction Standards.

Bird/Wildlife Air Strike (BASH MCA) – The area impacted by the BASH MCA is within the entire City and most of the ETJ. Land west of 48th Street and north of Robin Drive is outside the BASH.

Assessment and Recommendations

All seven JLUS compatibility zones impact the Area. These include the Clear Zone, Accident Potential Zones I & II, Noise Contour MCA, Imaginary Surfaces MCA regulating building and structure height (FAA Part 77) and the Bird/Wildlife Air Strike Hazards (BASH). Considering these impacts, along with a review of City's plans and regulations, the following conclusions are noted in the following table.

Assessment	Recommendations
The Plan does reference Offutt AFB and the AICUZ, but not the JLUS.	Incorporate reference to Offutt AFB and JLUS in the next update to the Plan to include: <ul style="list-style-type: none"> ▪ Graphic and text references on the MCA and related policies, objectives and strategies to address compatibility; ▪ Reduce potential conflicts within the Imaginary Surface MCA; and ▪ Reduce potential conflicts within the BASH MCA. ▪ Continue to mention the AICUZ and associated updates in future comprehensive plans and plan updates as needed.
The land areas outlined in the zoning ordinance are regulated to prevent uses which might otherwise be hazardous to aircraft operations. This includes uses which would attract birds or waterfowl, such as but not limited to, operations of sanitary landfills, maintenance of feeding stations, or the growing of certain vegetation.	It is recommended that the all new solid waste landfills be sited outside the BASH. It is recommended that the City submit plans of solid waste landfills within the MCA to Offutt AFB for review and comment prior to approval.



Offutt JLUS Executive Summary

Sarpy County

Offutt Air Force Base (AFB) is located within Sarpy County. Approximately 14.1 square miles (referenced herein as “Area”) of the County’s jurisdiction is located within the JLUS Military Compatibility Area (MCA). Land uses in the Area include residential developments, mixed use, parks, recreation, open space, and heavy industrial. Two JLUS Compatibility Zones impact the Area as depicted on the following table. These include Imaginary Surfaces MCA regulating building and structure height (FAA Part 77) and the Bird/Wildlife Air Strike Hazards (BASH). A map of the compatibility zones relative to the Area is illustrated on the following page.

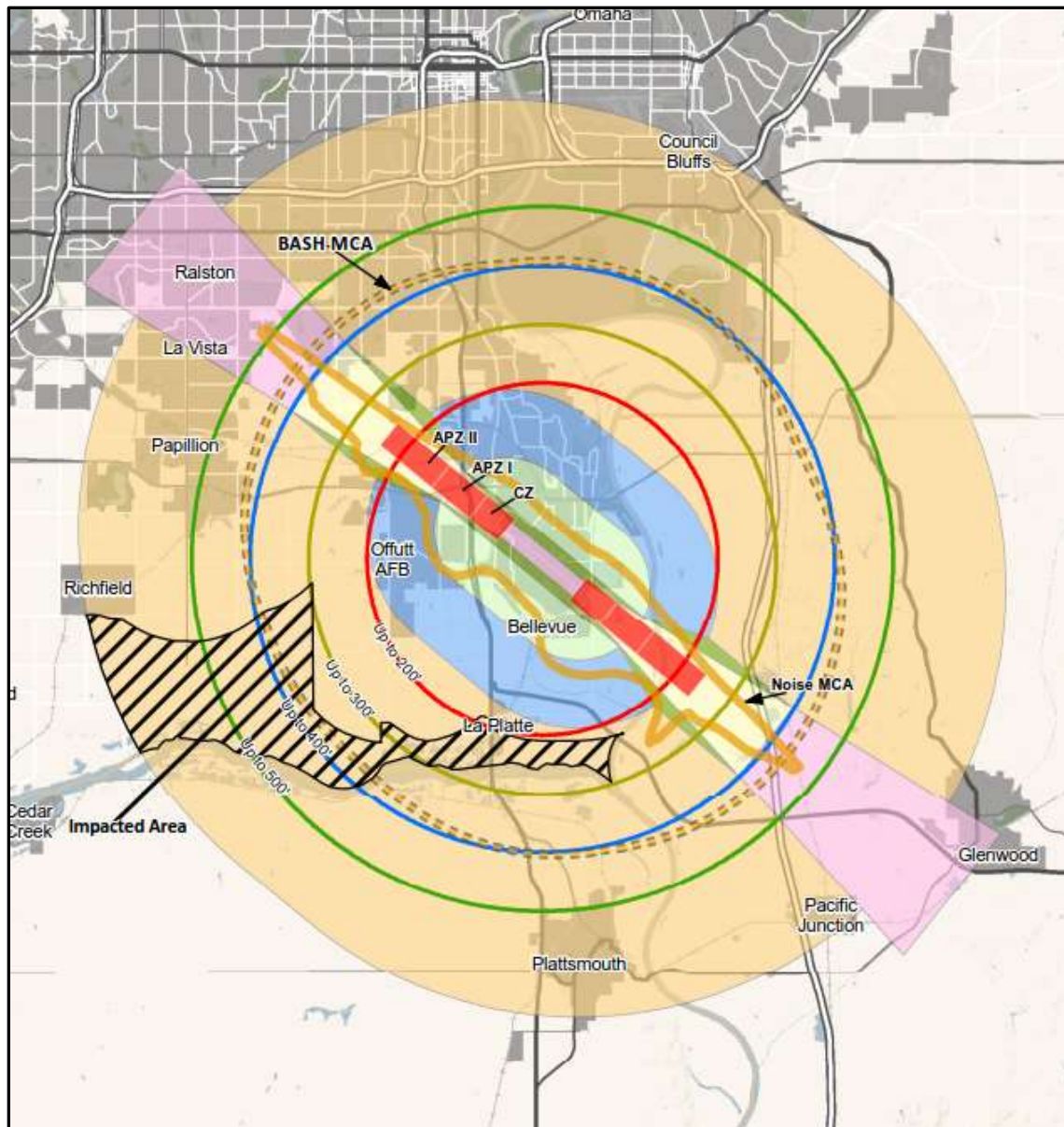
Sarpy County has an adopted comprehensive plan (Plan). The County also has adopted zoning, subdivision, and building codes.

JLUS Compatibility Zones

Compatibility Zones	Impacted
Percent of County (without ETJs) within MCA	5.7%
Clear Zone	<input type="checkbox"/>
Accident Potential Zone I (APZ I)	<input type="checkbox"/>
Accident Potential Zone II (APZ II)	<input type="checkbox"/>
Noise Contour MCA	<input type="checkbox"/>
Imaginary Surfaces MCA	<input checked="" type="checkbox"/>
Bird/Wildlife Air Strike (BASH) MCA	<input checked="" type="checkbox"/>



Map of JLUS Compatibility Zones – Sarpy County



Existing Land Use, Comprehensive Plan, and Development Regulations

Existing Land Use - The Area contains a mixture of land use types. Majority of the current land use in the Area is agricultural or farmstead. Residential neighborhoods are located south of Fairview Road to the Platte River between 42nd and 108th Street and south of Bellevue between Highway 75 and 42nd Street. To the south of the old PCS Nitrogen Fertilizer plant there are public/quasi-public, residential, commercial, floodplain, parks and recreation and agriculture uses. The parks and recreation and agriculture is owned by the Salvation Army and Hullabaloo Inc.

Comprehensive Plan - The Plan does reference Offutt AFB or JLUS. The Plan proposes future land uses residential estates, medium to high density residential, mixed use, heavy industrial, and parks, recreation, and open space. Based on the Plan, the locations of heavy industrial need to cater to specific user needs. The old PCS Nitrogen Fertilizer plant, located in the southern most point of the Bellevue ETJ, is located in close proximity to Highway 75 and I-29 and has rail access. The parks, recreation, and open space land along the Platte River have the potential to be used as flood control structures such as detention or retention facilities, drainage swales, and floodplain areas.

Zoning – Numerous zoning districts are located in the Area. These include open space and agriculture farming district, agricultural development district, agricultural residential district, residential estates district 2, residential single family, two family residential, general business, general manufacturing, and light industrial. A highway commercial overlay is located on both the east and west side along Highway 75, south of Bellevue and along Platteview Road on both the north and south sides.

Subdivision – The County has adopted subdivision regulations.

Building Codes – The County has adopted building codes.

Impacts of Land Uses of JLUS Compatibility Zones

Clear Zone – Not applicable.

Accident Potential Zone (APZ I) - Not applicable.

Accident Potential Zone (APZ II) - Not applicable.

Noise Contour MCA - Not applicable.

Imaginary Surfaces MCA – The entire Area lies in 500 ft. height limit established by the Imaginary Surfaces MCA and between 200 ft. and 500 ft. of the FAR 77.23(a) (2) Obstruction Standards. Height limits are established in the County's Zoning Ordinance for structures and buildings. No district allow the height of structures and buildings above 70 ft. However, the Light Industrial District (LI), Residential Estate II (RE2), Two Family Residential District (RD-50), and Residential Single Family District (RS-100) allows, through special permit, wind energy generation systems with heights up to 80 ft. General Business Districts (BG), Agricultural Farming (AG), Agricultural Residential (AGR), Agricultural Development (AGD), Two Family Residential District (RD-50), and Residential Single Family District (RS-100) allow for the construction of radio, television, and communication towers and transmitters.

Bird/Wildlife Air Strike (BASH MCA) – Those portions of the Area impacted by the BASH MCA are located in southeast Sarpy County, southwest of the Bellevue ETJ. The General Manufacturing District (IGM) permits solid waste management, processing, and transfer stations. Sanitary landfills are also allowed. A majority of this floodplain area is agriculture or residential.



Offutt JLUS Executive Summary

Assessment and Recommendations

Two JLUS compatibility zones impact the Area. These include Imaginary Surfaces MCA regulating building and structure height (FAA Part 77) and the Bird/Wildlife Air Strike Hazards (BASH). Considering these impacts, along with a review of County's plans and regulations, the following conclusions are noted in the following table.

Assessment	Recommendations
The Plan does reference Offutt AFB or JLUS.	Continue to include Offutt AFB and JLUS MCA's in future comprehensive plans.
Some zoning districts permit through special use radio, television, and communication towers, transmitters and wind energy generation systems up to 80 ft.	It is recommended that the County submit permits to Offutt AFB for comment.
The AG, AGR, AGD Districts allow through special use the development of sanitary sewage treatment facilities.	It is strongly recommended that the construction of new wastewater treatment facilities or associated settling ponds be outside the BASH. During the site-location analysis for wastewater treatment facilities, developers should consider the potential to attract hazardous wildlife if an airport is in the vicinity of the proposed site, and airport operators should provide input of such facilities if they are in proximity to Offutt AFB.
IGM District permits through special use solid waste composite sites, solid waste disposal area, solid waste management facilities, and solid waste transfer stations. The AG district allows through special use sanitary landfills.	It is recommended that the all new solid waste landfills be sited outside the BASH. It is recommended that the County submit plans of solid waste landfills to Offutt AFB for review and comment prior to approval.



Offutt JLUS Executive Summary

Omaha

The City of Omaha is located north of Offutt Air Force (AFB) Base. Approximately 22.2 square miles (referenced herein as “Area”) of the City’s jurisdiction is located within the JLUS Military Compatibility Area (MCA). Land uses in the Area includes residential developments, civic, commercial, open space and industrial land uses. Two JLUS Compatibility Zones impact the Area as depicted on the following table. These include Imaginary Surfaces MCA regulating building and structure height (FAA Part 77) and the Bird/Wildlife Air Strike Hazards (BASH). A map of the compatibility zones relative to the Area is illustrated on the following page.

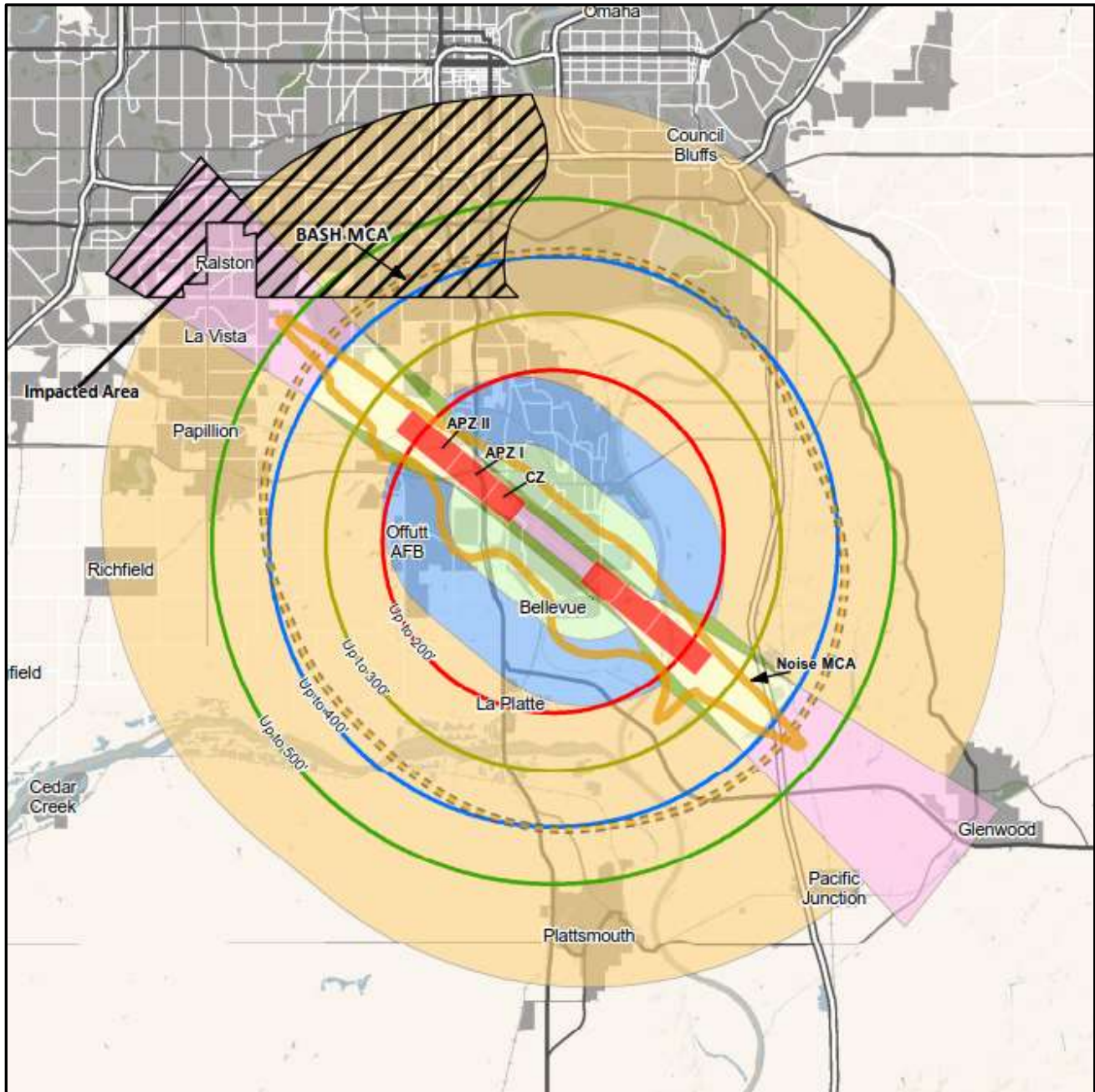
Omaha has an adopted master plan (Plan) which is comprised of sub-elements including concept, environmental, public facilities, housing, transportation, future land use, urban design, parks, and sanitary sewer. The City also has adopted zoning, subdivision, and building codes.

JLUS Compatibility Zones

Compatibility Zones	Impacted
Percent of City within MCA	17.0%
Clear Zone	<input type="checkbox"/>
Accident Potential Zone I (APZ I)	<input type="checkbox"/>
Accident Potential Zone II (APZ II)	<input type="checkbox"/>
Noise Contour MCA	<input type="checkbox"/>
Imaginary Surfaces MCA	<input checked="" type="checkbox"/>
Bird/Wildlife Air Strike (BASH) MCA	<input checked="" type="checkbox"/>



Map of JLUS Compatibility Zones – City of Omaha



Existing Land Use, Comprehensive Plan, and Development Regulations

Existing Land Use - The Area contains a mixture of land use types. Residential neighborhoods are located thought the MCA from 108th Street on the west to the Missouri River on the east. Much on the Industrial uses are abutting the west side of Highway 75, adjacent the Missouri River, and south of I-80 to L Street. The flood plain areas are located south of I-80 along the Big Papillion Creek and Little Papillion Creek. South of L Street the Big Papillion Creek and Little Papillion Creek merge. The flood plain areas extends roughly from 60th street on the east to 72nd Street on the west.

Comprehensive Plan - The Plan does not reference Offutt AFB or JLUS. The land use section of the Plan reflects the existing urban development and anticipates further infill type development throughout the Area. A majority of the land use is designated residential with commercial development in the Avenue L corridor and industrial development along Highway 75, and along the Missouri River and I-80.

Zoning – The City has an adopted zoning ordinance. Numerous zoning districts are located in the Area. These include residential, commercial, and industrial classifications.

Subdivision – The City has adopted subdivision regulations.

Building Codes – The City maintains and has adopted building codes that apply to residential, commercial, and industrial construction.

Impacts of Land Uses of JLUS Compatibility Zones

Clear Zone – Not applicable.

Accident Potential Zone (APZ I) - Not applicable.

Accident Potential Zone (APZ II) - Not applicable.

Noise Contour MCA - Not applicable.

Imaginary Surfaces MCA – The entire Area lies in 500 ft. height limit established by the Imaginary Surfaces MCA and between 400 ft. and 500 ft. of the FAR 77.23(a) (2) Obstruction Standards. Height limits are established in the City's Zoning Code for structures and buildings. No district allow the height of structures and buildings above 120 ft. within the Imaginary Surface MCA.

Bird/Wildlife Air Strike (BASH MCA) – The area impacted by the BASH MCA is southeast Omaha. This area is east of 42nd Street and south of Q Street. With the exception of civic, commercial, open space and industrial land use, a majority of the area is low density residential with in the BASH MCA. Industrial use in most prominent along the west side of Highway 75. There are several construction debris landfills located within the BASH MCA.

Assessment and Recommendations

Two JLUS compatibility zones impact the Area. These include Imaginary Surfaces MCA regulating building and structure height (FAA Part 77) and the Bird/Wildlife Air Strike Hazards (BASH). Considering these impacts, along with a review of City’s plans and regulations, the following conclusions are noted in the following table.

Assessment	Recommendations
The Plan does not reference Offutt AFB or JLUS. However, a significant portion of the impacted Area south of Q street is projected to remain residential, with land along Highway 75 staying industrial.	Incorporate reference to Offutt AFB and JLUS in the next update to the Plan to include: <ul style="list-style-type: none"> ▪ Graphic and text references on the MCA and related policies, objectives and strategies to address compatibility; ▪ Reduce potential conflicts within the Imaginary Surface MCA; and ▪ Reduce potential conflicts within the BASH MCA.
Multiple districts allow for the development of communication towers and wind towers as a principle or special, use.	It is recommended that the City submit permits for communication and wind towers located within the MCA to Offutt AFB for comment.
Landfills are currently developed within the BASH MCA.	It is recommended that the all new solid waste landfills be sited outside the BASH. It is recommended that the City submit plans of solid waste landfills or expansion of current landfills (not including enclosed waste transfer sites) within the MCA to Offutt AFB for review and comment prior to approval.



Offutt JLUS Executive Summary

Douglas County

Douglas County is located north and northeast of Offutt Air Force Base (AFB). Approximately 24.6 square miles (referenced herein as “Area”) of the County’s jurisdiction is located within the JLUS Military Compatibility Area (MCA). The Area is fully developed and located within the Cities of Omaha and Ralston.

Douglas County has an adopted (2006) comprehensive plan (Plan) which is in the process of being updated. A updated Plan is anticipated to be adopted in 2018. The County also has adopted zoning, subdivision, and building codes.

JLUS Compatibility Zones

Compatibility Zones	Impacted
Percent of County within MCA	7.2%
Clear Zone	<input type="checkbox"/>
Accident Potential Zone I (APZ I)	<input type="checkbox"/>
Accident Potential Zone II (APZ II)	<input type="checkbox"/>
Noise Contour MCA	<input type="checkbox"/>
Imaginary Surfaces MCA	<input checked="" type="checkbox"/>
Bird/Wildlife Air Strike (BASH) MCA	<input checked="" type="checkbox"/>



Map of JLUS Compatibility Zones – Douglas County



Existing Land Use, Comprehensive Plan, and Development Regulations

Existing Land Use - The Area contains a mixture of land use types. Residential neighborhoods are located thought the MCA from 108th Street on the west to the Missouri River on the east. Much on the Industrial uses are abutting the west side of Highway 75, adjacent the Missouri River, and south of I-80 to L Street. The flood plain areas are located south of I-80 along and Big Papillion Creek and Little Papillion Creek.

Comprehensive Plan - The Plan does not reference Offutt AFB or JLUS.

Zoning – The County has no zoning jurisdiction in the Area.

Subdivision – The County has no subdivision jurisdiction in the Area.

Building Codes – The County has no building permit authority in the Area.

Impacts of Land Uses of JLUS Compatibility Zones

Clear Zone – Not applicable.

Accident Potential Zone (APZ I) - Not applicable.

Accident Potential Zone (APZ II) - Not applicable.

Noise Contour MCA - Not applicable.

Imaginary Surfaces MCA – The entire Area lies in 500 ft. height limit established by the Imaginary Surfaces MCA and between 300 ft. and 500 ft. of the FAR 77.23(a) (2) Obstruction Standards.

Bird/Wildlife Air Strike (BASH MCA) – The area impacted by the BASH MCA is southeast Omaha. This area is east of 42nd Street and south of Q Street. With the exception of civic, commercial, open space and industrial land use, a majority of the area is low density residential with in the BASH MCA. Industrial use in most prominent along the west side of Highway 75. There are several construction debris landfills located within the BASH MCA.

Assessment and Recommendations

Since all of the Area is located in the corporate limits of the Cities of Ralston or Omaha, Douglas County does not have land use, subdivision, or building permit authority. However, the County has numerous facilities throughout its jurisdiction. The construction of communication towers which would exceed 300 ft. in height would be the primary concern.

Assessment	Recommendations
The 2006 Comprehensive Plan does not reference Offutt AFB or JLUS.	Incorporate references to Offutt AFB and the JLUS in the 2018 Comprehensive Plan to include: <ul style="list-style-type: none"> • Address Offutt AFB and its role in the community • Acknowledge the MCA and JLUS in the Comprehensive Plan

Plattsmouth

The City of Plattsmouth is located south of Offutt Air Force Base (AFB). Approximately 15.2 square miles (referenced herein as “Area”) of the City’s jurisdiction is located within the JLUS Military Compatibility Area (MCA). A majority of the City and ETJ are located in the Area. The City’s land use patterns are typical for a community with a population of 6,500. Two JLUS Compatibility Zones impact the Area as depicted on the following table. These include Imaginary Surfaces MCA regulating building and structure height (FAA Part 77) and the Bird/Wildlife Air Strike Hazards (BASH). A map of the compatibility zones relative to the Area is illustrated on the following page.

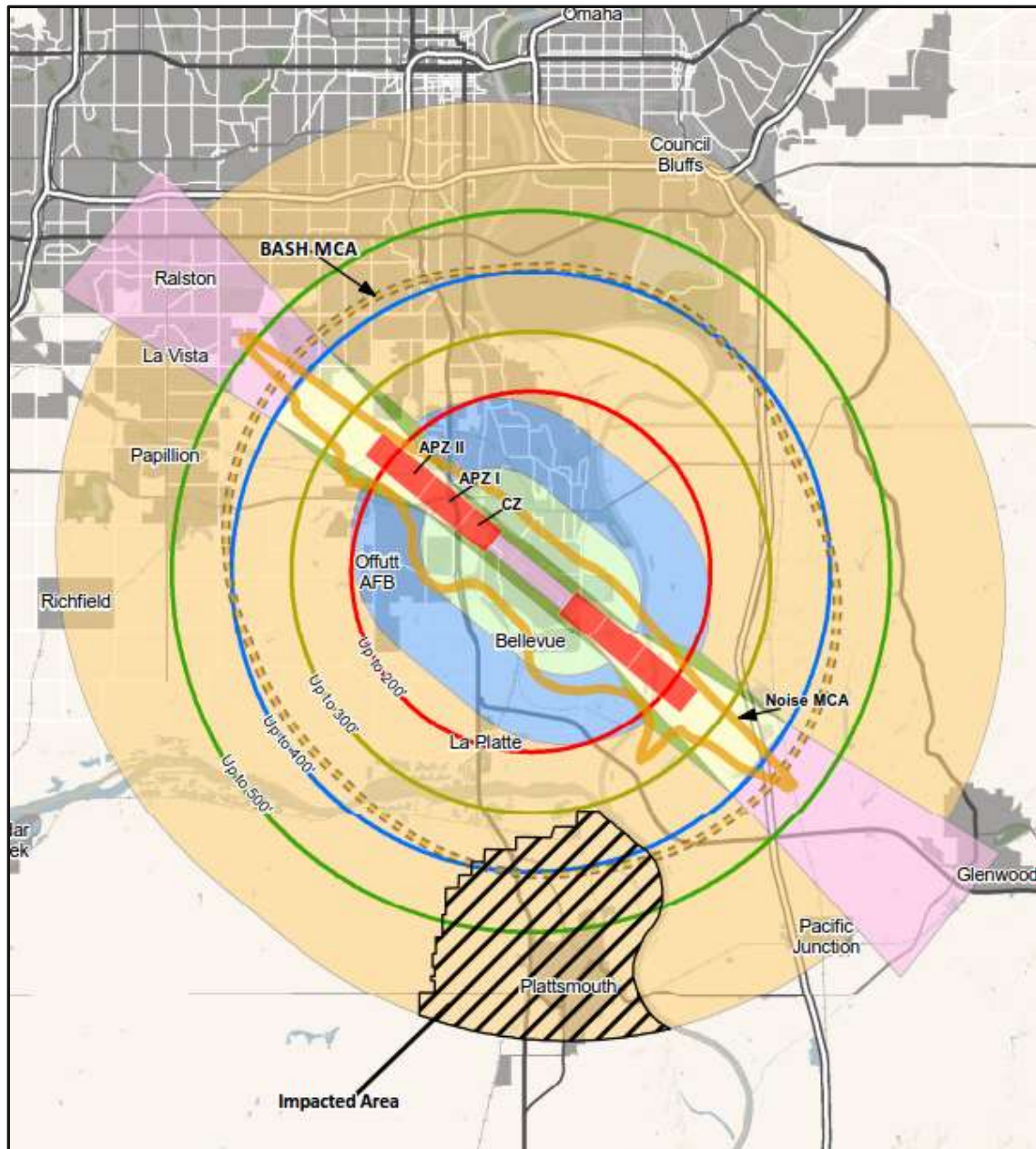
Plattsmouth has an adopted (2015) comprehensive plan (Plan). The City also has adopted zoning, subdivision, and building codes.

JLUS Compatibility Zones

Compatibility Zones	Impacted
Percent of City and ETJ within MCA	56.6%
Clear Zone	<input type="checkbox"/>
Accident Potential Zone I (APZ I)	<input type="checkbox"/>
Accident Potential Zone II (APZ II)	<input type="checkbox"/>
Noise Contour MCA	<input type="checkbox"/>
Imaginary Surfaces MCA	<input checked="" type="checkbox"/>
Bird/Wildlife Air Strike (BASH) MCA	<input checked="" type="checkbox"/>



Map of JLUS Compatibility Zones – City of Plattsmouth



Existing Land Use, Comprehensive Plan, and Development Regulations

Existing Land Use - The Area contains a mixture of land use types. Residential development surrounds the central business district and extends in all directions except east. Residential development is in a compact grid pattern with lower residential densities in topographically challenge areas along the Missouri River bluffs to the north and southeast. Agricultural and rural residential land uses are located in the northern and western quadrants of the Area. Commercial development is concentrated within the central business district and along Highway 75. Industrial land uses is limited to several larger industrial projects located southwest of the Highway 66 and 75 intersection as well at East Wiles Road and Chicago Avenue.

Comprehensive Plan - The Plan does not reference Offutt AFB or JLUS. The land use section of the Plan reflects the existing urban development and anticipates development to the west and south of the City. The future land use map anticipates residential development to the south and west of Highway 75. Continued commercial infill is anticipated along Highway 75. Industrial development is proposed along Highway 75 to the south. Overall, a majority of the projected development identified in the Plan is located in the western and southern portions of the Area and outside the MCA.

Zoning – Numerous zoning districts are located in the Area. These include open space and agriculture, residential, commercial, mixed use and industrial classifications.

Subdivision – The City has adopted subdivision regulations.

Building Codes – The City has adopted Building Codes.

Impacts of Land Uses of JLUS Compatibility Zones

Clear Zone – Not applicable.

Accident Potential Zone (APZ I) - Not applicable.

Accident Potential Zone (APZ II) - Not applicable.

Noise Contour MCA - Not applicable.

Imaginary Surfaces MCA – The entire Area lies between in the 500 ft. height limit established by the Imaginary Surfaces MCA and between the 400 ft. and 500 ft. of the FAR 77.23(a)(2) Obstruction Standards. Height limits are established in the City’s Zoning Code for structures and range from 36 ft. to 72 ft. Height exceptions of up to 125% of the base district limits are permitted through a special use permit for private radio towers and some vertical projections.

Wind energy systems are permitted as a right or as a special use permit in all districts except the CBD district with height exceptions of up to 150% of the base district limits. Communication towers are permitted as a special use permit in the AG, RR, UC, GC, BP, GI and HI districts to a height of up to 180 ft. and above 180 ft. if consistent with the airport zoning regulations.

Bird/Wildlife Air Strike (BASH MCA) – The area impacted by the BASH MCA is roughly a mile north of Plattsmouth, but still within the City’s ETJ. Land east of Pioneer Trail and north of Oreapolis Road is within the floodplain.

Assessment and Recommendations

Two JLUS compatibility zones impact the Area. These include Imaginary Surfaces MCA regulating building and structure height (FAA Part 77) and the Bird/Wildlife Air Strike Hazards (BASH). Considering these impacts, along with a review of City’s plans and regulations, the following conclusions are noted in the following table.

Assessment	Recommendations
The Comprehensive Plan does not reference Offutt Airforce Base or JLUS.	Incorporate reference to Offutt AFB and JLUS in the next update to the Comprehensive Plan to include: <ul style="list-style-type: none"> ▪ Graphic and text references on the MCA and related policies, objectives and strategies to address compatibility; ▪ Reduce potential conflicts within the Imaginary Surface MCA; and ▪ Reduce potential conflicts within the BASH MCA.
BP, GI, and HI Districts allow for the development of communication towers as a principle use and in the AG, RR, UC and GC Districts as a special use permit.	Submit permits for communication towers located within the MCA to Offutt AFB for comment.



Offutt JLUS Executive Summary

Assessment	Recommendations
Wind energy conservation systems are allowable through special use permit in every zoning district except the CBD District.	Submit permits for wind energy conservation systems within the MCA to Offutt AFB for comment.
AG and RR Districts allow landfills as a special use permit.	It is recommended that the all new solid waste landfills be sited outside the BASH. It is recommended that the City submit plans of solid waste landfills within the MCA to Offutt AFB for review and comment prior to approval.



Offutt JLUS Executive Summary

Cass County

Cass County is located south and southeast of Offutt Air Force Base (AFB). Approximately 19.7 square miles (referenced herein as “Area”) of the County’s jurisdiction is located within the JLUS Military Compatibility Area (MCA). Land uses in the Area include agriculture, rural subdivision, extraction activities, and recreational and open space uses. Two JLUS Compatibility Zones impact the Area as depicted on the following table. These include Imaginary Surfaces MCA regulating building and structure height (FAA Part 77) and the Bird/Wildlife Air Strike Hazards (BASH). A map of the compatibility zones relative to the Area is illustrated on the following page.

Cass County has an adopted (2014) comprehensive plan (Plan). The County also has adopted zoning, subdivision, and building codes.

JLUS Compatibility Zones

Compatibility Zones	Impacted
Percent of County within MCA	3.5%
Clear Zone	<input type="checkbox"/>
Accident Potential Zone I (APZ I)	<input type="checkbox"/>
Accident Potential Zone II (APZ II)	<input type="checkbox"/>
Noise Contour MCA	<input type="checkbox"/>
Imaginary Surfaces MCA	<input checked="" type="checkbox"/>
Bird/Wildlife Air Strike (BASH) MCA	<input checked="" type="checkbox"/>



Map of JLUS Compatibility Zones – Cass County



Existing Land Use, Comprehensive Plan, and Development Regulations

Existing Land Use - The Area contains a mixture of land use types. Land uses along the Platte River that are within the MCA include agriculture production, rural residential subdivisions, sand extraction, commercial, recreational and open space. Land along the river is located in a 100-year flood plain and is subject to the County's Conservation Overlay District (CON).

Comprehensive Plan - The Plan does not reference Offutt AFB or JLUS. The land use section of the Plan reflects the existing urban development and anticipates further large lot residential development along the southern side of the Platte River. Agriculture is anticipated to be the dominant land use in the Area.

Zoning – Numerous zoning districts are located in the Area. These include Agricultural (AG-1), Transitional Agricultural (TA-1), Residential (R-2), Mixed Use (MUD), Commercial (C-1), and Industrial (I-1).

Subdivision – The County has adopted subdivision regulations.

Building Codes – The County has adopted Building Codes.

Impacts of Land Uses of JLUS Compatibility Zones

Clear Zone – Not applicable.

Accident Potential Zone (APZ I) - Not applicable.

Accident Potential Zone (APZ II) - Not applicable.

Noise Contour MCA - Not applicable.

Imaginary Surfaces MCA – The entire Area lies in the 500 ft. height limit established by the Imaginary Surfaces MCA and between the 200 ft. and 500 ft. contours of the FAR 77.23(a)(2) Obstruction Standards. Height limits are established in the County's Zoning Code for structures. No district allows the height of buildings above 65 ft. However, permitted modifications are allowed for specified structures up to 125 ft. Communication towers and wind energy conservation systems over 125 ft. are permitted as a conditional use.

Bird/Wildlife Air Strike (BASH MCA) – The area impacted by the BASH MCA is mostly within the Conservation Overlay. Land within the BASH, but outside the Conservation Overlay is zoned as Transitional Agriculture (TA).



Offutt JLUS Executive Summary

Assessment and Recommendations

In summary, two JLUS compatibility zones impact the Area. These include Imaginary Surfaces MCA regulating building and structure height including FAA Part 77.23(a)(2) and the Bird/Wildlife Air Strike Hazards (BASH). Considering these impacts, along with a review of County's Plan and land use regulations, the following conclusions are noted in the following table.

Assessment	Recommendations
The Comprehensive Plan does not reference Offutt AFB or the JLUS.	Incorporate reference to Offutt AFB and JLUS in the next update to the Comprehensive Plan to include: <ul style="list-style-type: none">▪ Graphic and text references on the MCA and related policies, objectives and strategies to address compatibility;▪ Reduce potential conflicts within the Imaginary Surface MCA; and▪ Reduce potential conflicts within the BASH MCA.
I-1 and TA-1 Districts allow for the development of communication towers as a conditional use.	Submit permits for communication towers that exceed 200 ft. located within the MCA to Offutt AFB for comment.
Wind Energy Conservation Systems are allowable through conditional use in R-2, C-1, I-1, and TA-1 Districts.	Submit permits for wind energy conservation systems that exceed 200 ft. located within the MCA to Offutt AFB for comment.
Sanitary sewage treatment facilities are permitted in I-1 District and as a conditional use in the R-2 and TA-1 Districts.	The construction of new wastewater treatment facilities or associated settling ponds be outside the BASH. During the site-location analysis for wastewater treatment facilities, consideration should be provided to the potential of attracting hazardous wildlife.



Offutt JLUS Executive Summary

Council Bluffs

The City of Council Bluffs is located northeast of Offutt Air Force Base (AFB). Approximately 20.1 square miles (referenced herein as “Area”) of the City’s jurisdiction is located within the JLUS Military Compatibility Area (MCA). Land uses in the Area includes agricultural land, residential developments, retail and entertainment centers, public parks and recreation areas, and industrial operations. Two JLUS Compatibility Zones impact the Area as depicted on the following table. These include Imaginary Surfaces MCA regulating building and structure height (FAA Part 77) and the Bird/Wildlife Air Strike Hazards (BASH). A map of the compatibility zones relative to the Area is illustrated on the following page.

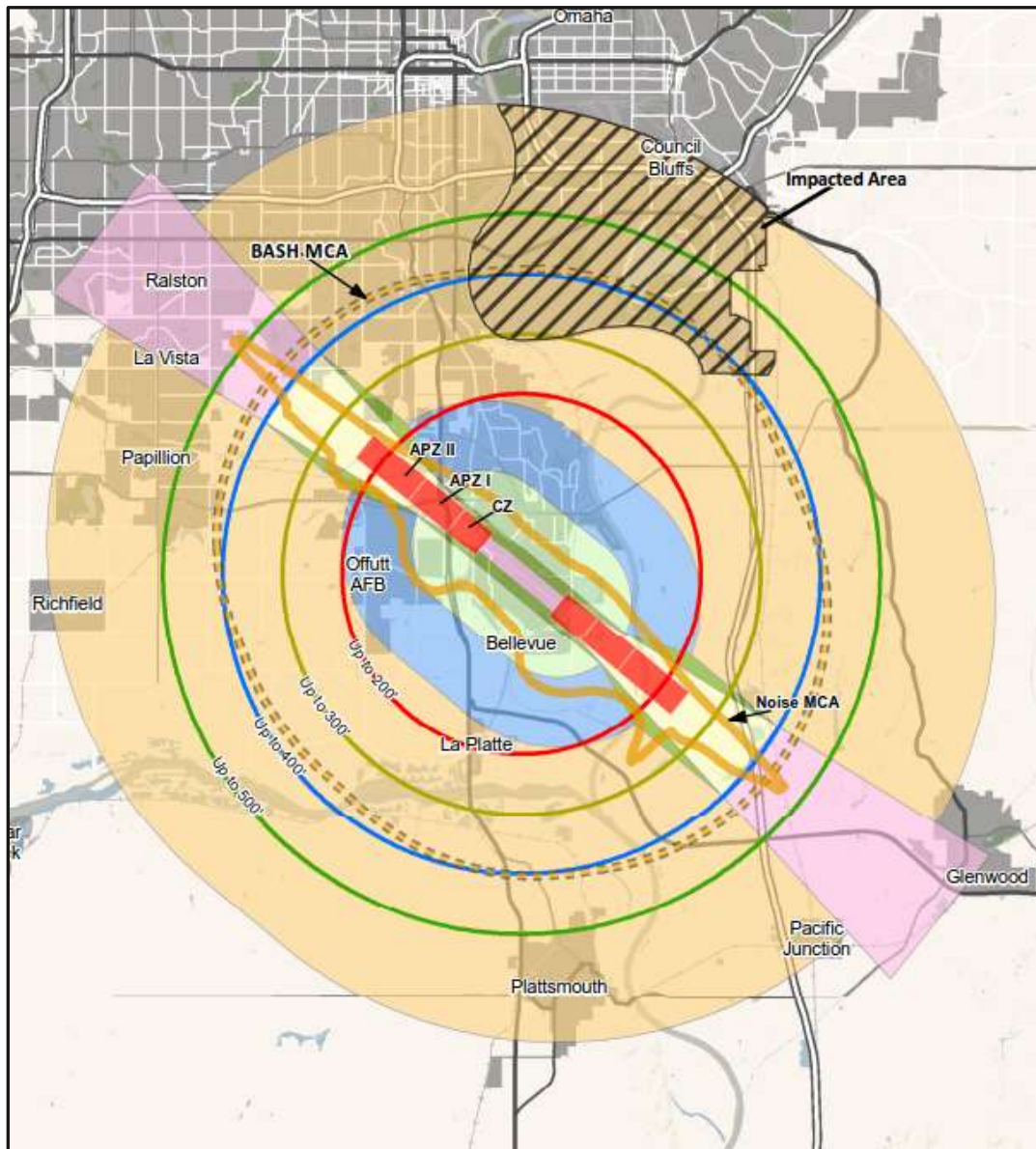
Council Bluffs has an adopted comprehensive plan (Plan). The City also has adopted zoning, subdivision, and building codes.

JLUS Compatibility Zones

Compatibility Zones	Impacted
Percent of City within MCA	46.1%
Clear Zone	<input type="checkbox"/>
Accident Potential Zone I (APZ I)	<input type="checkbox"/>
Accident Potential Zone II (APZ II)	<input type="checkbox"/>
Noise Contour MCA	<input type="checkbox"/>
Imaginary Surfaces MCA	<input checked="" type="checkbox"/>
Bird/Wildlife Air Strike (BASH) MCA	<input checked="" type="checkbox"/>



Map of JLUS Compatibility Zones – City of Council Bluffs



Existing Land Use, Comprehensive Plan, and Development Regulations

Existing Land Use - The Area contains a mixture of land use types. Residential neighborhoods are located around Lake Manawa, along Veterans Memorial Highway west of South 24th Street, and west of South Expressway immediately north of I-80. Commercial uses are located throughout the Area, but are concentrated at I-29 and I-80 intersections and along Veterans Memorial Highway. Large commercial developments include Ameristar Casino, the Mid-American Center, Horseshoe Casino, Marketplace, Metro Crossing, and Lake Manawa Power Center. Industrial development is located in four distinct areas including north of I-80 from South 24th Street to the Missouri River, Veterans Memorial Highway and South 24th Street, northeast of the South Expressway/I-80 interchange, and I-29 south of Veterans Memorial Highway to Mills County. Notable industrial users include Warren Distribution, Tyson, Primrose, Omaha Standard: Palfinger, Echo Interstate Lighting, Mid-American Energy, and Google. Recreational land uses include Manawa State Park, Council Bluffs Recreation Complex, River Alley OHV Park, Fox Run and Lakeshore golf courses, and several neighborhood parks. A significant portion of the Area is currently in agriculture crop production and floodway areas associated with the Missouri River.

Comprehensive Plan - The Plan does not reference Offutt AFB or JLUS. The land use section of the Plan reflects the existing urban development and anticipates further infill type development throughout the Area. Due to poor drainage patterns and lack of infrastructure, the Plan designates land west of the Twin City neighborhood and land south of 55th Avenue as agriculture and open space. Land located in the Missouri River floodway is proposed for permanent open space and agricultural.

Zoning – Numerous zoning districts are located in the Area. These include open space and agriculture, residential, commercial, and industrial classifications.

Subdivision – The City has adopted subdivision regulations. Subdivisions within the City's two mile ETJ are subject to joint review by Pottawattamie County and the City.

Building Codes – The City maintains and has adopted building codes that apply to agricultural, residential, commercial, and industrial construction.

Impacts of Land Uses of JLUS Compatibility Zones

Clear Zone – Not applicable.

Accident Potential Zone (APZ I) - Not applicable.

Accident Potential Zone (APZ II) - Not applicable.

Noise Contour MCA - Not applicable.

Imaginary Surfaces MCA – The entire Area lies in 500 ft. height limit established by the Imaginary Surfaces MCA and between 300 ft. and 500 ft. of the FAR 77.23(a) (2) Obstruction Standards. Height limits are established in the City’s Zoning Code for structures and buildings. No district allow the height of structures and buildings above 300 ft. However, the I-3/Heavy Industrial District permits heights up to 300 ft. with heights above 300 ft. allowed by conditional use permit. The I-3 District is intended to accommodate heavy industrial uses. Only the Mid-American Energy coal plat southeast of Lake Manawa is designated as I-3. The City also permits communication up to 200 ft. towers in any zoning districts through a conditional use permit approved by the City.

Bird/Wildlife Air Strike (BASH MCA) – The area impacted by the BASH MCA is southwest Council Bluffs. This area is south of Veterans Memorial Highway and west of Lake Manawa. With the exception of residential, recreational, and industrial land uses along Veterans Memorial Highway, a majority of the area is agriculture and Missouri River floodway. Areas south of 55th Avenue have been identified by the Plan to remain agriculture and open space due to routine flooding and limited storm water facilities.

Assessment and Recommendations

In summary, two JLUS compatibility zones impact the Area. These include Imaginary Surfaces MCA regulating building and structure height including FAA Part 77.23(a)(2) and the Bird/Wildlife Air Strike Hazards (BASH). Considering these impacts, along with a review of City’s plans and regulations, the following conclusions are noted in the following table.

Assessment	Recommendations
The Plan does not reference Offutt AFB or JLUS. However, a significant portion of the impacted Area south of Veterans Memorial Highway is projected to remain agricultural and open space.	<p>Incorporate reference to Offutt AFB and JLUS in the next update to the Plan to include:</p> <ul style="list-style-type: none"> ▪ Graphic and text references on the MCA and related policies, objectives and strategies to address compatibility; ▪ Reduce potential conflicts within the Imaginary Surface MCA and FAA Part 77.23(a)(2); and ▪ Reduce potential conflicts within the BASH MCA.



JOINT LAND USE STUDY

Offutt JLUS Executive Summary

Assessment	Recommendations
The I-3 District permits up to 300 ft. The height of towers and smoke are not specific limited and established through a conditional use permit.	It is recommended that the City submit building permits, zoning actions and subdivisions located in the MCA that involve structures and buildings that exceed 300 ft. for review and comment by Offutt AFB prior to approval.
The A-1 and A-2 Districts allows the development of habitat and wetland areas which could be an attractant for birds.	It is recommended that City submit building permits, zoning actions and subdivisions located in the MCA that are potential attractant for birds.



Offutt JLUS Executive Summary

Pottawattamie County

Pottawattamie County is located to the northeast of Offutt Air Force Base (AFB) on the Iowa side of the Missouri River. Approximately 12.6 square miles (referenced herein as “Area”) of the County’s jurisdiction is located within the JLUS Military Compatibility Area (MCA). This Area includes agricultural land, several large industrial uses, and acreage type residential properties. Two JLUS Compatibility Zones impact the Area as depicted on the following table. These include Imaginary Surfaces MCA regulating building and structure height (FAA Part 77) and the Bird/Wildlife Air Strike Hazards (BASH). A map of the compatibility zones relative to the Area is illustrated on the following page.

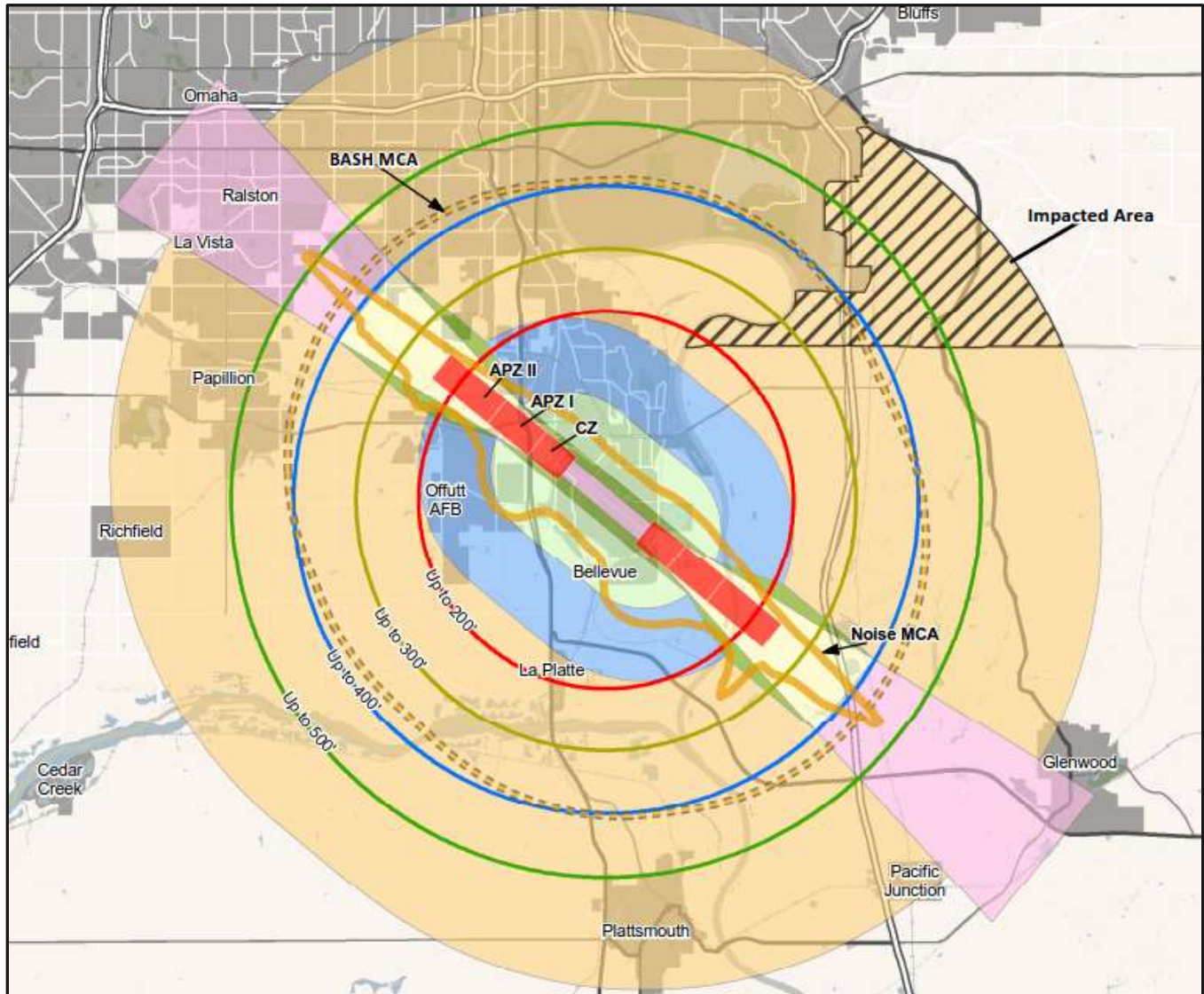
The County has an adopted comprehensive plan (Plan). The County also has adopted zoning, subdivision, and building codes.

JLUS Compatibility Zones

Compatibility Zones	Impacted
Percent of County within MCA	1.3%
Clear Zone	<input type="checkbox"/>
Accident Potential Zone I (APZ I)	<input type="checkbox"/>
Accident Potential Zone II (APZ II)	<input type="checkbox"/>
Noise Contour MCA	<input type="checkbox"/>
Imaginary Surfaces MCA	<input checked="" type="checkbox"/>
Bird/Wildlife Air Strike (BASH) MCA	<input checked="" type="checkbox"/>



Map of JLUS Compatibility Zones – Pottawattamie County



Existing Land Use, Comprehensive Plan, and Development Regulations

Existing Land Use – Land uses in the Area include agricultural; large industrial uses including SIRE Ethanol, Bunge, and a coal combustion residue landfill operated by Mid-American Energy; and acreage residential lots within the Loess Hills. Mid-American Energy Electric Plant is located immediately to the north of the Area.

Comprehensive Plan - The Plan does not reference Offutt AFB or JLUS. The Plan proposes future land uses consisting of riverfront agricultural production (A-3 District), loess hills preservation (A-4 District), and urban transitional in the Area. The urban transitional district encompasses land along I-29 immediately south of Council Bluffs. Based on past development activity and the Council Bluffs 2030 Plan, continued industrial development is anticipated in this corridor as Council Bluffs expands southward.

Zoning - The Area is currently designed A-3/River Front and Agricultural Production District, A-4/Loess Hills District, and I-2/General Industrial District. The A-3 District is intended for agricultural production in the 100-year flood plain of the Missouri River and its associated tributaries. The A-4/Loess Hills District is intended for agricultural production and low density residential development of the Loess Hills. The I-2/General Industrial District is intended primarily for convenience commercial, agricultural storage and processing, distribution, industrial assembly and heavy manufacturing.

Subdivision – The County has adopted subdivision regulations. Portion of the Area are covered by the City of Council Bluffs ETJ relative to subdivision regulations.

Building Codes – The County maintains and has adopted building codes that apply to agricultural, residential, commercial, and industrial construction.

Impacts of Land Uses of JLUS Compatibility Zones

Clear Zone – Not applicable.

Accident Potential Zone (APZ I) - Not applicable.

Accident Potential Zone (APZ II) - Not applicable.

Noise Contour MCA - Not applicable.

Imaginary Surfaces MCA – The entire Area lies in 500 ft. height limit established by the Imaginary Surfaces MCA and between 200 ft. and 500 ft. of the FAR 77.23(a) (2) Obstruction Standards. Height limits are established in the County’s Zoning Code for structures and buildings. The A-3 district permits towers up to 500 ft. as a principal use and towers over 500 ft. as a conditional use. The A-4 District permits towers and is silent on height limitations. Windfarms are also a conditional use in the A-3 and A-4 Districts.

Bird/Wildlife Air Strike (BASH MCA) – The BASH MCA impacts lands west of I-29. Land uses include industrial adjacent to I-29, a coal combustion residue landfill, agricultural crop production, and the Missouri River floodway. With the exception of land along I-29, the Area has been identified in the Plan to remain agriculture.

Assessment and Recommendations

Two JLUS compatibility zones impact the Area. These include Imaginary Surfaces MCA regulating building and structure height (FAA Part 77) and the Bird/Wildlife Air Strike Hazards (BASH). Considering these impacts, along with a review of County plans and regulations, the following conclusions are noted in the following table.

Assessment	Recommendations
The Comprehensive Plan does not reference Offutt AFB or the JLUS.	Incorporate reference to Offutt AFB and JLUS in the next update to the Comprehensive Plan to include: <ul style="list-style-type: none"> ▪ Graphic and text references on the MCA and related policies, objectives and strategies to address compatibility; ▪ Reduce potential conflicts within the Imaginary Surface MCA; and ▪ Reduce potential conflicts within the BASH MCA.
The A-3 and A-4 Districts have no height limitations on structures and buildings. The A-3 District permits towers not exceeding 500 ft. as a principal use and towers over 500 ft. as a conditional use. The A-4 District permits towers and is silent on height limitations. Windfarms are also conditional uses in the A-3 and A-4 Districts.	It is recommended that Pottawattamie County submit building permits, zoning actions and subdivisions located in the MCA that involve structures and buildings that exceed 200 ft. for review and comment by Offutt AFB prior to approval.



Offutt JLUS Executive Summary

Assessment	Recommendations
The I-2 District permits towers over 200 ft.' as a conditional use.	It is recommended that Pottawattamie County submit building permits, zoning actions and subdivisions located in the MCA that involve structures and buildings that exceed 200 ft. for review and comment by Offutt AFB prior to approval
Demolition rubble landfills are permitted as conditional uses A-3 and I-2 Districts. Coal combustion residue landfills are permitted in the I-2 District.	It is recommended that Pottawattamie County submit building permits, zoning actions and subdivisions located in the MCA that are potential attractant for birds.



Offutt JLUS Executive Summary

Mills County

Mills County is located to the east of Offutt Air Force Base (AFB) on the Iowa side of the Missouri River. Approximately 71.3 square miles (referenced herein as “Area”) of the County’s jurisdiction is located within the JLUS Military Compatibility Area (MCA). This Area includes agricultural land, commercial and industrial uses, and acreage type residential properties. Four JLUS Compatibility Zones impact the Area as depicted on the following table. These include the Accident Potential Zone II, Noise Contour MCA, Imaginary Surfaces MCA regulating building and structure height (FAA Part 77), and the Bird/Wildlife Air Strike Hazards (BASH). A map of the compatibility zones relative to the Area is illustrated on the following page.

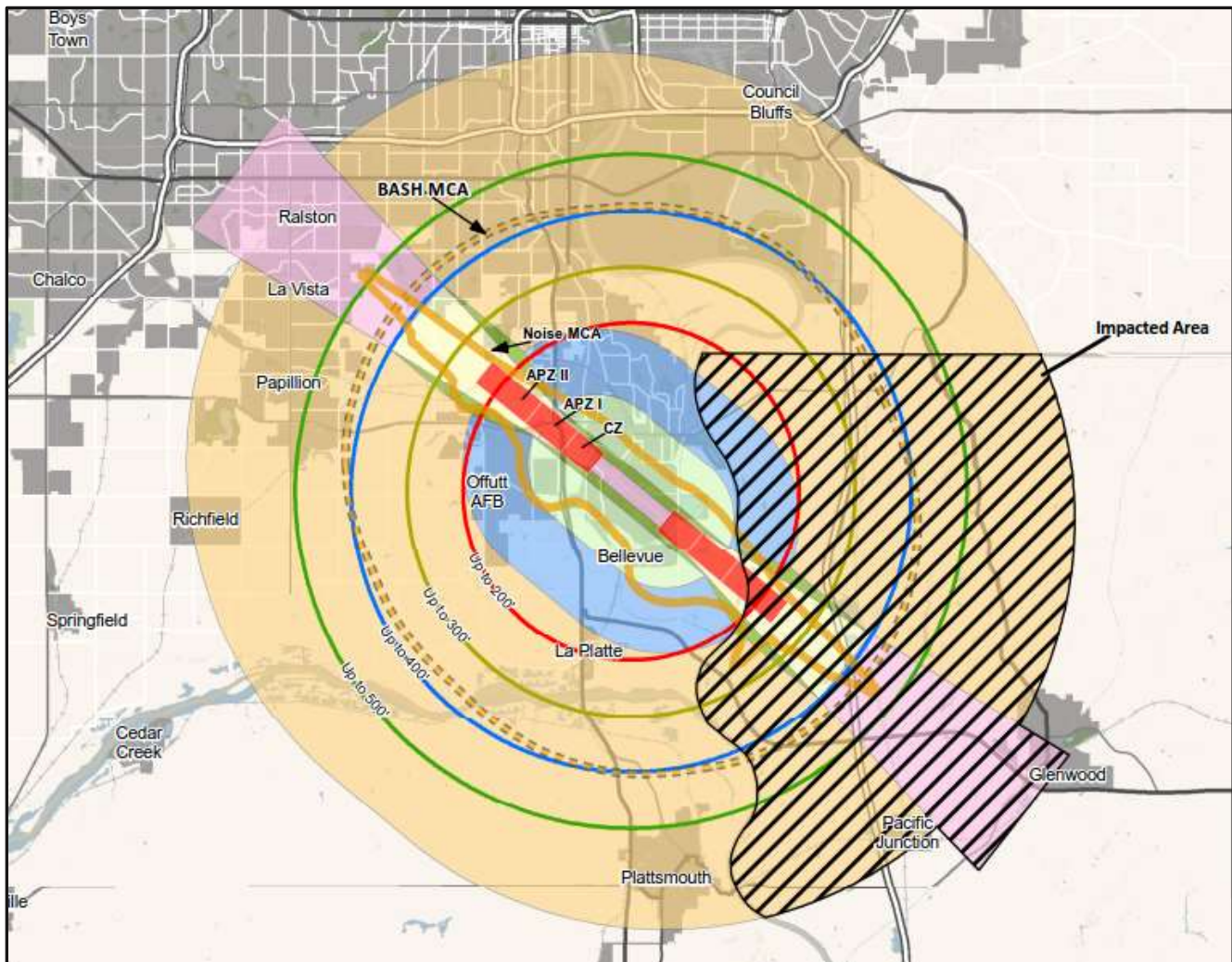
The County has recently adopted amendments to the Mills County Comprehensive Plan (Plan). The County also has adopted zoning, subdivision, and building codes.

JLUS Compatibility Zones

Compatibility Zones	Impacted
Percent of County within MCA	16.2%
Clear Zone	<input type="checkbox"/>
Accident Potential Zone I (APZ I)	<input type="checkbox"/>
Accident Potential Zone II (APZ II)	<input checked="" type="checkbox"/>
Noise Contour MCA	<input checked="" type="checkbox"/>
Imaginary Surfaces MCA	<input checked="" type="checkbox"/>
Bird/Wildlife Air Strike (BASH) MCA	<input checked="" type="checkbox"/>



Map of JLUS Compatibility Zones – Mills County



Existing Land Use, Comprehensive Plan, and Development Regulations

Existing Land Use – The predominate land use in the Area is agricultural within the Missouri River floodplain and acreage residential lot subdivisions within the Loess Hills with emerging commercial and industrial development at the intersections of I-29/Highway 370 and I-29/Highway 34. The Area also encompasses the City of Pacific Junction with a population of 471.

Comprehensive Plan - The County's current comprehensive plan does reference Offutt AFB or JLUS. The Plan proposes future land uses in the Area continuing to be agricultural and Loess Hills conservation. Continue growth of commercial uses are proposed at the intersections of I-29/Highway 34. Further, industrial development is envisioned at the intersections of I-29/Highway 370.

Zoning - The Area contains a mixture of zoning classifications that reflect the existing land uses in the Area and the goals established in the comprehensive plan. Zoning classifications include Agricultural, Loess Hills Conservation, Agricultural/Residential, Highway Commercial, Corridor Commercial Overlay, and Industrial.

Subdivision – The County has adopted subdivision regulations.

Building Codes – The County maintains and has adopted building codes that apply to agricultural, residential, commercial, and industrial construction.

Impacts of Land Uses of JLUS Compatibility Zones

Clear Zone – Not applicable.

Accident Potential Zone (APZ I) - Not applicable.

Accident Potential Zone (APZ II) – The APZ II Zone extends up to three quarters of a mile into the County north of the Highway 34 Bridge over the Missouri River. Land use consists of agricultural. The U.S. Government owns the properties impacted by the APZ II Zone.

Noise Contour MCA – The 65 DNL noise contour extends almost three miles crossing I-29 south of Gaston Avenue. The primary land use is agricultural crop production with several farmsteads and agricultural buildings. The U.S. Government owns a portion of the land impacted by the Noise Contour MCA.

Imaginary Surfaces MCA – The entire Area lies in 500 ft. height limit established by the Imaginary Surfaces MCA and between 200 ft. and 500 ft. of the FAR 77.23(a) (2) Obstruction Standards. Height limits are established in the County's Zoning Code for structures and buildings.



Offutt JLUS Executive Summary

Bird/Wildlife Air Strike (BASH MCA) – The BASH MCA impacts lands east and west of I-29 north of the Highway 34 intersection. Land uses include commercial and industrial uses at the I-29/Highway 34 intersection and agriculture, Industrial, and Loess Hills along I-29 at the Mills/Pottawattamie County border.

Assessment and Recommendations

Four JLUS compatibility zones impact the Area. These include Imaginary Surfaces MCA regulating building and structure height (FAA Part 77.23(a) (2)), the Bird/Wildlife Air Strike Hazards (BASH), Noise Contour MCA, and the Accident Potential Zone II. Considering these impacts, along with a review of County plans and regulations, the following conclusions are noted in the following table.

Assessment	Recommendations
The Comprehensive Plan does reference Offutt AFB or JLUS.	Continue to incorporate references to Offutt AFB and JLUS in future Comprehensive Plan updates to include: <ul style="list-style-type: none"> Graphic and text references on the MCA and related policies, objectives and strategies to address compatibility; Reduce potential conflicts within the Imaginary Surface MCA; Reduce potential conflicts within the BASH MCA; Reduce potential conflicts within the Noise Contour MCA; and Reduce potential conflict in the APZ II.
There are no zoning restrictions with in the APZ II and Noise contour.	It is recommended that the County establish an AICUZ Overlay in which all uses not meeting the standards uses and noise standards of the underlying zoning district shall be prohibited. The APZ II and warrants land use planning controls for the protection of the public and the noise contours containing levels of noise exposure based on current aircraft operations plotted at increments of 5 decibels (dB), ranging from Ldn 65 to Ldn 70 should have restrictions.
Maximum height for the I District and manufacturing equipment, smoke stacks, silos, and approved above ground landfills can be 200 ft.	It is recommended that Mills County submit building permits, zoning actions and subdivisions located in the MCA that involve structures and buildings that exceed 200 feet for review and comment by Offutt AFB prior to approval.



Offutt JLUS Executive Summary

Assessment	Recommendations
AG, AR, LH, V, C-1, C-2, and I Districts permit communication towers over 150' through conditional use.	It is recommended that Mills County submit building permits, zoning actions and subdivisions located in the MCA that involve communication towers that exceed 200 feet for review and comment by Offutt AFB prior to approval.
Heavy Industrial uses are permitted in the I District and a conditional use in the AG District.	It is recommended that Mills County submit building permits, zoning actions and subdivisions located in the MCA that involve structures and buildings that exceed 150 feet and could have the potential for air pollutants that could obstruct the flight path for review and comment by Offutt AFB prior to approval.
The AG, AR, and I Districts permit sanitary landfills through a conditional use.	It is recommended that Mills County submit building permits, zoning actions and subdivisions located in the MCA that are potential attractant for birds.



Attachment H: Comprehensive Plan Recommendations

COMPREHENSIVE PLAN RECOMMENDATIONS

BELLEVUE



JOINT LAND
USE STUDY

MAPA

Omaha - Council Bluffs
Metropolitan Area
Planning Agency

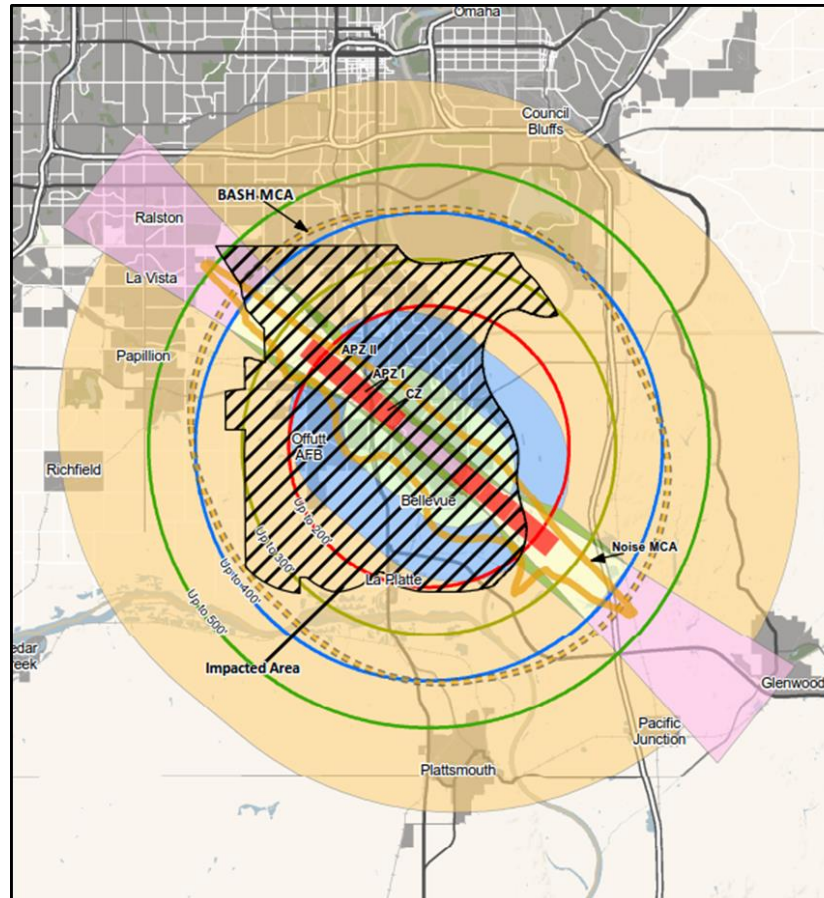
Offutt Air Force Base Joint Land Use Study Background

The Joint Land Use Study (JLUS) is a land use plan with specific implementation actions to ensure that civilian growth and development are compatible with vital training, testing, and other military operations at Offutt Air Force Base (AFB). The JLUS process promotes and enhances civilian and military communication and collaboration, serves as a catalyst to sustain the military mission, and promotes the public health, safety, quality of life, and economic viability of the region. The intent of this planning effort is to foster and enhance an ongoing working relationship between Offutt AFB, federal and state agencies, neighboring jurisdictions, and local organizations.

The Offutt AFB JLUS Area was designed to address all lands near Offutt AFB that may impact current or future military operations or be impacted by these military operations. A key strategy to guide compatible development and activities without over-regulation is the establishment of five Military Compatibility Areas (MCAs) and a Military Compatibility Area Overlay District (MCAOD). The proposed Offutt AFB MCAOD is an area that incorporates all of the MCAs.

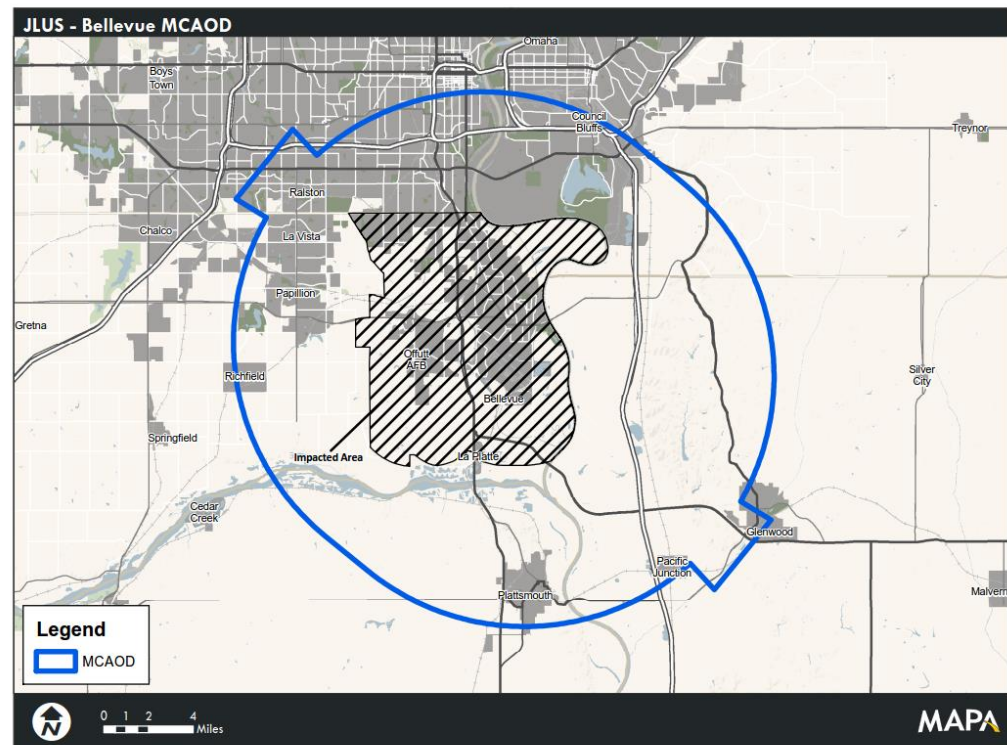
The MCAs, outlined in the image to the right, were designated to accomplish the following:

- 1) Promote an orderly transition between community and military land uses to ensure land use compatibility;
- 2) Protect public health, safety, and welfare;
- 3) Maintain operational capabilities of military installations and areas;
- 4) Promote an awareness of the size and scope of military training areas, while protecting areas separate from the actual military installation (e.g., critical air space) used for training purposes; and
- 5) Establish compatibility requirements within the five designated areas within the MCAOD.



Military Compatibility Area Overlay District (MCAOD)

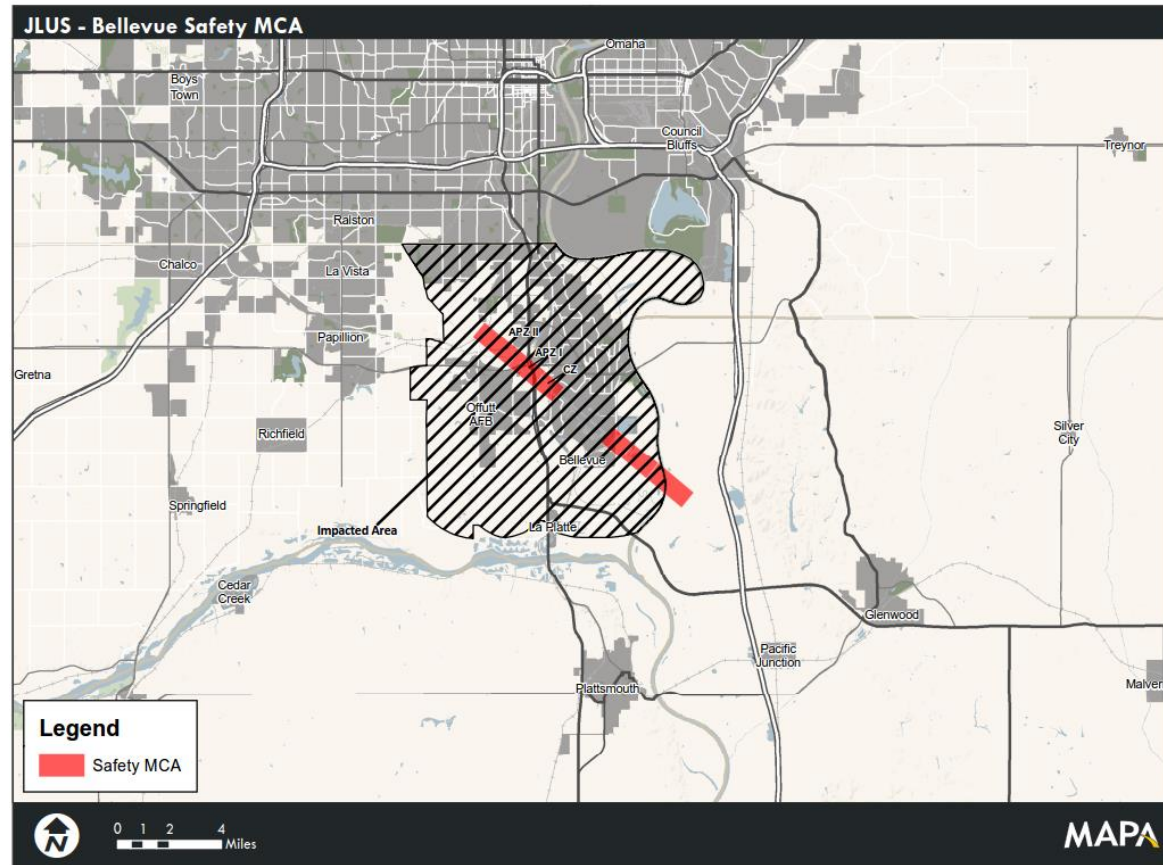
The Area contains a mixture of land use types. Various types of residential development are the most prevalent land use throughout the City. Commercial and office use are along Mission Avenue from Lincoln Road to Haworth Park, at the intersections of Hwy 370 and 36th Street, and Fort Crook Road and Harvell Drive. Much of the retail commercial uses are at the intersection of Hwy 75 and Cornhusker Road, along Fort Crook Road south of Harvell Drive, and along Galvin Road. Agricultural, parks and open spaces are located on the east side of the City along the Missouri River and agricultural uses along the Papio Creek and southeast Bellevue. Industrial uses are located south of Offutt AFB and along the rail line between Fort Crook Road and Hwy 75. Much of the flex space use is on the south and west side of Offutt AFB.



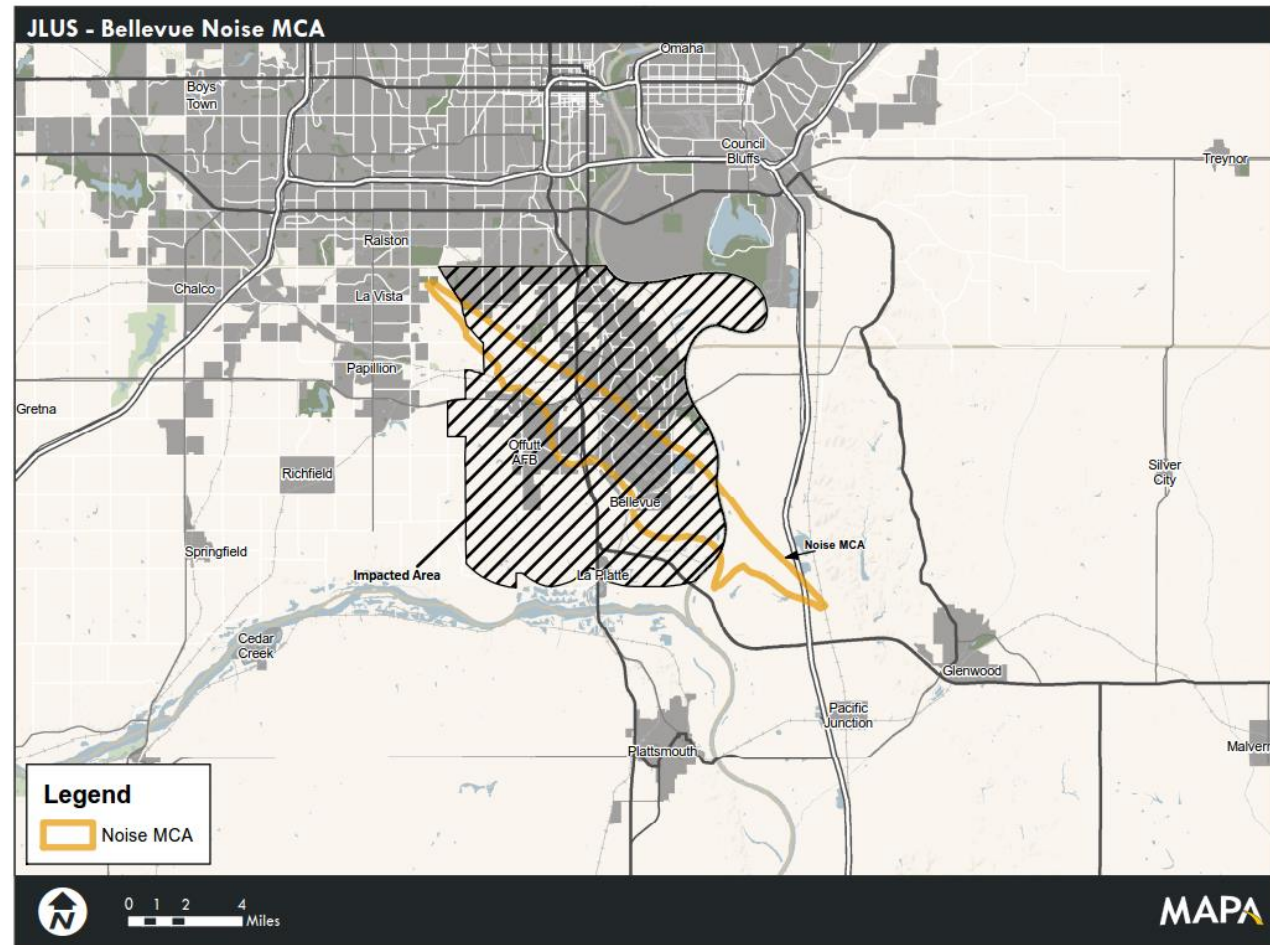
Clear Zone – The City enforces an Air Installation Compatible Use Zone (AICUZ). The only use allowed in the clear zone is agriculture. This includes the use of land for agriculture as the primary purpose of obtaining a profit by raising, harvesting, and selling crops.

Accident Potential Zone I (APZ I) - No residential uses are permitted within the APZ I. The Base Civil Engineer at Offutt AFB must be notified for comments on the proposed development and its conformance with the standards as set forth in the AICUZ report. Within each land use category, uses exist where further definition may be needed due to the variation of densities in people and structures. No passenger terminals and no major above-ground transmission lines are to be developed in APZ I. Within each land use category, uses exist where further definition may be needed due to the variation of densities in people and structures. Offices and facilities allowed in APZ I are to be low density, excluding chapels. The development of club houses are not recommended.

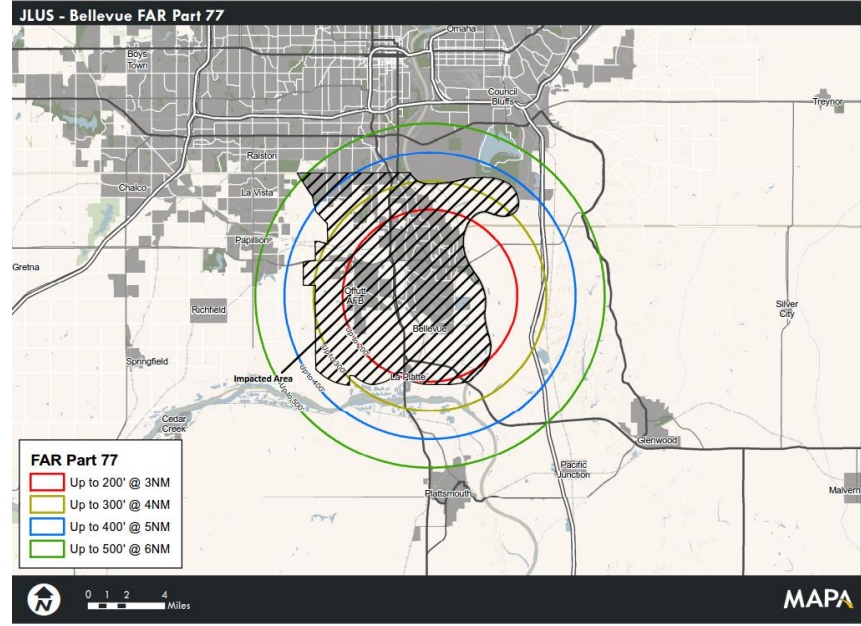
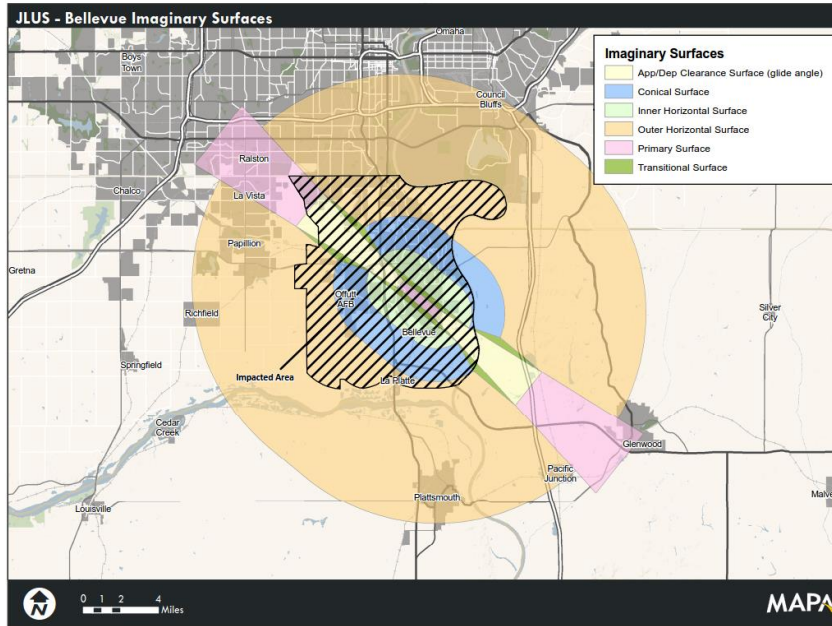
Accident Potential Zone II (APZ II) - The only residential development allowed within the APZ II are single unit detached residential units. The Base Civil Engineer at Offutt AFB must be notified for comments on the proposed development and its conformance with the standards as set forth in the AICUZ report. Within each land use category, uses exist where further definition may be needed due to the variation of densities in people and structures. Offices and facilities allowed in APZ II are to be low density, excluding chapels. The development of club houses and areas of gathering people are not recommended.



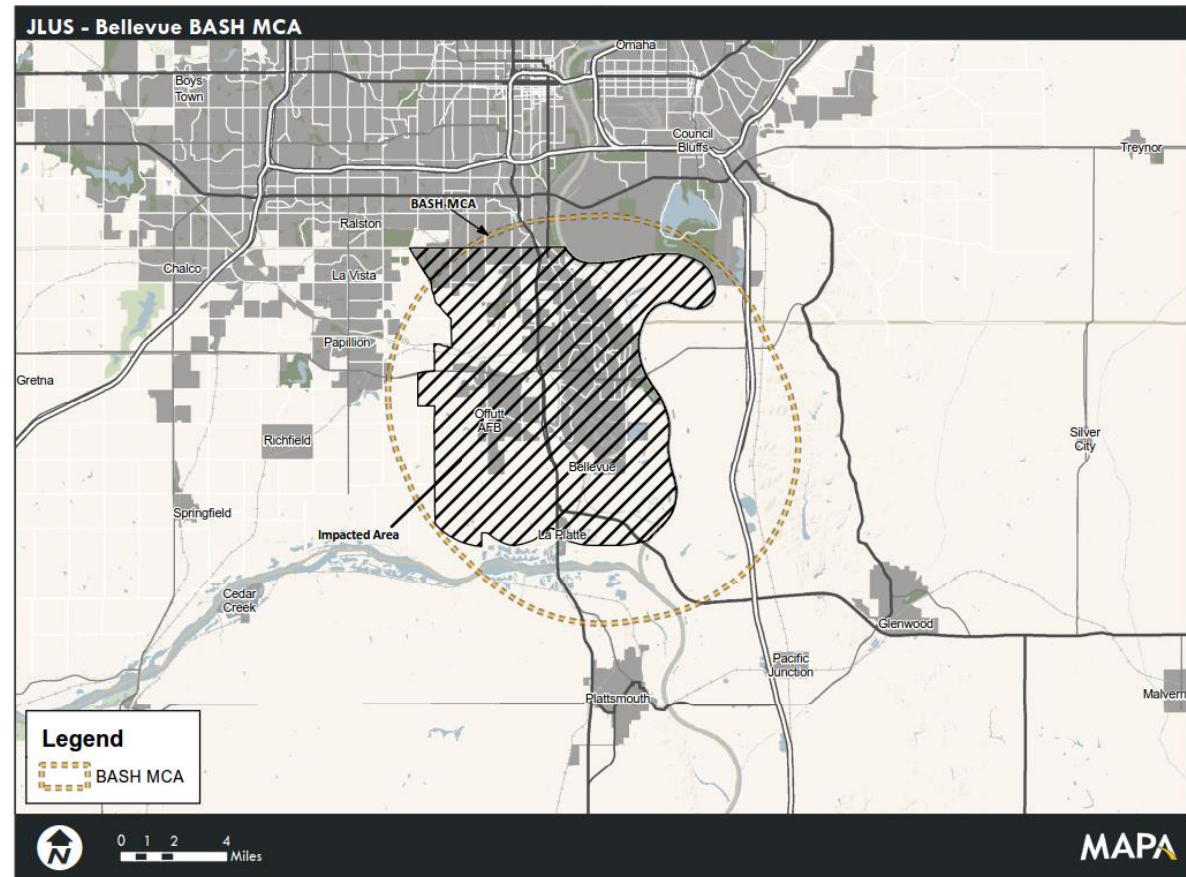
Noise Contour MCA - The Noise Zone established in the AICUZ lists allowable developments within the 65-70dB, 70-75dB, 75-80 dB, and great then 80dB. Land uses and related structures that are generally compatible may require additional measures to achieve Noise Level Reduction (NLR) of 25, 30, or 35. These measures need to be incorporated into the design and construction of structures. Overall noise level reduction may not necessarily solve noise difficulties and additional evaluation is warranted. No residential uses are allowable in areas over 80dB. Other uses over 80dB are highly restrictive.



Imaginary Surfaces MCA – The entire Area lies in 500 ft. height limit established by the Imaginary Surfaces MCA. The area also lies between 200 ft. and 500 ft. of the FAR 77.23(a) (2) Obstruction Standards. Federal Aviation Regulation Part 77 (FAR Part 77) height limit require minimization of vertical obstructions (e.g., buildings, telecommunications facilities, recreational facilities, energy transmission/generation towers, etc.).



Bird/Wildlife Air Strike (BASH MCA) – The area impacted by the BASH MCA is within the entire City and most of the ETJ. Land west of 48th Street and north of Robin Drive is outside the BASH.



Comprehensive Plan Recommendations

Goal:

Secure the continued viability of unique regional economic assets such as Offutt Airforce Base (AFB)

Objective:

City government will continue to collaborate with Offutt AFB to integrate reasonable measures provisions into City plans and programs, intended to reduce or avoid conflicts which might threaten the Offutt AFB's current or potential future mission.

City government will continue to actively engage Offutt AFB leadership in an on-going dialogue regarding issues of mutual interest, including but not limited to prospective land use developments, infrastructure extensions, a land use plan, regulation amendments, and other similar concerns affecting Bellevue lands within the MCAOD.

Goal:

The City will adopt an overlay zone and related standards governing land development located within the Imaginary Surfaces MCA and BASH MCA as depicted in the 2015 Offutt AFB JLUS. These regulations shall supersede the underlying zoning in terms of maximum permissible residential density, structure heights, FAR 77.23(a)(2) Obstruction Standards, and permissible land use, with the exception of fully entitled developments (legal agreements with the governing body to allow a certain building type to occur on the site).

Objective:

Submit permits for structures, including communication towers and wind energy conservation systems, over 300 ft. located within the Imaginary Surfaces MCA and FAR 77.23(a)(2) Obstruction Standards of Offutt AFB Base Community Planner for comment.

Objective:

Submit permits for outdoor solid waste landfills within the BASH MCA to the Offutt AFB Base Community Planner for comment.

Goal:

The City shall establish consistent and comprehensive programs, entities and/or initiatives which foster collaboration and coordination with Offutt AFB.

Goal:

The City will evaluate permit, zoning, and subdivision actions against the goals established in the Offutt AFB Joint Land Use Study Final Report and provide an opportunity for review and comment from the Offutt AFB Base Community Planner prior to approval.

COMPREHENSIVE PLAN RECOMMENDATIONS

COUNCIL BLUFFS



JOINT LAND
USE STUDY

MAPA

Omaha - Council Bluffs
Metropolitan Area
Planning Agency

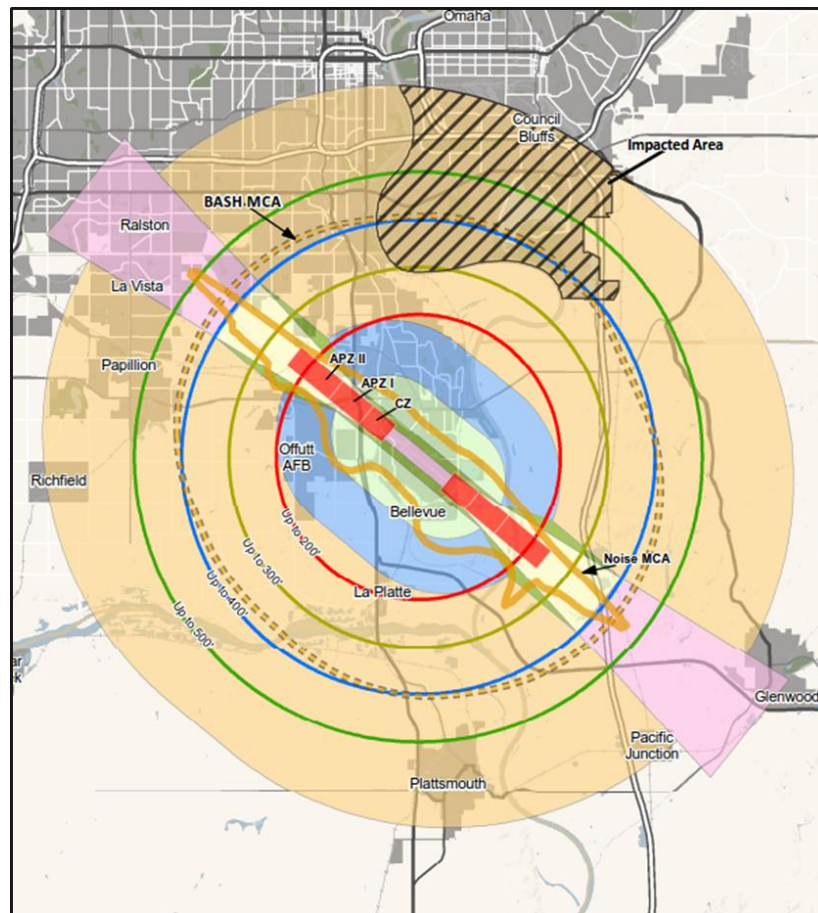
Offutt Air Force Base Joint Land Use Study Background

Joint Land Use Study (JLUS) is a land use plan with specific implementation actions to ensure civilian growth and development are compatible with vital training, testing, and other military operations. The JLUS process promotes and enhances civilian and military communication and collaboration, serves as a catalyst to sustain the military mission, and promotes the public health, safety, quality of life, and economic viability of a region. The intent of this planning effort is to foster and enhance an ongoing working relationship between Offutt Air Force Base (AFB), federal and state agencies, neighboring jurisdictions, and local organizations.

The Offutt AFB JLUS Area was designed to address all lands near Offutt AFB that may impact current or future military operations or be impacted by these military operations. A key strategy to guide compatible development and activities without over-regulation is the establishment of five Military Compatibility Areas (MCAs) and a Military Compatibility Area Overlay District (MCAOD). The proposed Offutt AFB MCAOD is an area that incorporates all of the MCAs.

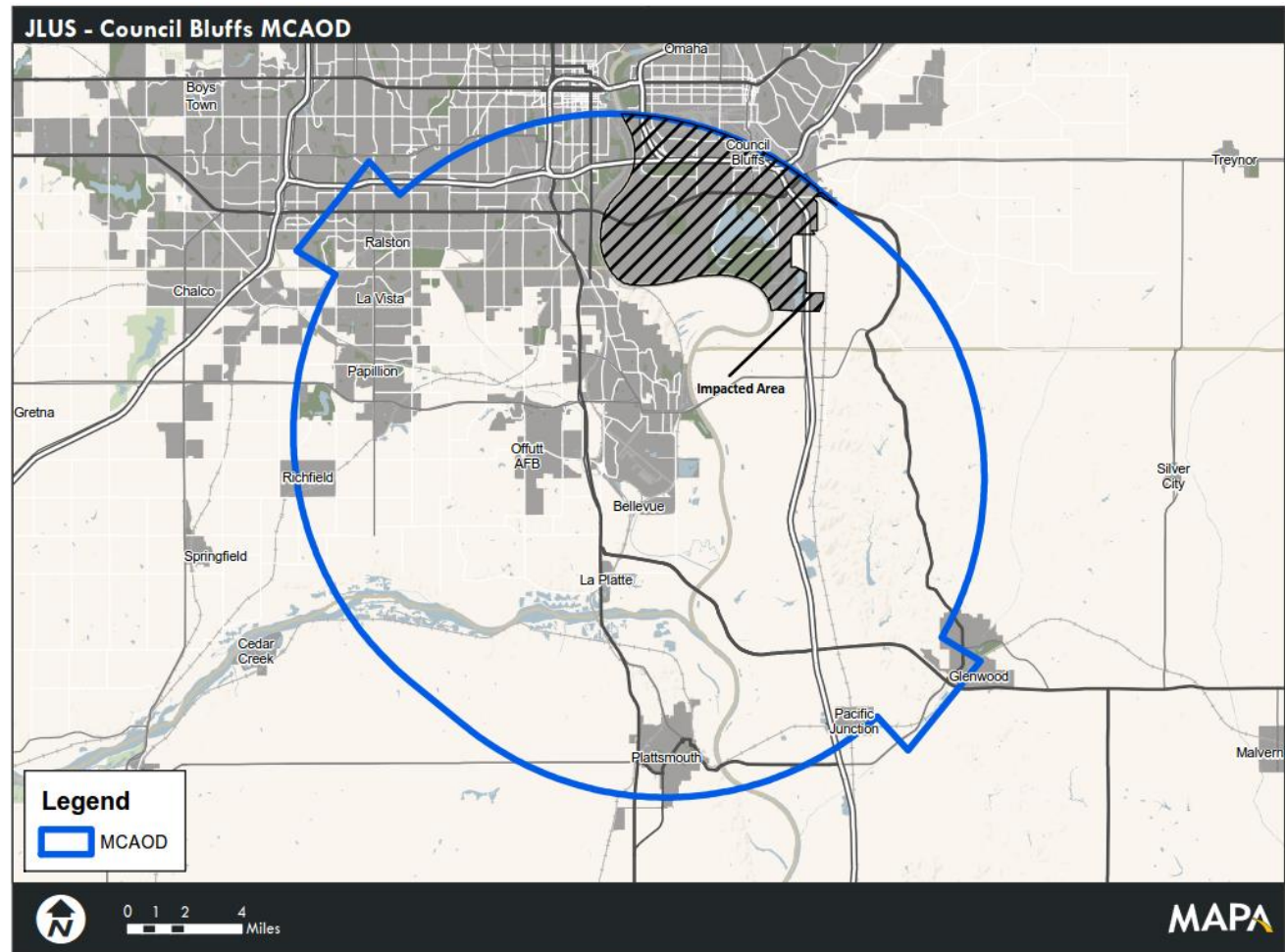
The MCAs, as outline in the image to the right, were designated to accomplish the following:

- 1) Promote an orderly transition between community and military land uses so that land uses remain compatible;
- 2) Protect public health, safety, and welfare;
- 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; and
- 5) Establish compatibility requirements within the five designated areas within the MCAOD.



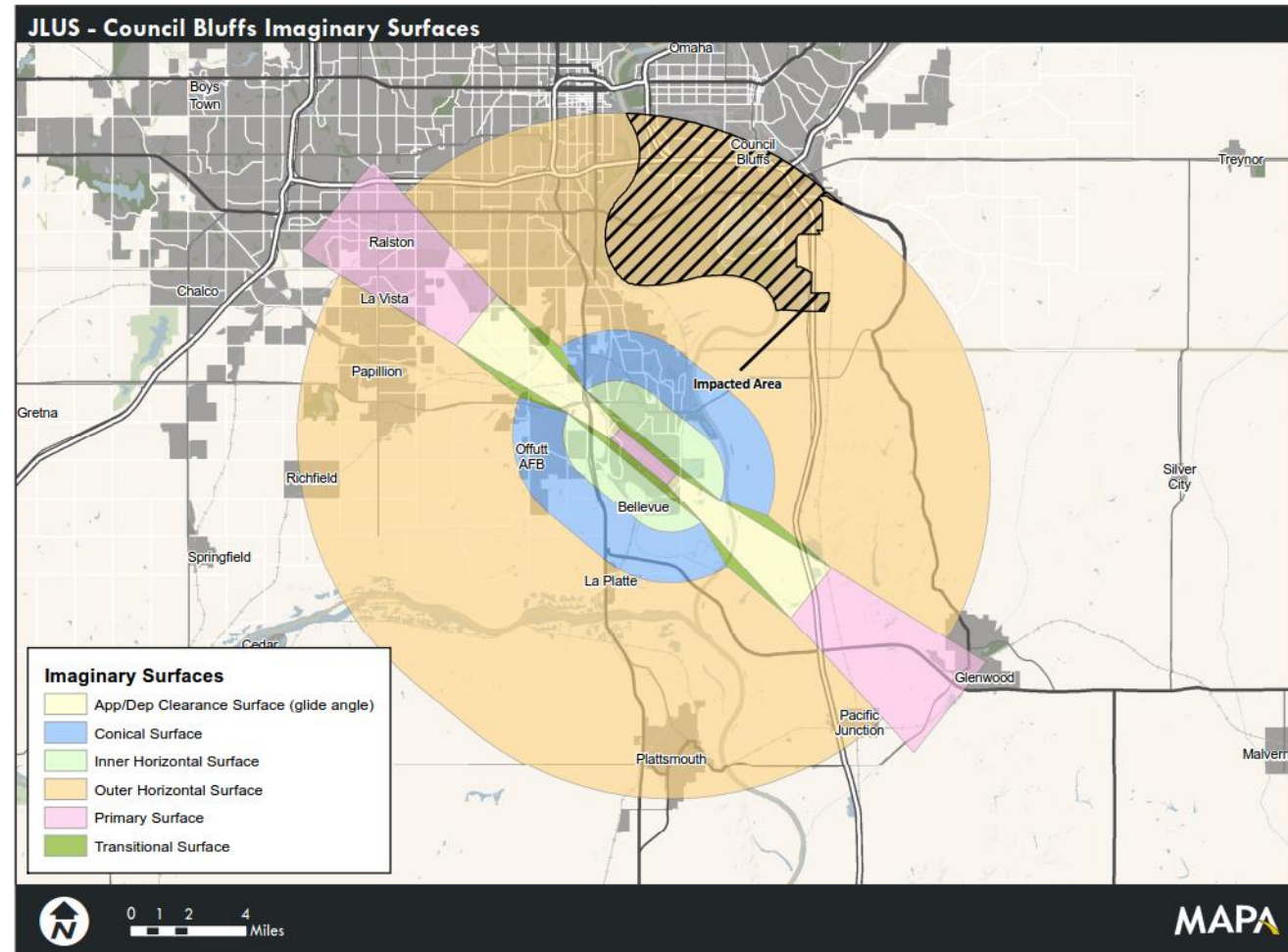
Military Compatibility Area Overlay District (MCAOD)

The entire Area lies in 500 ft. height limit established by the Imaginary Surfaces MCA and between 300 ft. and 500 ft. of the FAR 77.23(a) (2) Obstruction Standards. Height limits are established in the City's Zoning Code for structures and buildings. No district allow the height of structures and buildings above 300 ft. However, the I-3/Heavy Industrial District permits heights up to 300 ft. with heights above 300 ft. allowed by conditional use permit. The I-3 District is intended to accommodate heavy industrial uses. Only the Mid-American Energy coal plat southeast of Lake Manawa is designated as I-3. The City also permits communication up to 200 ft. towers in any zoning districts through a conditional use permit approved by the City.

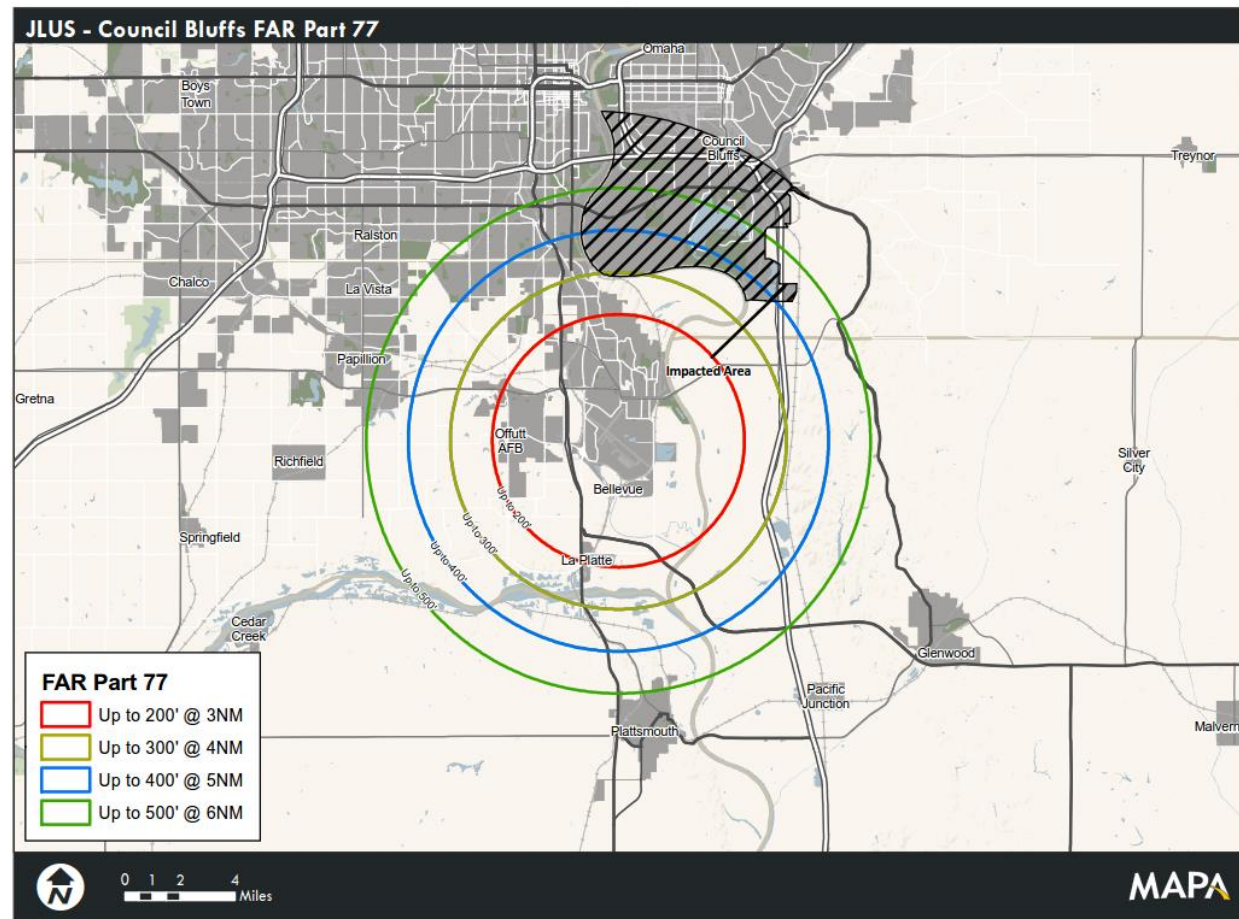


Imaginary Surfaces MCA

The entire Imaginary Surfaces MCA lies within the 500 ft. outer horizontal surface heights limits above the Offutt AFB elevation of 1,049 ft. as established by the Imaginary Surfaces MCA (as seen on the image to the right).

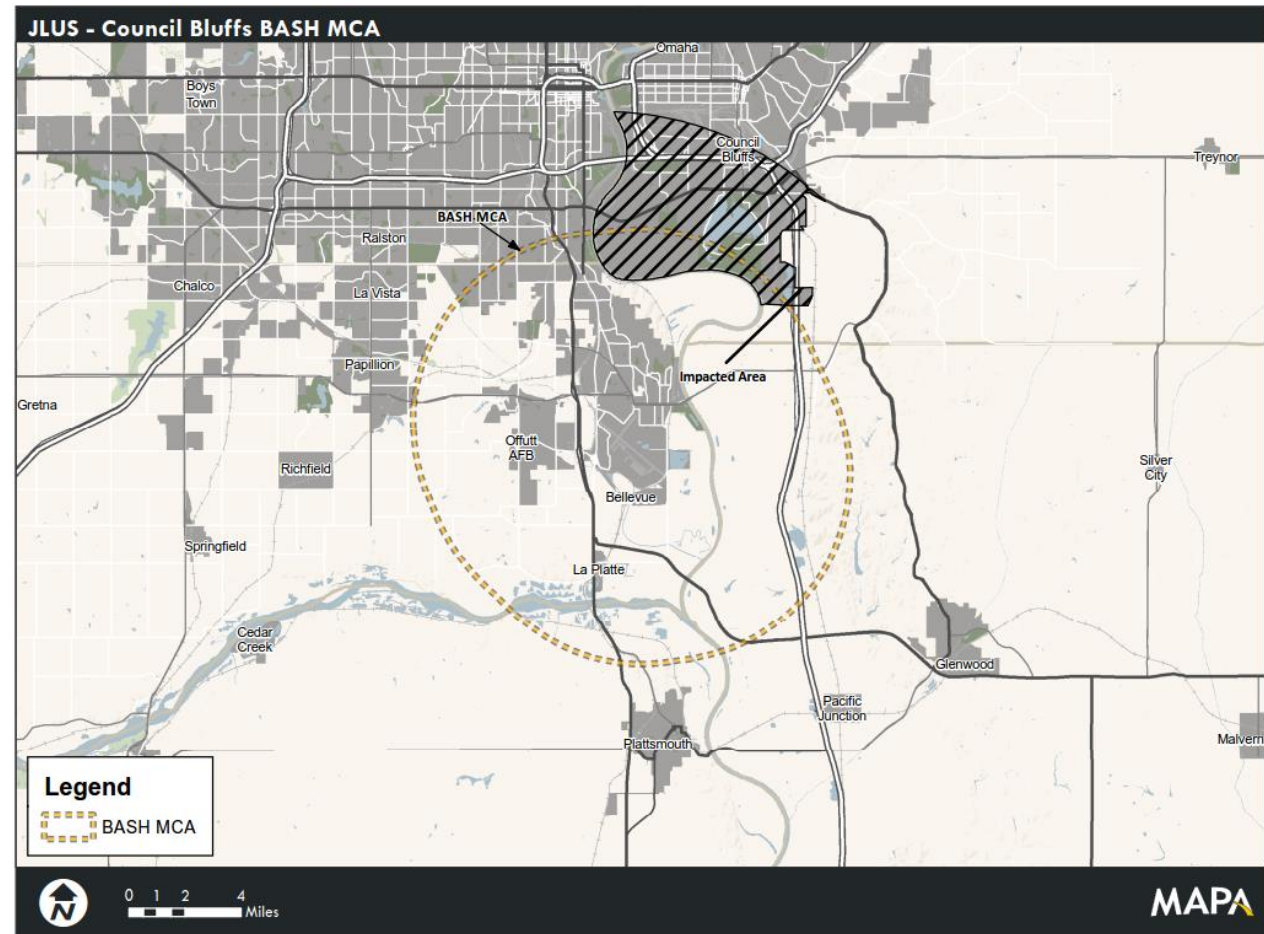


The area also lies between the 200 ft. and 500 ft. contours of the FAR 77.23(a) (2) Obstruction Standards (as shown on the image to the left). Height limits are established in the City's Zoning Code for structures and buildings. The A-3 District permits towers up to 500 ft. as a principal use and towers over 500 ft. as a conditional use. The A-4 District permits towers and is silent on height limitations. Windfarms are also a conditional use in the A-3 and A-4 Districts.



Bird/Wildlife Air Strike (BASH) MCA

The area impacted by the BASH MCA is southwest Council Bluffs. This area is south of Veterans Memorial Highway and west of Lake Manawa. With the exception of residential, recreational, and industrial land uses along Veterans Memorial Highway, a majority of the area is agriculture and Missouri River floodway. Areas south of 55th Avenue have been identified by the Plan to remain agriculture and open space due to routine flooding and limited storm water facilities.



Comprehensive Plan Recommendations

Goal:

Secure the continued viability of unique regional economic assets such as Offutt Airforce Base (AFB)

Objective:

City government will collaborate with Offutt AFB to integrate reasonable measures provisions into City Plans and programs, intended to reduce or avoid conflicts which might threaten the Base's current or potential future mission.

City government will actively engage Offutt AFB leadership in an on-going dialogue regarding issues of mutual interest, including but not limited to prospective land use developments, infrastructure extensions, a land use plan, regulation amendments, and other similar concerns affecting Council Bluffs lands within the MCAOD.

City government will amend its Comprehensive Plan and land use regulations to incorporate a new Military Compatibility Area Overlay District to help implement applicable recommendations of the Joint Land Use Study final report. This new designation and zone will establish land use regulations and procedures deemed necessary to ensure the Base's continued viability.

Goal:

The City will adopt an overlay zone and related standards governing land development located within the Imaginary Surfaces MCA as depicted in the Offutt AFB JLUS. With the exception of fully entitled developments, these regulations shall supersede the underlying zoning in terms of maximum permissible residential density, structure heights, FAR 77.23(a)(2) Obstruction Standards, and permissible land use.

Objective:

City will submit building permits, zoning actions and subdivisions located in the MCA that involve structures and buildings that exceed 300 ft. for review and comment by Offutt AFB prior to approval.

Goal:

The City shall implement a consistent and comprehensive program of collaboration and coordination with Offutt AFB, including but not necessarily limited to formal Memoranda of Understanding, timely opportunities for Offutt personnel to review and comment on proposed plan, policy, and map amendments, as well as projects proposed within the MCAOD boundary.

Goal:

Any such designations of lands located within the MCAOD shall remain and not be “upzoned” to a more intense land use category, unless such change is consistent with land use and other recommendations of the Offutt AFB Joint Land Use Study final report.

COMPREHENSIVE PLAN RECOMMENDATIONS

OMAHA



JOINT LAND
USE STUDY

MAPA Omaha - Council Bluffs
Metropolitan Area
Planning Agency

Offutt Air Force Base Joint Land Use Study

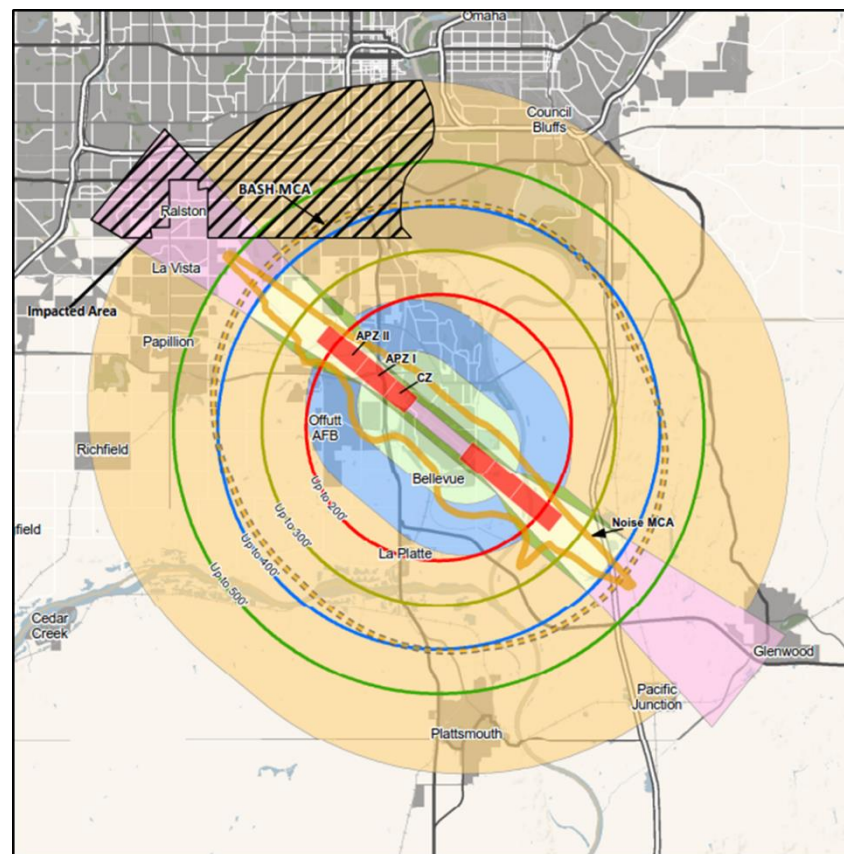
Background

Joint Land Use Study (JLUS) is a land use plan with specific implementation actions to ensure civilian growth and development are compatible with vital training, testing, and other military operations. The JLUS process promotes and enhances civilian and military communication and collaboration, serves as a catalyst to sustain the military mission, and promotes the public health, safety, quality of life, and economic viability of a region. The intent of this planning effort is to foster and enhance an ongoing working relationship between Offutt Air Force Base (AFB), federal and state agencies, neighboring jurisdictions, and local organizations.

The Offutt AFB JLUS Area was designed to address all lands near Offutt AFB that may impact current or future military operations or be impacted by these military operations. A key strategy to guide compatible development and activities without over-regulation is the establishment of five Military Compatibility Areas (MCAs) and a Military Compatibility Area Overlay District (MCAOD). The proposed Offutt AFB MCAOD is an area that incorporates all of the MCAs.

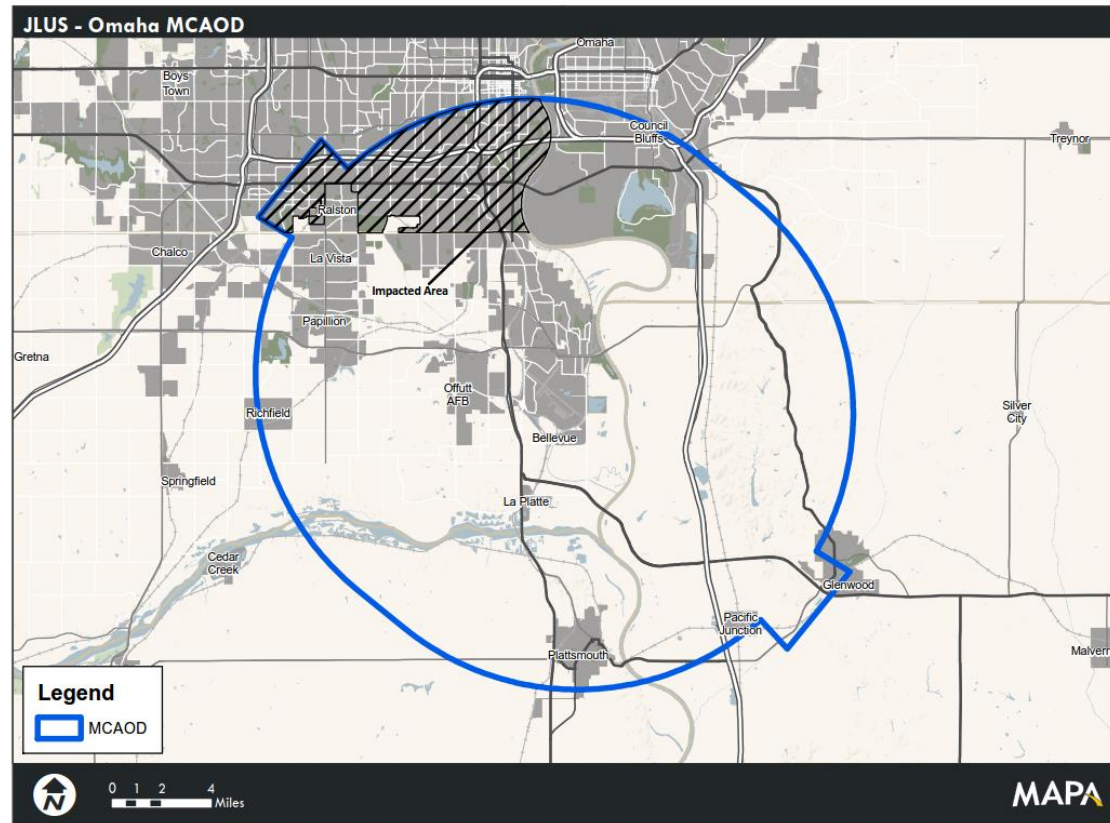
The MCAs, as outline in the image to the right, were designated to accomplish the following:

- 1) Promote an orderly transition between community and military land uses so that land uses remain compatible;
- 2) Protect public health, safety, and welfare;
- 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; and
- 5) Establish compatibility requirements within the five designated areas within the MCAOD.



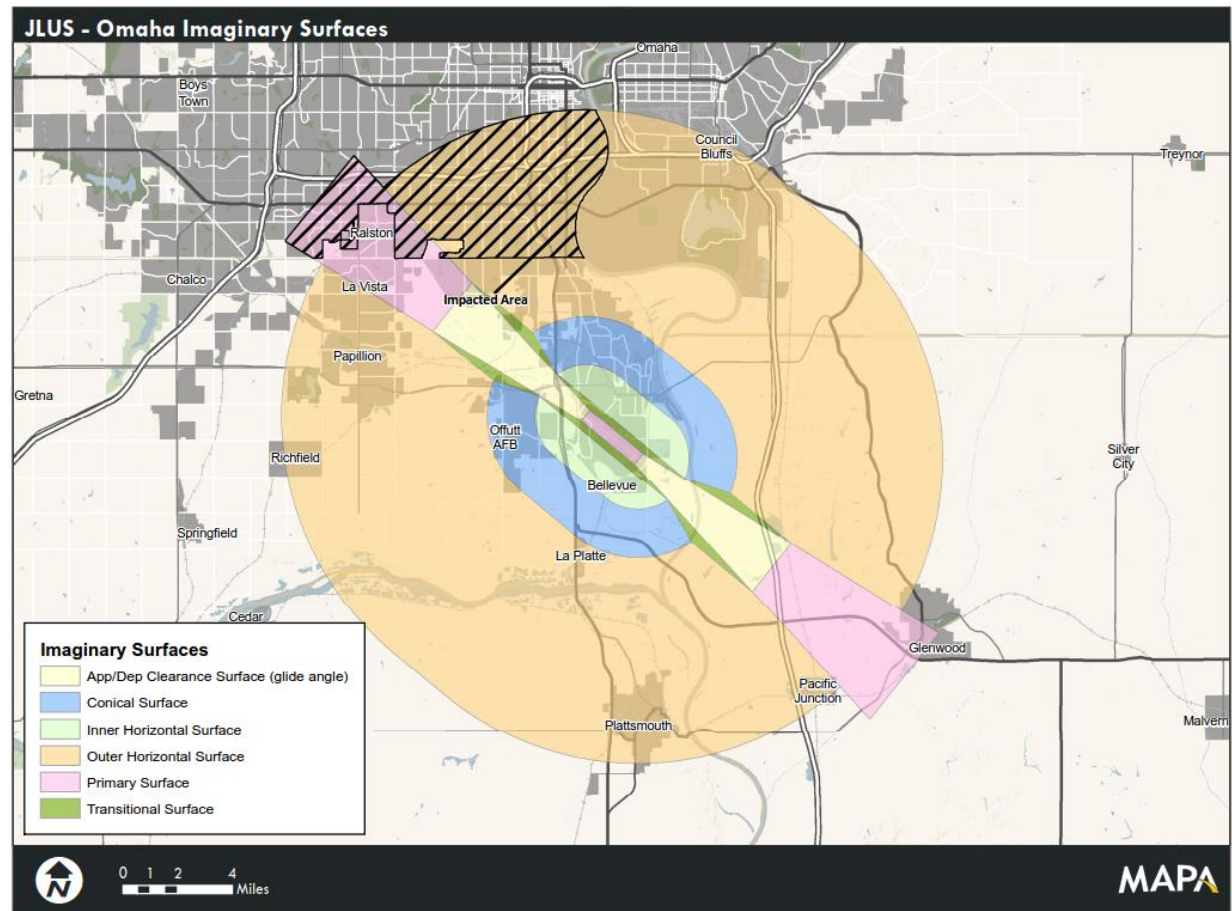
Military Compatibility Area Overlay District (MCAOD)

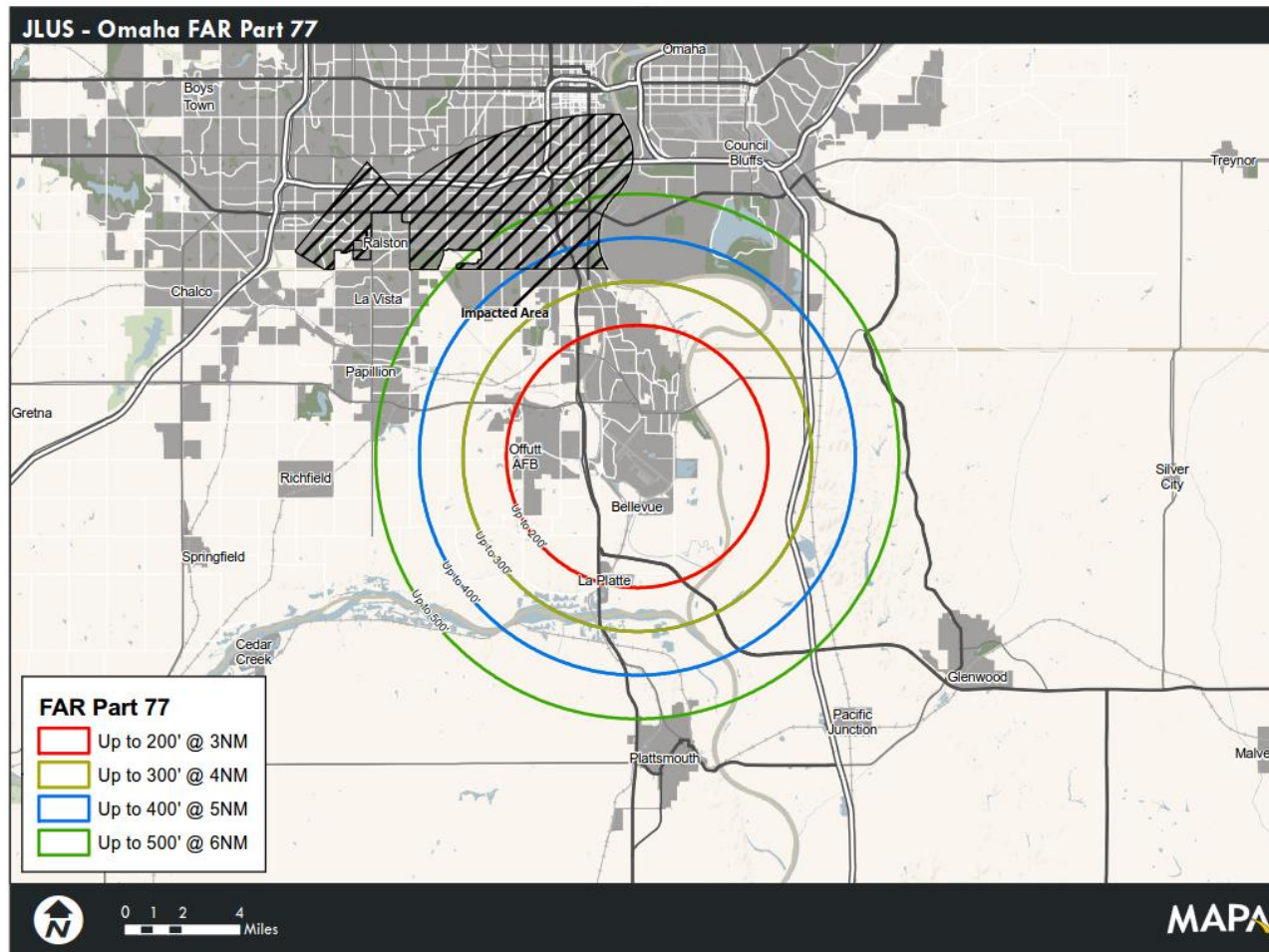
The Area contains a mixture of land use types. Residential development surrounds the central business district and extends in all directions except east. Residential development is in a compact grid pattern with lower residential densities in topographically challenge areas along the Missouri River bluffs to the north and southeast. Agricultural and rural residential land uses are located in the northern and western quadrants of the Area. Commercial development is concentrated within the central business district and along Highway 75. Industrial land uses is limited to several larger industrial projects located southwest of the Highway 66 and 75 intersection as well at East Wiles Road and Chicago Avenue.



Imaginary Surfaces MCA

The entire Area lies within the 500 ft. height limit established by the Imaginary Surfaces MCA. Height limits are established in the City's Zoning Code for structures and buildings. No district allow the height of structures and buildings above 120 ft. within the Imaginary Surface MCA.

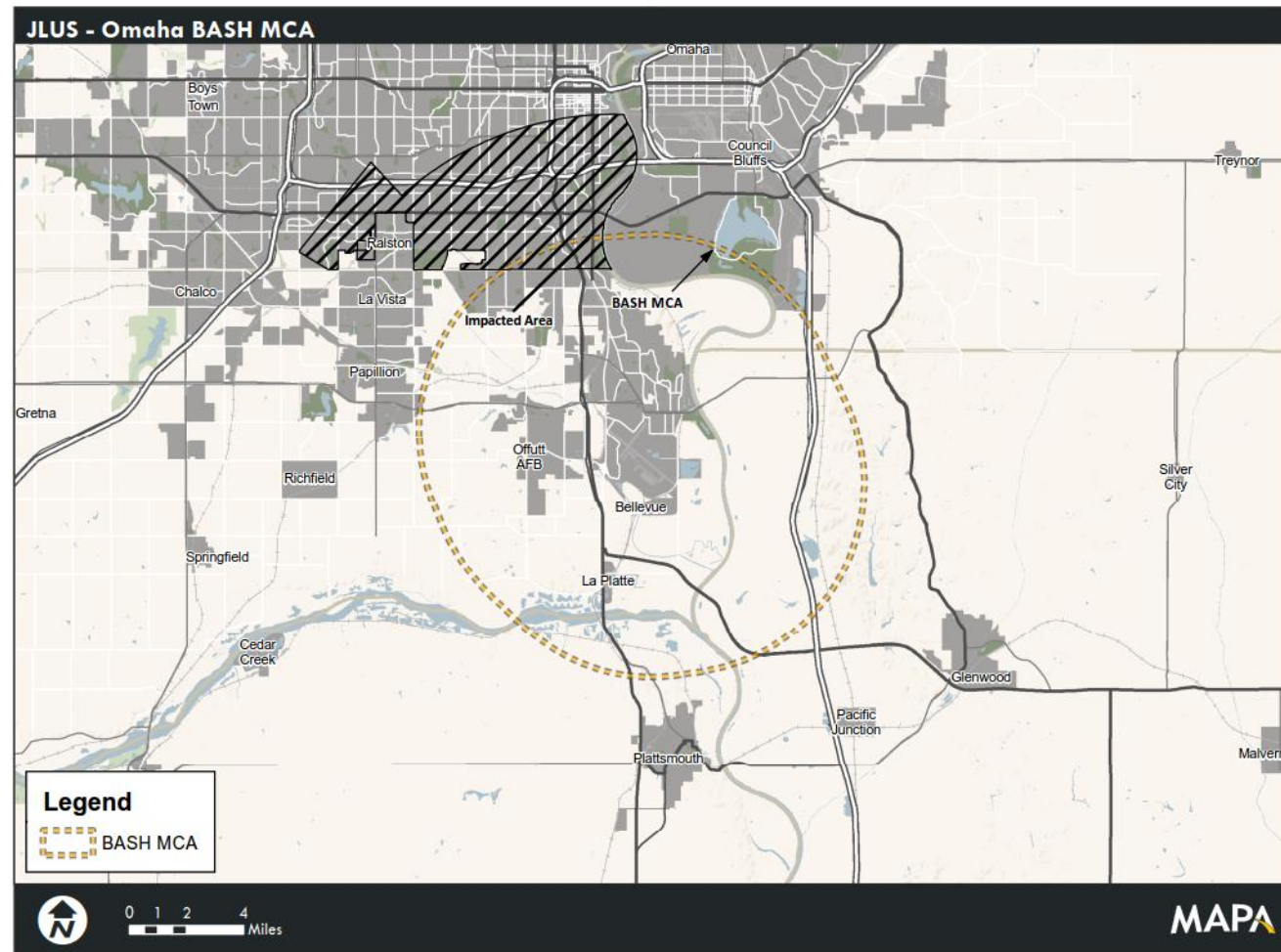




Aviation Regulation Part 77 (FAR Part 77) height limit require minimization of vertical obstructions (e.g., buildings, telecommunications facilities, recreational facilities, energy transmission/generation towers, etc.). The Area is between the 400 ft. and 500 ft. of the FAR 77.23(a)(2) Obstruction Standards.

Bird/Wildlife Air Strike (BASH) MCA

The area impacted by the BASH MCA is southeast Omaha. This area is east of 42nd Street and south of Q Street. With the exception of civic, commercial, open space and industrial land use, a majority of the area is low density residential with in the BASH MCA. Industrial use in most prominent along the west side of Highway 75. There are several construction debris landfills located within the BASH MCA.



Comprehensive Plan Recommendations

Goal:

Secure the continued viability of unique regional economic assets such as Offutt Airforce Base (AFB)

Objective:

City government will collaborate with Offutt AFB to integrate reasonable measures provisions into City Plans and programs, intended to reduce or avoid conflicts which might threaten the Base's current or potential future mission.

City government will actively engage Offutt AFB leadership in an on-going dialogue regarding issues of mutual interest, including but not limited to prospective land use developments, infrastructure extensions, a land use plan, regulation amendments, and other similar concerns affecting Omaha lands within the MCAOD.

City government will amend its Comprehensive Plan and land use regulations to incorporate a new Military Compatibility Area Overlay District to help implement applicable recommendations of the Joint Land Use Study final report. This new designation and zone will establish land use regulations and procedures deemed necessary to ensure the Base's continued viability.

Goal:

The City will adopt an overlay zone and related standards governing land development located within the Imaginary Surfaces MCA as depicted in the Offutt AFB JLUS. With the exception of fully entitled developments, these regulations shall supersede the underlying zoning in terms of structure heights, FAR 77.23(a)(2) Obstruction Standards, and permissible land use.

Objective:

City will submit building permits, zoning actions and subdivisions located in the MCA that involve structures and buildings that exceed 400 ft. for review and comment by Offutt AFB prior to approval.

Objective:

Submit permits for communication towers located within the MCA of Offutt AFB for comment if they are at or above 400 ft in height and located within the Imaginary surfaces MCA.

Objective:

Submit permits for wind energy conservation systems within the MCA to Offutt AFB for comment if they are at or above 400 ft in height and located within the Imaginary surfaces MCA.

Goal:

The City will incorporate guidelines on siting developments outside the BASH MCA which would threaten the Base's current or potential future mission

Objective:

The City will submit plans of outdoor solid waste landfills within the BASH MCA to Offutt AFB for review and comment prior to approval.

Goal:

The City shall implement a consistent and comprehensive program of collaboration and coordination with Offutt AFB, including but not necessarily limited to formal Memoranda of Understanding, timely opportunities for Offutt personnel to review and comment on proposed plan, policy, and map amendments, as well as projects proposed within the MCAOD boundary.

Goal:

Any such designations of lands located within the MCAOD shall remain and not be "upzoned" to a more intense land use category, unless such change is consistent with land use and other recommendations of the Offutt AFB Joint Land Use Study final report.

COMPREHENSIVE PLAN RECOMMENDATIONS

PLATTSMOUTH



JOINT LAND
USE STUDY

MAPA

Omaha - Council Bluffs
Metropolitan Area
Planning Agency

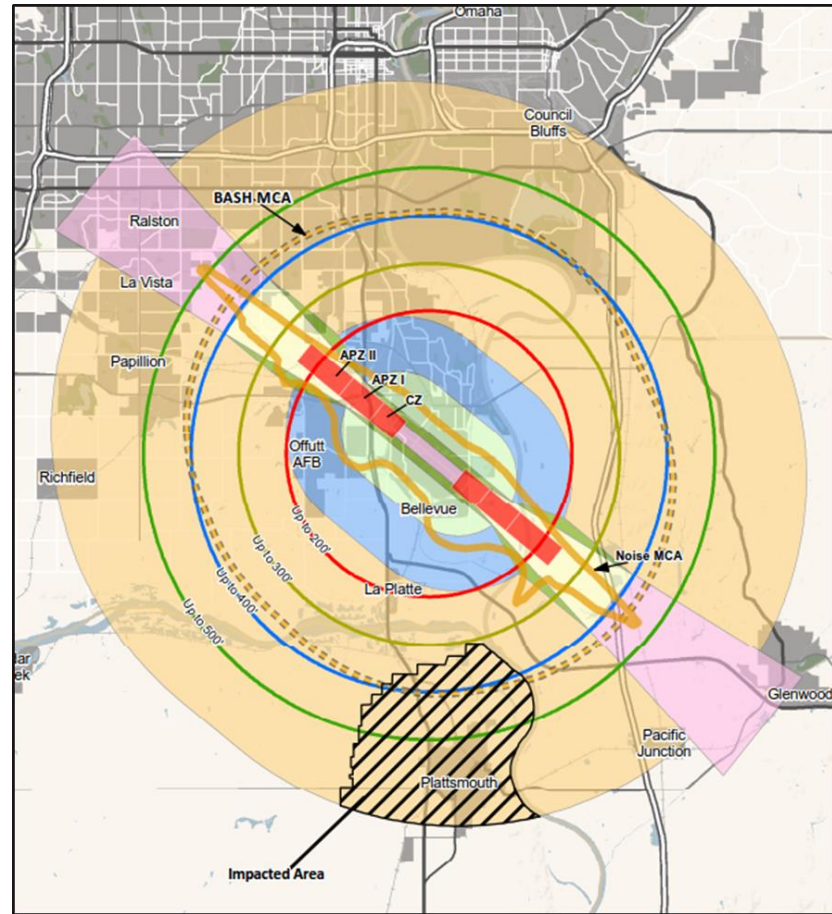
Offutt Air Force Base Joint Land Use Study Background

The Joint Land Use Study (JLUS) is a land use plan with specific implementation actions to ensure that civilian growth and development are compatible with vital training, testing, and other military operations at Offutt Air Force Base (AFB). The JLUS process promotes and enhances civilian and military communication and collaboration, serves as a catalyst to sustain the military mission, and promotes the public health, safety, quality of life, and economic viability of the region. The intent of this planning effort is to foster and enhance an ongoing working relationship between Offutt AFB, federal and state agencies, neighboring jurisdictions, and local organizations.

The Offutt AFB JLUS Area was designed to address all lands near Offutt AFB that may impact current or future military operations or be impacted by these military operations. A key strategy to guide compatible development and activities without over-regulation is the establishment of five Military Compatibility Areas (MCAs) and a Military Compatibility Area Overlay District (MCAOD). The proposed Offutt AFB MCAOD is an area that incorporates all of the MCAs.

The MCAs, outlined in the image to the right, were designated to accomplish the following:

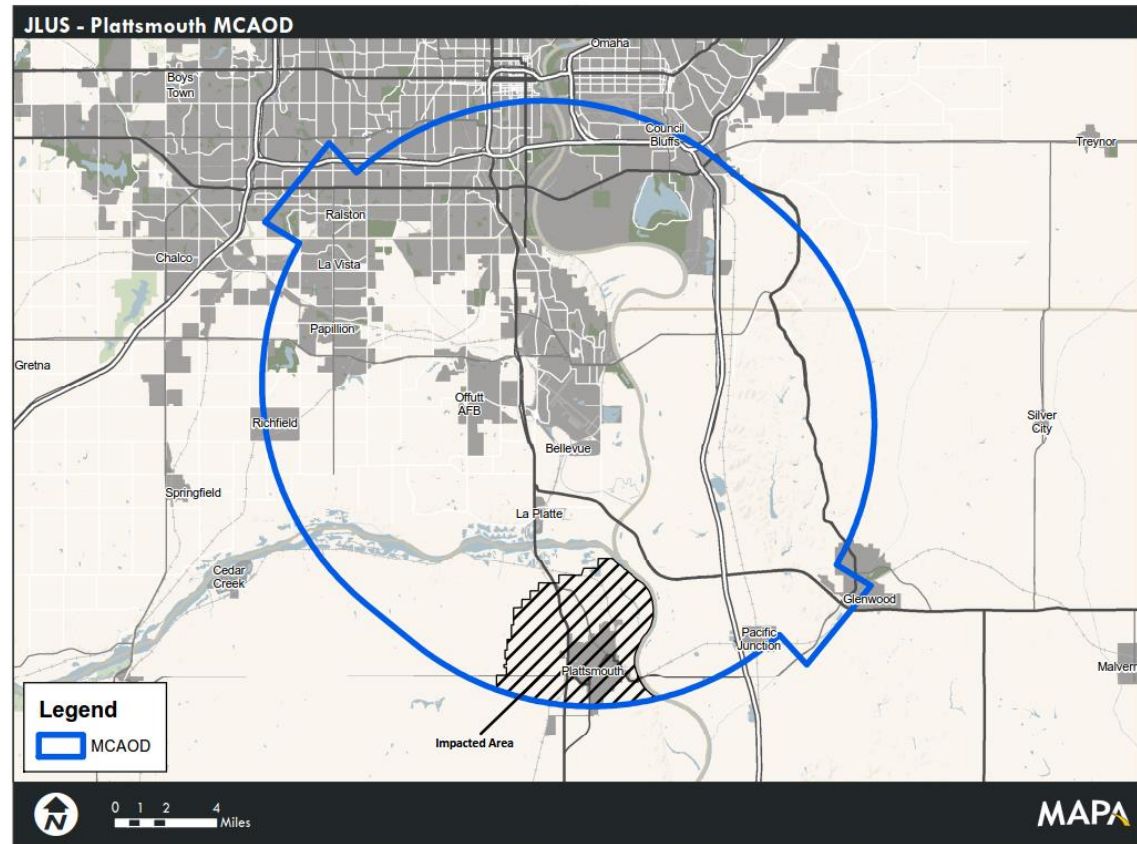
- 1) Promote an orderly transition between community and military land uses to ensure land use compatibility;
- 2) Protect public health, safety, and welfare;
- 3) Maintain operational capabilities of military installations and areas;
- 4) Promote an awareness of the size and scope of military training areas, while protecting areas separate from the actual military installation (e.g., critical air space) used for training purposes; and
- 5) Establish compatibility requirements within the five designated areas within the MCAOD.



Plattsmouth Comp Plan Recommendations

Military Compatibility Area Overlay District (MCAOD)

The Impact Area, which consists of the City of Plattsmouth and its Extra Territorial Jurisdiction (ETJ), contains a mixture of land use types. Residential development surrounds the central business district and extends in all directions except east. Residential development is in a compact grid pattern with lower residential densities in topographically challenged areas along the Missouri River bluffs to the north and southeast. Agricultural and rural residential land uses are located in the northern and western quadrants of the Impact Area. Commercial development is concentrated within the central business district and along US Highways 34/75. Industrial land uses are limited to several larger industrial projects located southwest of the NE Highway 66 and US Hwy 34/75 intersection, and at the intersection of East Wiles Road and Chicago Avenue.

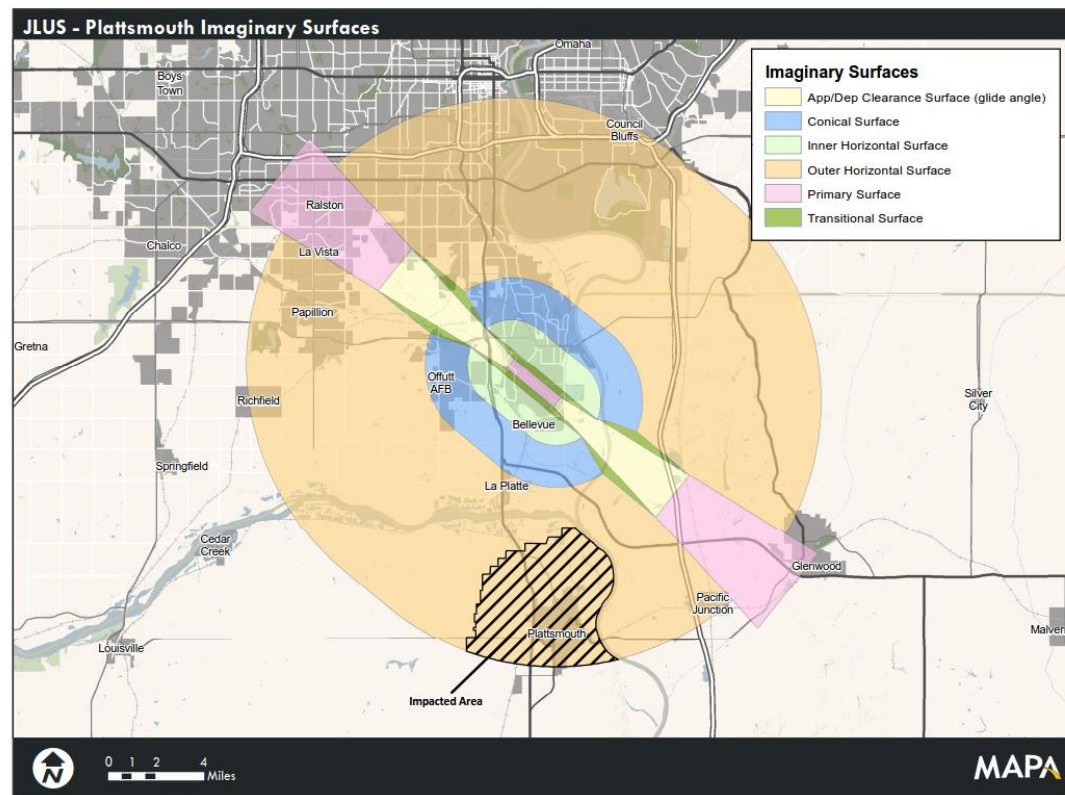


Plattsmouth Comp Plan Recommendations

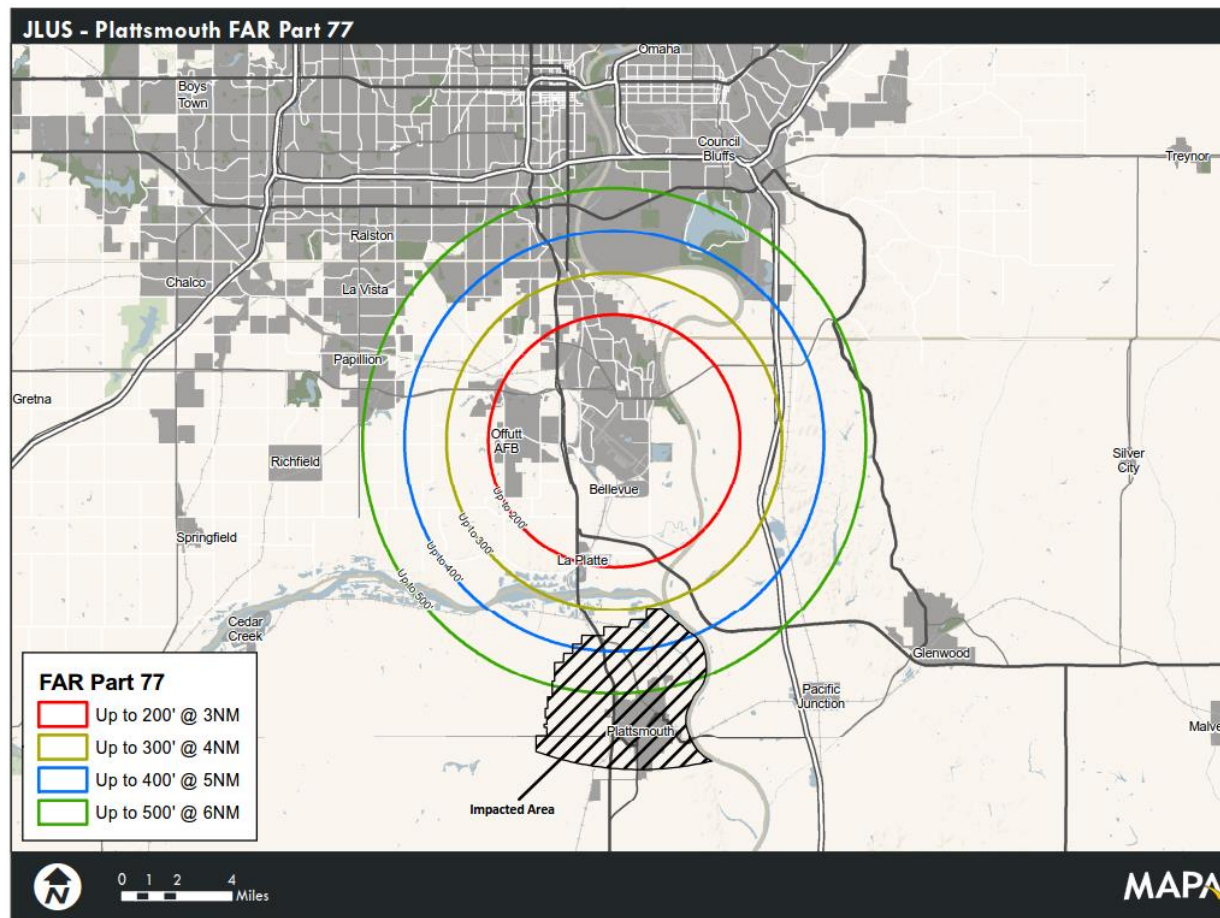
Imaginary Surfaces MCA

The entire Impact Area lies within the 500 ft. height limit established by the Imaginary Surfaces MCA. Height limits, established in the City's Zoning Code for structures, range from 36 ft. to 72 ft. Height exceptions of up to 125% of the base district limits are permitted through a special use permit for private radio towers and some vertical projections.

Wind energy systems are permitted as a right or as a special use permit in all districts except the CBD district with height exceptions of up to 150% of the base district limits. Communication towers are permitted as a special use permit in the AG, RR, UC, GC, BP, GI and HI districts to a height of up to 180 ft. and above 180 ft. if consistent with airport zoning regulations.



Plattsmouth Comp Plan Recommendations

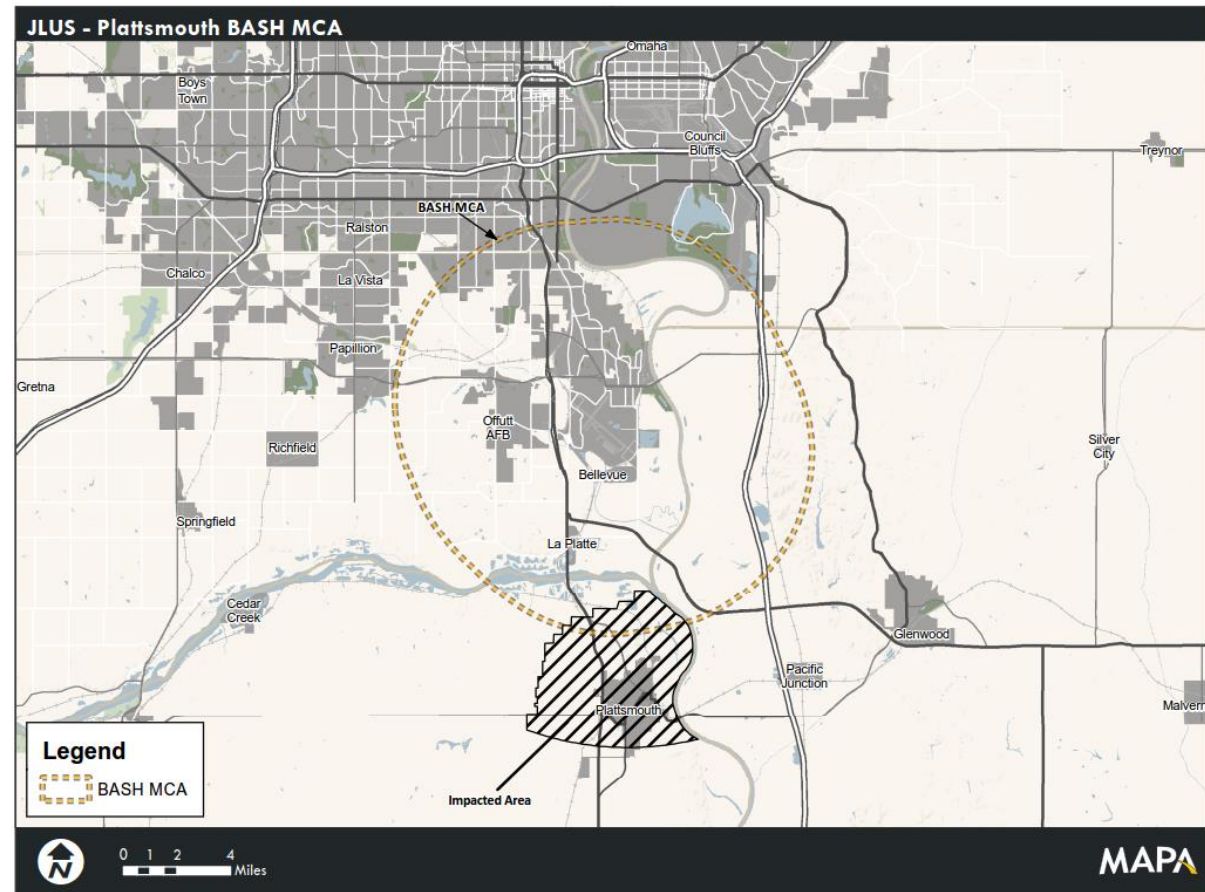


Federal Aviation Regulation Part 77 (FAR Part 77) height limit require minimization of vertical obstructions (e.g., buildings, telecommunications facilities, recreational facilities, energy transmission/generation towers, etc.). The Area is between 400 ft. and 500 ft. of the FAR 77.23(a)(2) Obstruction Standards.

Plattsmouth Comp Plan Recommendations

Bird/Wildlife Air Strike (BASH) MCA

The area impacted by the BASH MCA is roughly a mile north of Plattsmouth, but still within the City's ETJ. Land east of Pioneer Trail and north of Oreapolis Road is within the floodplain.



Comprehensive Plan Recommendations

Goal:

Secure the continued viability of unique regional economic assets such as Offutt Air Force Base (AFB)

Objective:

City government will collaborate with Offutt AFB to integrate reasonable measures and provisions into City Plans and programs, intended to reduce or avoid conflicts which might threaten the current or potential future mission of Offutt AFB.

City government will engage Offutt AFB leadership in ongoing dialogue regarding issues of mutual interest, including (but not limited to) prospective land use developments, infrastructure extensions, land use planning, regulation amendments, and other similar concerns affecting Plattsmouth lands within the MCAOD.

It is recommended that the City government amend its Comprehensive Plan to reflect applicable recommendations of the 2015 Joint Land Use Study Final Report.

Goal:

The City will adopt an overlay zone and related standards governing land development located within the Imaginary Surfaces MCA and BASH MCA as depicted in the 2015 Offutt AFB JLUS. These regulations shall supersede the underlying zoning in terms of maximum permissible residential density, structure heights, FAR 77.23(a)(2) Obstruction Standards, and permissible land use, with the exception of fully entitled developments (legal agreements with the governing body to allow a certain building type to occur on the site).

Objective:

Submit permits for structures, including communication towers and wind energy conservation systems, over 300 ft. located within the Imaginary Surfaces MCA and FAR 77.23(a)(2) Obstruction Standards of Offutt AFB Base Community Planner for comment.

Objective:

Submit permits for outdoor solid waste landfills within the BASH MCA to the Offutt AFB Base Community Planner for comment.

Plattsmouth Comp Plan Recommendations

Goal:

The City shall establish consistent and comprehensive programs, entities and/or initiatives which foster collaboration and coordination with Offutt AFB.

Goal:

The City will evaluate permit, zoning, and subdivision actions against the goals established in the Offutt AFB Joint Land Use Study Final Report and provide an opportunity for review and comment from the Offutt AFB Base Community Planner prior to approval.

COMPREHENSIVE PLAN RECOMMENDATIONS

CASS COUNTY



JOINT LAND
USE STUDY

MAPA Omaha - Council Bluffs
Metropolitan Area
Planning Agency

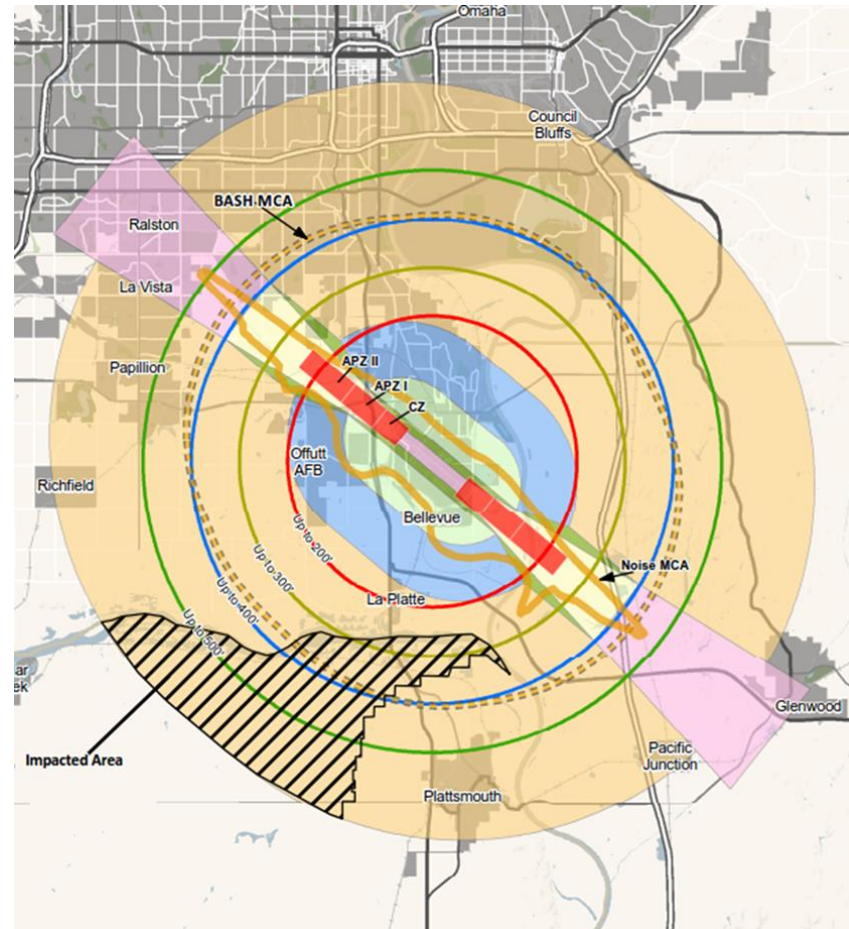
Offutt Air Force Base Joint Land Use Study Background

The Joint Land Use Study (JLUS) is a land use plan with specific implementation actions to ensure that civilian growth and development are compatible with vital training, testing, and other military operations at Offutt Air Force Base (AFB). The JLUS process promotes and enhances civilian and military communication and collaboration, serves as a catalyst to sustain the military mission, and promotes the public health, safety, quality of life, and economic viability of the region. The intent of this planning effort is to foster and enhance an ongoing working relationship between Offutt AFB, federal and state agencies, neighboring jurisdictions, and local organizations.

The Offutt AFB JLUS Area was designed to address all lands near Offutt AFB that may impact current or future military operations or be impacted by these military operations. A key strategy to guide compatible development and activities without over-regulation is the establishment of five Military Compatibility Areas (MCAs) and a Military Compatibility Area Overlay District (MCAOD). The proposed Offutt AFB MCAOD is an area that incorporates all of the MCAs.

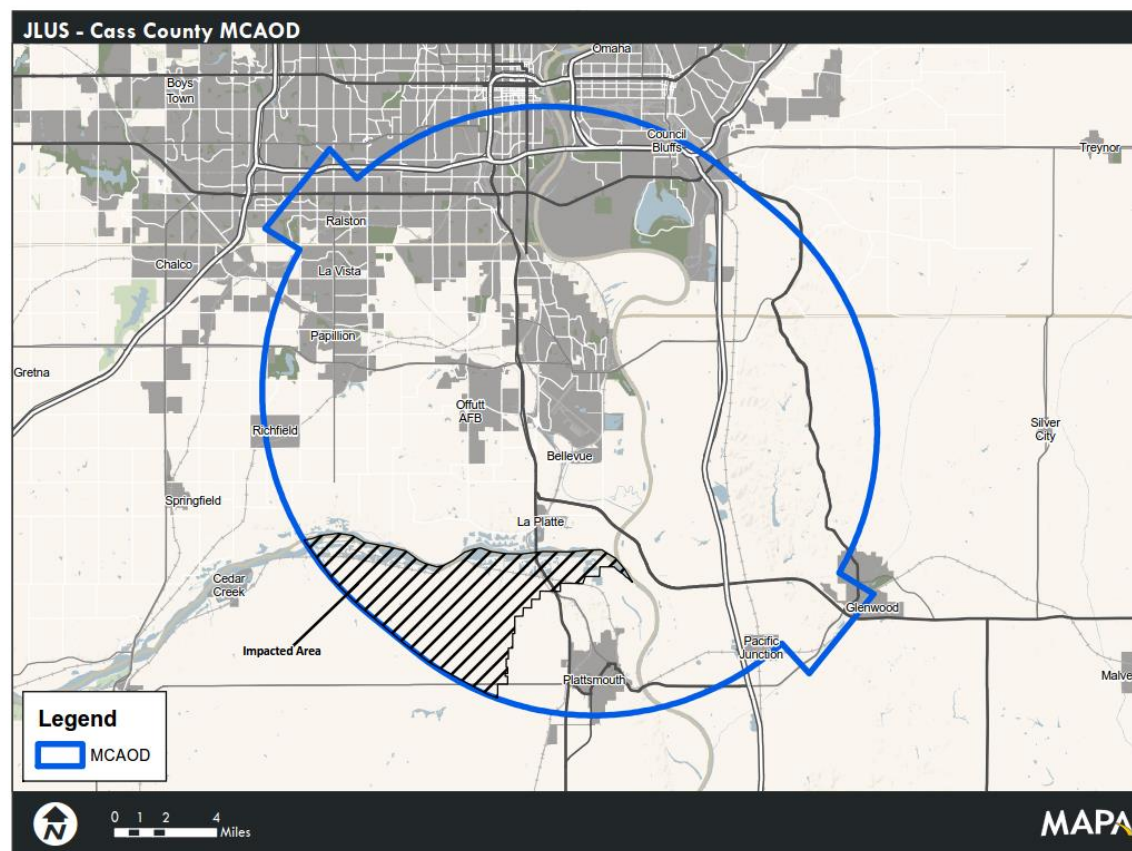
The MCAs, outlined in the image to the right, were designated to accomplish the following:

- 1) Promote an orderly transition between community and military land uses to ensure land use compatibility;
- 2) Protect public health, safety, and welfare;
- 3) Maintain operational capabilities of military installations and areas;
- 4) Promote an awareness of the size and scope of military training areas, while protecting areas separate from the actual military installation (e.g., critical air space) used for training purposes; and
- 5) Establish compatibility requirements within the five designated areas within the MCAOD.



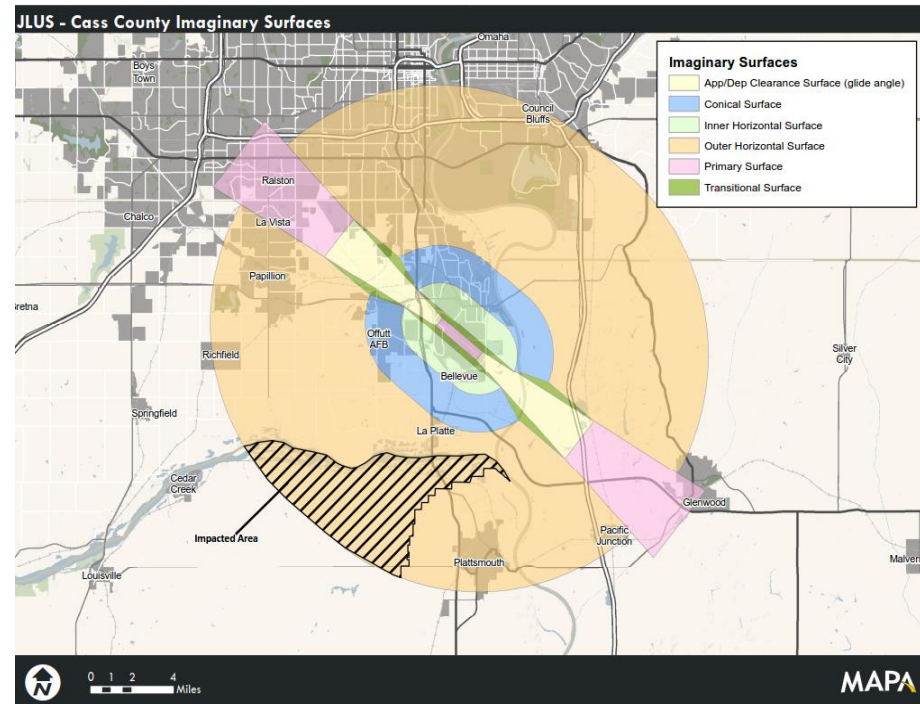
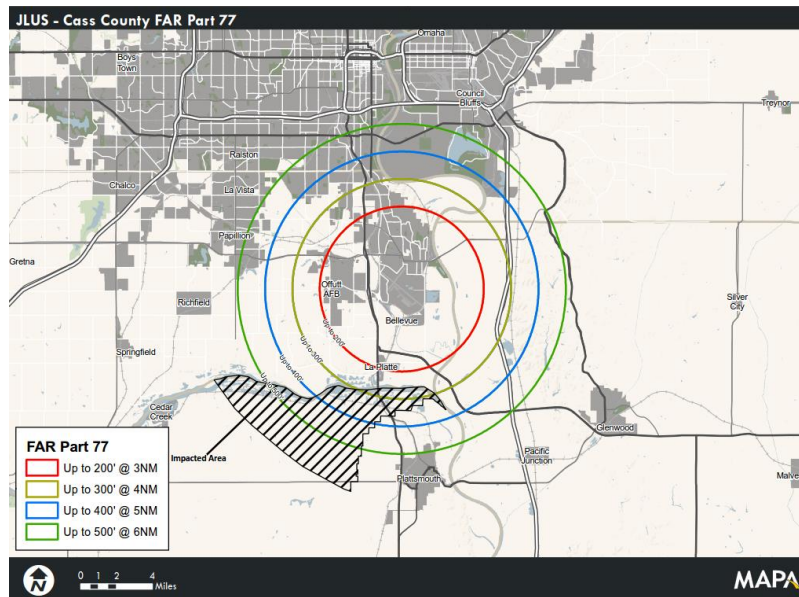
Military Compatibility Area Overlay District (MCAOD)

The Military Compatibility Area Overlay District (MCAOD) is the primary land use impact resulting from the Offutt Airforce Base JLUS Study. Creating a district overlay approximately 10-miles around Offutt AFB, the MCAOD is designed to ensure the compatibility of new development with the uses associated with the military installation. Most recommended regulations in the MCAOD such as structure height, land use, etc. are less restrictive than those already in place in Cass County. Not every participating jurisdiction needs to incorporate every MCA listed in the JLUS as they are not applicable to every district. Comprehensive plan recommendations for each jurisdiction reflect only the applicable MCA's.



Imaginary Surfaces MCA

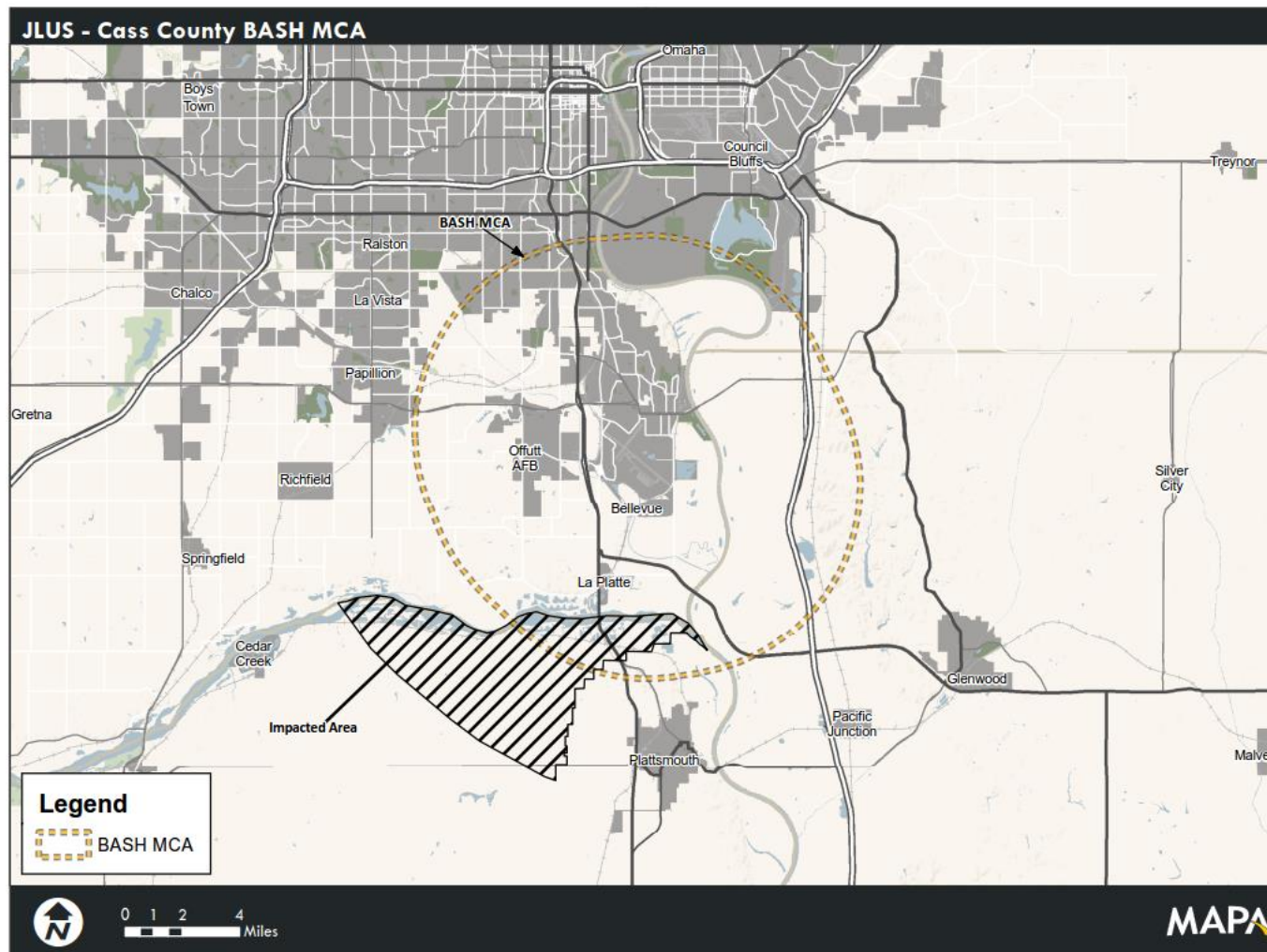
The entire Imaginary Surfaces MCA lies between the 200 ft. conical surface contour to 500 ft. outer horizontal surface heights limits above the Offutt AFB elevation of 1,049 ft. as established by the Imaginary Surfaces MCA.



The Area also lies between the 200 ft. and 500 ft. contours of the FAR 77.23(a)(2) Obstruction Standards. Height limits are established in the County's Zoning Code for structures and but are not specified for conditional uses. No district allow the height of buildings above 65 ft. Height exceptions are permitted through conditional use permits.

Bird/Wildlife Air Strike (BASH) MCA

The area impacted by the BASH MCA is mostly within the Conservation Overlay. Land within the BASH, but outside the Conservation Overlay is zoned as Transitional Agriculture (TA).



Comprehensive Plan Recommendations

Recommendations to the Cass County Comprehensive Plan are provided through a review of the plan and recommendations that could be incorporated throughout. The goal is to include language that into the comprehensive plan update that reflects the issues that must be addressed within each MCA within Cass County.

SECTION 4: ACHIEVE

Continuous Goals

Section 4.2 of the comprehensive plan identifies future land use and economic development as continues goals. Both of the goals should incorporate Offutt Air Force Base (AFB) and the JLUS are part the decision making process. An added goal should be to formally adopt and fully implement the recommendations of the Offutt Air Force Base Joint Land Use Study. The Offutt JLUS plays an important part of both land use, development standards, and economic development decisions.

Land Use

Section 4.3 discuss the utilization of the Cass County Future Land Use Plan, which is later broken out by land use districts. All land use within the MCAOD should attain goals that incorporate Offutt Air Force Base (AFB) and the JLUS be a part of the decision making process.

Agricultural (AG, AG/REC, TA, IND/AG District) - Any such designations of lands located within the MCAOD shall remain and not be “upzoned” to a more intense land use category, unless such change is consistent with land use and other recommendations of the Offutt AFB Joint Land Use Study final report.

Residential (RES District, RR District) - any such proposed residential within the MCAOD shall not be approved unless such new designation is consistent with the land use and other standards established in the MCAOD.

Offutt Airforce Base Military Compatibility Overlay District

In addition to the recommended changes to incorporate JLUS language into the land regulations, there should be a separate entry to the comprehensive plan outlining the need for the Offutt Airforce Base Military Compatibility Overlay District (MCAOD).

Offutt Airforce Base Military Compatibility Overlay District (MCAOD)- *In order to assist with the implementation of the land use and other recommendations of the Joint Land Use Study, the County will create an MCAOD designation on its land use map and a corresponding land development regulation. The County finds that the MCAOD, its objectives, standards and requirements are generally consistent with the County's plans and objectives for this unique area and that adoption and administration of the MCAOD and related regulations will compliment and support County efforts to limit development in areas lacking necessary infrastructure, to promote the retention of viable farmland and grazing lands, to protect critical watershed lands and to otherwise promote the orderly and efficient development of Cass County.*

The MCAO will include standards and procedures governing land use, lighting design, noise and vibration attenuation, structure height and other provisions necessary to secure outcomes that are of mutual benefit to the County, to Offutt AFB and to the region.

SECTION 5: IMPLEMENT

The Comprehensive Plan has both non-regulatory and voluntary recommendations for planning, but not engagement, with a communication strategy with Offutt AFB. Under *Section 5.6: Continued Public Participation and Partnerships*, a communication strategy should be required. Offutt AFB should also be listed as one the entities that directly impact Cass County.

A communication strategy for Offutt AFB would be as followed:

Communication

The recommendation of this Comprehensive Plan to maintain fluid and open communication between Offutt AFB and the County. The County will designate a staff member to serve as a single point of contact with Offutt AFB (the "County Coordinating Official"). The County Coordinating Official and the Offutt AFB Community Planner - or other Offutt representation - will regularly coordinate with each other in order to remain abreast of any changes in mission or training operations that could have off-base impacts on the County, its residents, or businesses

Land Use and Development Goals, Policies, and Implementation Measures

Goal: *To support the continued viability of Offutt AFB through the reduction, elimination or mitigation of present and/or future compatibility issues.*

Policy: *The County will make good faith and timely efforts to pursue the Offutt AFB JLUS Implementation Report's recommendations by formally adopting and carrying out a comprehensive set of policies, strategies and actions.*

- Implementation Measure: Amend the County Comprehensive Plan to incorporate and prioritize goals, policies and actions deemed necessary to assure that land use decisions are carried out in ways that diminish existing conflicts and avoid creating new conflicts.*
- Implementation Measure: Adopt and administer a MCAOD and regulation consistent with the overlay extent recommended in the Offutt AFB JLUS Report and including regulations, standards and procedures for the following subordinate Military Compatibility Areas (“MCAs”)*
- Implementation Measure: Provide specific appropriate Offutt AFB personnel with advance notification of proposed or pending development applications within the MCAOD overlay areas, including sufficient time for Offutt AFB to review and submittal of comments to applicable County staff and/or authorities.*
- Implementation Measure: Amend as necessary, conditional use standards and criteria to address existing or potential compatibility issues, specifically for land uses in conflict with Offutt AFB JLUS recommendations. Such provisions should specifically require consideration of these issues, including the issue’s impact on Offutt AFB and on the proposed use, as well as permissible conditions and modifications to mitigate any such conflicts.*
- Implementation Measure: The County will avoid approving development plans and related development agreements which contain land use elements in significant conflict with JLUS recommendations, in terms of density, structure heights and with respect to the siting of sensitive land uses.*
- Implementation Measure: The County will include the Offutt AFB as a partner with regard to the timely development, review and ultimately, the form and substance of County Comprehensive Plan and Land Use Regulation amendments, with specific emphasis on any such prospective amendments that would impact land within the JLUS’s recommended overlay zone, or which relate to high priority compatibility concerns identified in the most recent JLUS Report.*

COMPREHENSIVE PLAN RECOMMENDATIONS

DOUGLAS COUNTY



JOINT LAND
USE STUDY

MAPA

Omaha - Council Bluffs
Metropolitan Area
Planning Agency

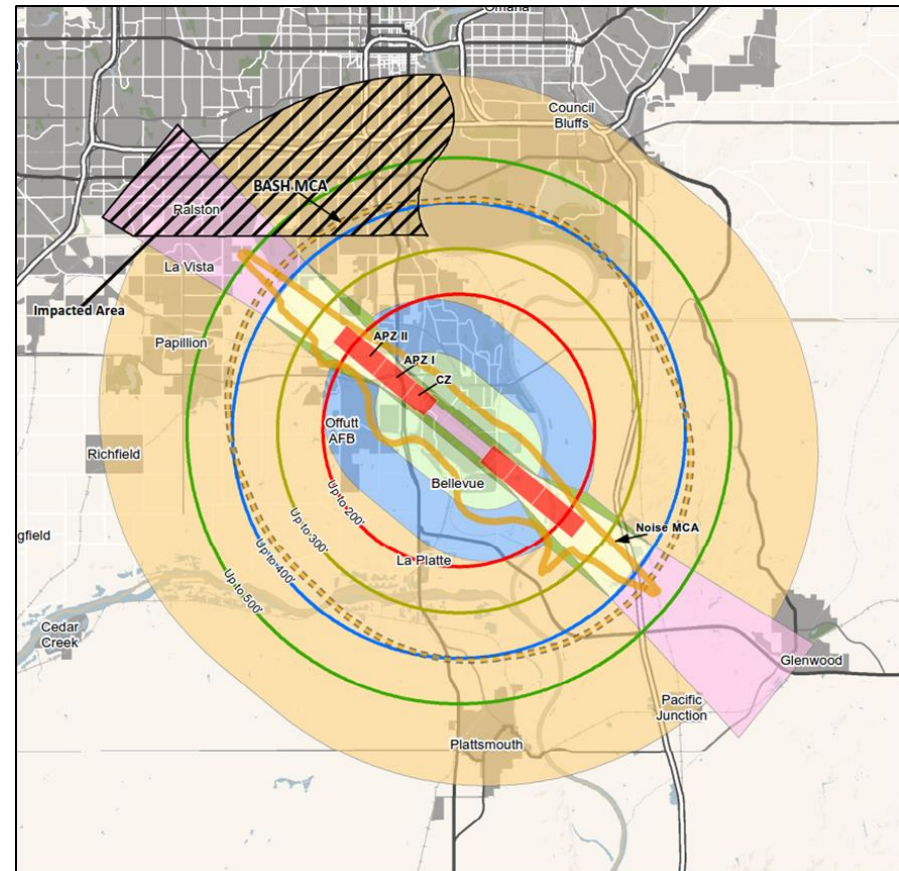
Offutt Air Force Base Joint Land Use Study

Joint Land Use Study (JLUS) is a strategic plan with specific implementation actions to ensure civilian growth and development are compatible with vital training, testing, and other military operations. The JLUS process promotes and enhances civilian and military communication and collaboration, serves as a catalyst to sustain the military mission, and promotes public health, safety, quality of life, and economic viability of a region. The intent of this planning effort is to foster and enhance an ongoing working relationship between Offutt Air Force Base (AFB), federal and state agencies, neighboring jurisdictions, and local organizations.

The Offutt AFB JLUS Area was designed to address all lands near Offutt AFB that may impact current or future military operations or be impacted by these military operations. A key strategy to guide compatible development and activities without over-regulation is the establishment of five Military Compatibility Areas (MCAs) and a Military Compatibility Area Overlay District (MCAOD). The proposed Offutt AFB MCAOD is an area that incorporates all of the MCA's.

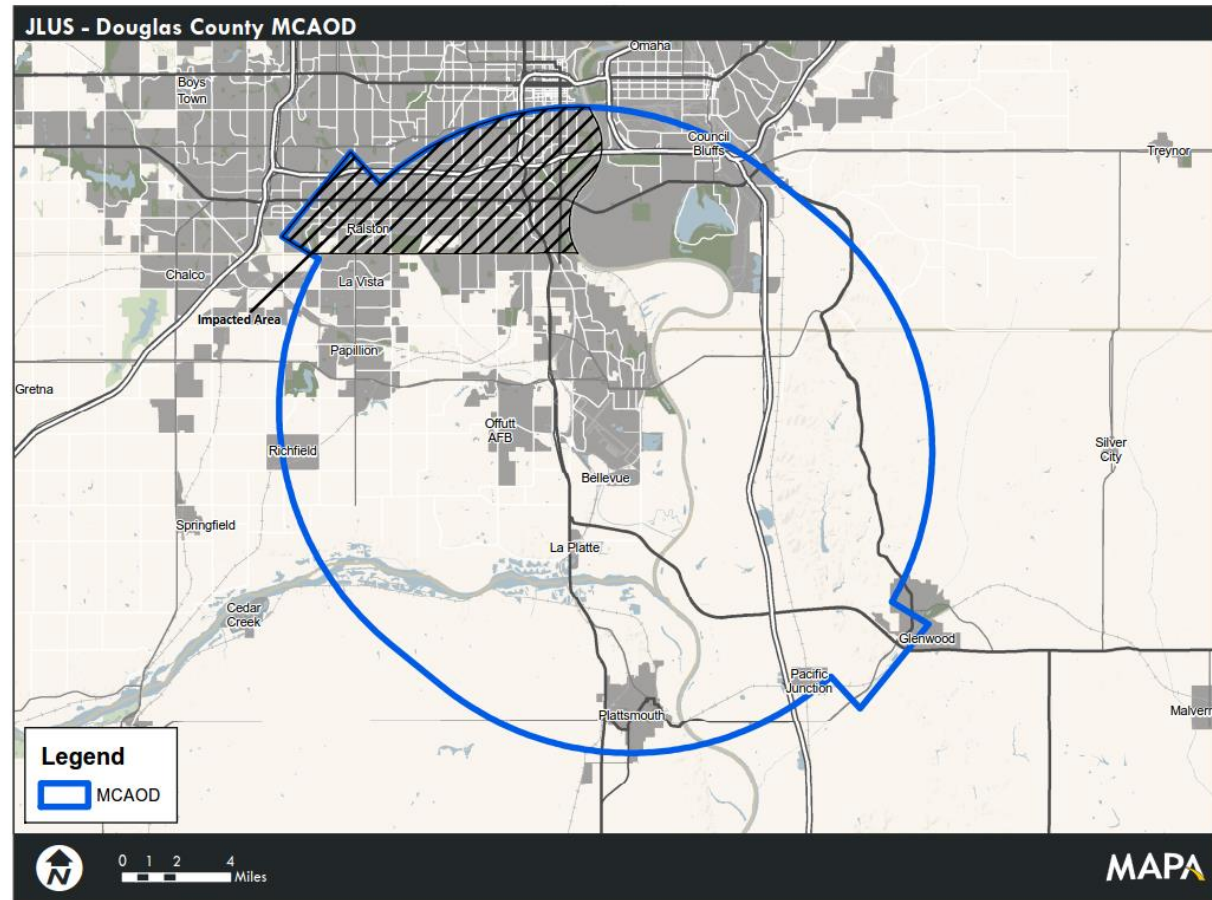
The MCA's, as outlined in the image to the right, were designated to accomplish the following:

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Military Compatibility Area Overlay District (MCAOD)

The Military Compatibility Area Overlay District (MCAOD) is the primary land use impact resulting from the Offutt Airforce Base JLUS Study. Creating a district overlay approximately 10-miles around Offutt AFB, the MCAOD is designed to ensure the compatibility of new development with the uses associated with the military installation. Most recommended regulations in the MCAOD such as structure height, land use, etc. are less restrictive than those already in place in Douglas County and do not apply to land under Douglas County land use control.



Comprehensive Plan Recommendations

The recommendations to the Douglas County Comprehensive Plan is to maintain fluid and open communication between Offutt AFB and the County. The County will designate a staff member to serve as a single point of contact with Offutt AFB (the “County Coordinating Official”). The County Coordinating Official and the Offutt AFB Community Planner - or other Offutt representation - will regularly coordinate with each other in order to remain abreast of any changes in mission or training operations that could have off-base impacts on the County, its residents, or businesses.

COMPREHENSIVE PLAN SUMMARY

SARPY COUNTY



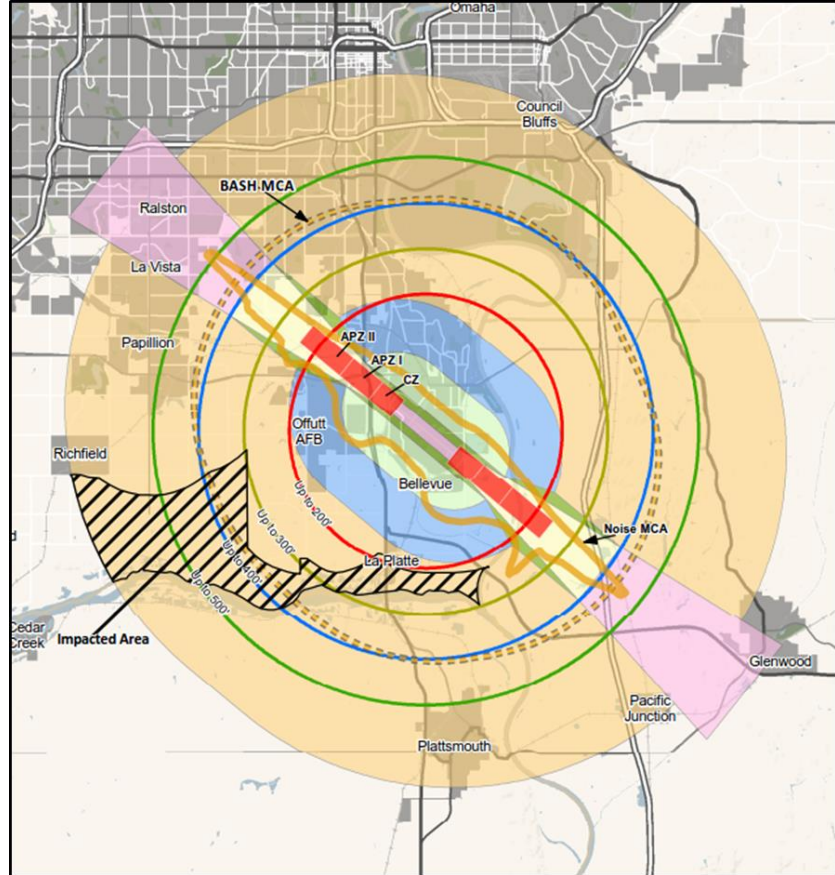
JOINT LAND
USE STUDY

MAPA

Omaha - Council Bluffs
Metropolitan Area
Planning Agency

Offutt Air Force Base Joint Land Use Study Background

The Joint Land Use Study (JLUS) is a land use plan with specific implementation actions to ensure that civilian growth and development are compatible with vital training, testing, and other military operations at Offutt Air Force Base (AFB). The JLUS process promotes and enhances civilian and military communication and collaboration, serves as a catalyst to sustain the military mission, and promotes the public health, safety, quality of life, and economic viability of the region. The intent of this planning effort is to foster and enhance an ongoing working relationship between Offutt AFB, federal and state agencies, neighboring jurisdictions, and local organizations.



The Offutt AFB JLUS Area was designed to address all lands near Offutt AFB that may impact current or future military operations or be impacted by these military operations. A key strategy to guide compatible development and activities without over-regulation is the establishment of five Military Compatibility Areas (MCAs) and a Military Compatibility Area Overlay District (MCAOD). The proposed Offutt AFB MCAOD is an area that incorporates all of the MCAs.

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- 1) Promote an orderly transition between community and military land uses to ensure land use compatibility;
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- 3) Maintain operational capabilities of military installations and areas;
- 4) Promote an awareness of the size and scope of military training areas, while protecting areas separate from the actual military installation (e.g., critical air space) used for training purposes; and
- 5) Establish compatibility requirements within the five designated areas within the MCAOD.

Introduction

The 2015 Offutt Air Force Base Joint Land Use Study (JLUS) was a process designed to identify and determine ways to enhance compatible land uses and growth management practices in communities adjacent to active military installations.

Offutt Air Force Base (AFB) is located within Sarpy County. Approximately 14.1 square miles (referenced herein as “Area”) of County jurisdiction is located within the JLUS Military Compatibility Area (MCA). Land uses in the Area include residential and mixed use development, parks, recreation, open space, and heavy industrial. Two JLUS Compatibility Zones impact the Area. These include Imaginary Surfaces MCA, which regulates building and structure height (FAA Part 77) and the Bird/Wildlife Air Strike Hazards (BASH). A map of the compatibility zones relative to the Area is illustrated on the following page.

The Sarpy County Comprehensive Plan incorporates many aspects of the 2015 Offutt Air Force Base Joint Land Use Study. The most important being the incorporation of The Military Compatibility Area Overlay District (MCAOD). The MCAOD was established to ensure that development on the periphery of the base would not impose conflict on current or future development.

Sarpy County regulation is more stringent on height than those outlined within the MCAOD of the 2015 Offutt Air Force Base Joint Land Use Study. It would be recommended that Sarpy County continue with this regulation in current form.

Recommendations for development in the 5-Mile BASH Relevancy Area, as shown on the Pg. 77 MCAOD Map of the Sarpy County Comprehensive Plan, will be located in a separate BASH guide. The Federal Aviation Administration (FAA) provides recommendations that public-use airport operators implement the standards and practices contained in AC 50/5200-33B. In order to mitigate potential hazardous wildlife attractants near Offutt Airforce Base, information extracted from the FAA Advisory Circular (AC) No. 150/5200-33B will provide recommendations to communities within a 5-mile radius of Offutt Air Force Base.

Summary

On September 12, 2017, the Sarpy County Board of Commissioners adopted a new Comprehensive Plan. The plan created a unified vision for the development build-out of Sarpy County and integrates growth plans for its five municipalities within the county. Attached are plan elements that specifically relating to Offutt AFB and JLUS implementation.



SARPY COUNTY COMPREHENSIVE PLAN

POTENTIAL MEETS OPPORTUNITY



Steven Jensen
Consulting



Adopted: September 12, 2017
Resolution: 2017-318
Project #: 130339.00

[SECTION 1.1]**THE PURPOSE OF COMPREHENSIVE PLANNING**

Comprehensive plans are created to promote orderly growth for all jurisdictions. The Sarpy County Comprehensive Plan focuses on the county's jurisdiction but involves each of its five communities and Offutt Air Force Base to create a unified plan for the future. Sarpy County leadership realizes future opportunities exist and wants to protect certain assets for the communities as they grow, annex, and ultimately take control of more land within the county. Sarpy County continues to play a critical role as communities work together to make these important decisions.

This comprehensive plan serves as a guideline to the County and decision makers. This public document's intention is to serve as a "road map" for future development locations and proper investments. It can also be used for educational purposes and informing future decision makers and interested stakeholders.

This comprehensive plan creates a framework to support the county's endeavor to accomplish its goals, objectives, and policies formulated during this process. The ultimate goal of any comprehensive plan is to ensure the well-being of Sarpy County residents. Promoting economic development has become a larger goal as the population continues to increase. Over the past twenty years Sarpy County has become less of a "bedroom" community and moved towards a diverse economy with major employers, multiple retail centers, and recreation opportunities of its own.

The comprehensive plan provides the legal basis for the establishment of zoning and subdivision regulations to implement the plan. The document reports on the following topics: population, land use, transportation, housing, economic development, community facilities, and public utilities. The information contained within this document is important to consider and review because it is part of an interlocking dynamic where one characteristic of the county can shift the county's overall equation.

In order to remain fiscally sustainable in the long-term, the County's goal is to create the best scenario for the general public and its tax base. The County must strategically place large public investments where more development is desired. These investments will require a corresponding density of development in order to support their initial cost and long-term maintenance. Planned growth improves the county's services, maximizes its resources, and creates an integrated, seamless infrastructure network that develops over time as communities grow.

[SECTION 1.4]

HISTORY

Sarpy County played an integral role in the early settlement of Nebraska, especially the Bellevue area. By the 1820s, a trading post was established near present day Bellevue by the Missouri Fur Company and later the American Fur Company. In 1832 the U.S. Indian Agency established a headquarters in what is now the City of Bellevue.

The fur trading business and the role of the river in the early settlement of the area cannot be understated, including naming of the county after Peter Sarpy, a fur trader and ferry operator. Peter Sarpy operated the American Fur Company beginning in 1830s and was the dominant figure in the Nebraska territory. His post was a meeting point for traders, Native Americans and travelers. A post office was established in Bellevue by 1849 and by the mid-1850s the city had at least 50 settlers. During this period Peter Sarpy, with a group of other local leaders, established the Bellevue Town Company to promote settlement. The city was officially incorporated in 1855. Bellevue and Sarpy County also experienced major set backs during this time with Omaha being selected as the site for the capital and the railroad.

Until 1857, Sarpy County was part of a larger Douglas County. The original county seat was located in Bellevue but by 1876 it was moved to Papillion by popular vote. However, Papillion was not formally incorporated until 1883. Over the last half century, Gretna and Springfield have also experienced tremendous growth from their roots as early railroad towns in western and southern Sarpy County. Most of this growth has been due to the regional growth of Omaha. This regional growth was the very reason that La Vista was established in 1960. The organizers of La Vista established it to provide “good affordable housing for working people” with the original 335 homes priced at \$9,999.

Although Sarpy County and its cities have seen much of their growth influenced by growth in the larger Omaha regional market, they have also continued to experience their own internal growth. The addition of Werner Park, Shadow Lake Towne Center, Shoppes at Southport and Nebraska Crossing Outlets are retail, commercial and entertainment destinations as well as major employment centers. Professional services, call centers and data centers have also been attracted to Sarpy County for its available industrial space, low utility costs and skilled workforce.

The continued growth of Offutt Air Force Base is also critical to not only Sarpy County, but the entire metropolitan area. First established as Fort Crook in 1894, it became Offutt Air Force Base in 1948 and later the home of the Strategic Air Command (SAC). In 1992 SAC was dissolved and Offutt became responsible for Air Combat Command. In recent years the base has continued to expand and the former Army outpost that originally supported a few hundred soldiers now houses the nation's Strategic Command, generally known as StratCom, and a combined military and civilian work force of over 12,000.

The metro region's continued growth will have a significant influence on the growth of Sarpy County in the coming years. However, the county will also continue to see its own internal growth as industrial and commercial markets continue to expand and bring new residents to the county's growing communities.

Table 6 **Population Projection: Modified Cohort Survival Rates**

Year	Population	Population Change	Population Change %	Births
2015	181,736	22,896	12.6%	11,279
2020	206,532	24,796	12.0%	10,611
2025	228,287	21,755	9.5%	10,745
2030	247,715	19,428	7.8%	12,027
2035	265,306	17,591	6.6%	14,050
2040	284,672	19,366	6.8%	15,367
TOTAL		125,832	79.2%	74,079

Source: US Census Bureau (2010)
State of Nebraska Birth & Death Records (2013)

Other Studies

Numerous studies have been conducted in the Omaha area that have established their own population projection figures. The reliability of these population projections depends on the continuation of past growth trends. Each of these studies are based on historical growth patterns and the composition of the current population. The following is a brief list of these studies and their projection estimates for Sarpy County, shown in Table 7 on the following page:

- The University of Nebraska at Omaha's Center of Public Affairs Research (CPAR) periodically publishes population estimates and projections based on available data from the United States Census Bureau. The most recent projection based on the past five-year trend (2010-2015) estimates an annual growth rate of 2.04% which equates to an additional 132,039 people by 2040.
- Heartland 2050 was a regional visioning effort for the eight-county Omaha-Council Bluffs Metropolitan area encouraging collaboration across jurisdictions to reduce redundancies and identify opportunities to leverage assets and save taxpayer dollars. The study estimated an annual growth rate of 1.67% which equates to an additional 102,066 people by 2040.
- Offutt Air Force Base Joint Land Use Study (JLUS) was a process designed to identify and determine ways to enhance compatible land uses and growth management practices in communities close to active military installations, such as Offutt AFB. The JLUS study estimated an annual growth rate of 1.75% which equates to an additional 108,430 people by 2040.

Table 7 **Other Studies' Population Projections**

Year	UNO CPAR (2010-2015)		Heartland 2050		Offutt Joint Land Use Study	
	Annual Rate 2.04%	Population Change	Annual Rate 1.67%	Population Change	Annual Rate 1.75%	Population Change
2015	175,692	16,852	173,231	14,391	172,536	13,696
2020	194,332	18,640	188,925	15,695	187,414	14,877
2025	214,949	20,617	206,042	17,116	203,574	16,160
2030	237,754	22,805	224,709	18,667	221,127	17,554
2035	262,979	25,224	245,067	20,358	240,195	19,067
2040	290,879	27,901	267,270	22,203	260,906	20,711
TOTAL		132,039		102,066		108,430

*Source: University of Nebraska at Omaha, Center for Public Affairs Research (2016)
Heartland 2050/Metropolitan Area Planning Agency (2015)
Offutt Airforce Base Joint Land Use Study (2015)*

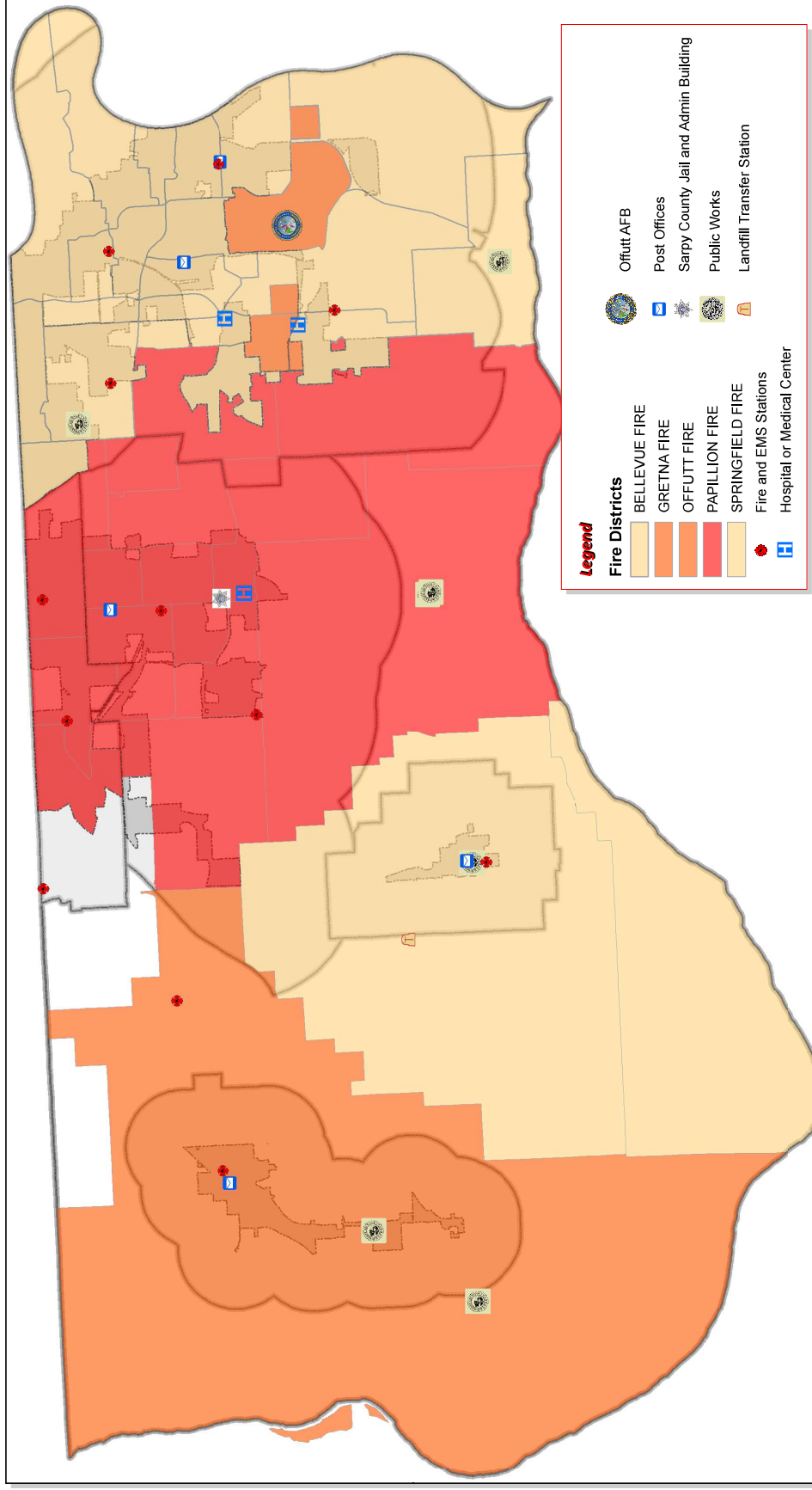
The population projection based on the cohort survival rates demonstrates a more moderate rate of growth in comparison to the current trends while mirroring the UNO CPAR study figures. The average annual births for the 25-year period is 2,469 newborns. It should be noted this modified cohort survival model used a statewide migration rate of people moving in or out of the state. As a result, the statewide formula does not take into account any large groups of transient population like a state university or seasonal employment center.

Age Characteristics

Sarpy County's changing age structure has important implications for education, service, housing and transportation needs. While the Baby Boomer generation holds a large share of population in the rest of the state and nationwide, Sarpy County's population is trending younger with an emphasis on the strong population growth of young families. According to the 2010 US Census, The share of population under the age of 18 was the highest, 28.8%, among counties in the metropolitan area while the share of residents over 65 years in age was by far the lowest among its regional peers. As a result, Sarpy County's median age of 32.9 years was the youngest of all metropolitan counties and well below the state median (36.4).

Even though the median age of Sarpy County residents skews lower than its metro peers, the elderly population of Sarpy County will make up a larger segment of the overall population by the year 2040. This group of people age 65 and older accounted for 8.5% of the population in 2010, and is estimated to grow to 12.8% by 2020, 17.5% by 2030 and 19.0% by 2040. The continued improvements in life expectancy can partly explain this growth as well as the need to live closer to healthcare amenities in a metropolitan area.

MAP 1 Fire Districts Serving Sarpy County



Sarpy County

Emergency Management, Federal and County Facilities



Created By: MBG
Date: 4/15/2015
Revised: 10/16/2016
Software: ArcGIS 10.2
File: 130335.00

This map was prepared using data from various sources. The user assumes all responsibility for the accuracy of the data. The user assumes all responsibility for the accuracy of the data. The user assumes all responsibility for the accuracy of the data.

JE
JED CONSULTING GROUP, INC.

Offutt Air Force Base Joint Land Use Study*

The Joint Land Use Study (JLUS) is a planning process accomplished through the collaborative efforts of a comprehensive list of stakeholders in a defined study area in order to identify compatible land uses and growth management practices in communities close to active military installations. The intent of this planning effort is to foster and enhance an ongoing working relationship between Offutt Air Force Base (AFB), federal and state agencies, neighboring jurisdictions, and local organizations.

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 assist in determining whether community and military plans, programs, and activities are compatible or in conflict with each other. For the Offutt AFB JLUS, 25 compatibility factors were used to identify, determine, and establish a set of key JLUS compatibility issues. These compatibility factors included topics such as land use, noise, safety areas, vertical obstructions, and roadway capacity.

The Offutt AFB JLUS Study Area was designed to address all lands near Offutt AFB that may impact current or future military operations or be impacted by these military operations. Offutt AFB is located in eastern Sarpy County and the surrounding communities' land uses include a variety of residential, commercial, industrial, and agricultural land uses.

A key strategy to guide compatible development and activities without over-regulation is the establishment of five Military Compatibility Areas (MCAs) and a Military Compatibility Area Overlay District (MCAOD). The proposed Offutt AFB MCAOD is an area that incorporates all of the MCA's.

The MCA's were designated to accomplish the following:

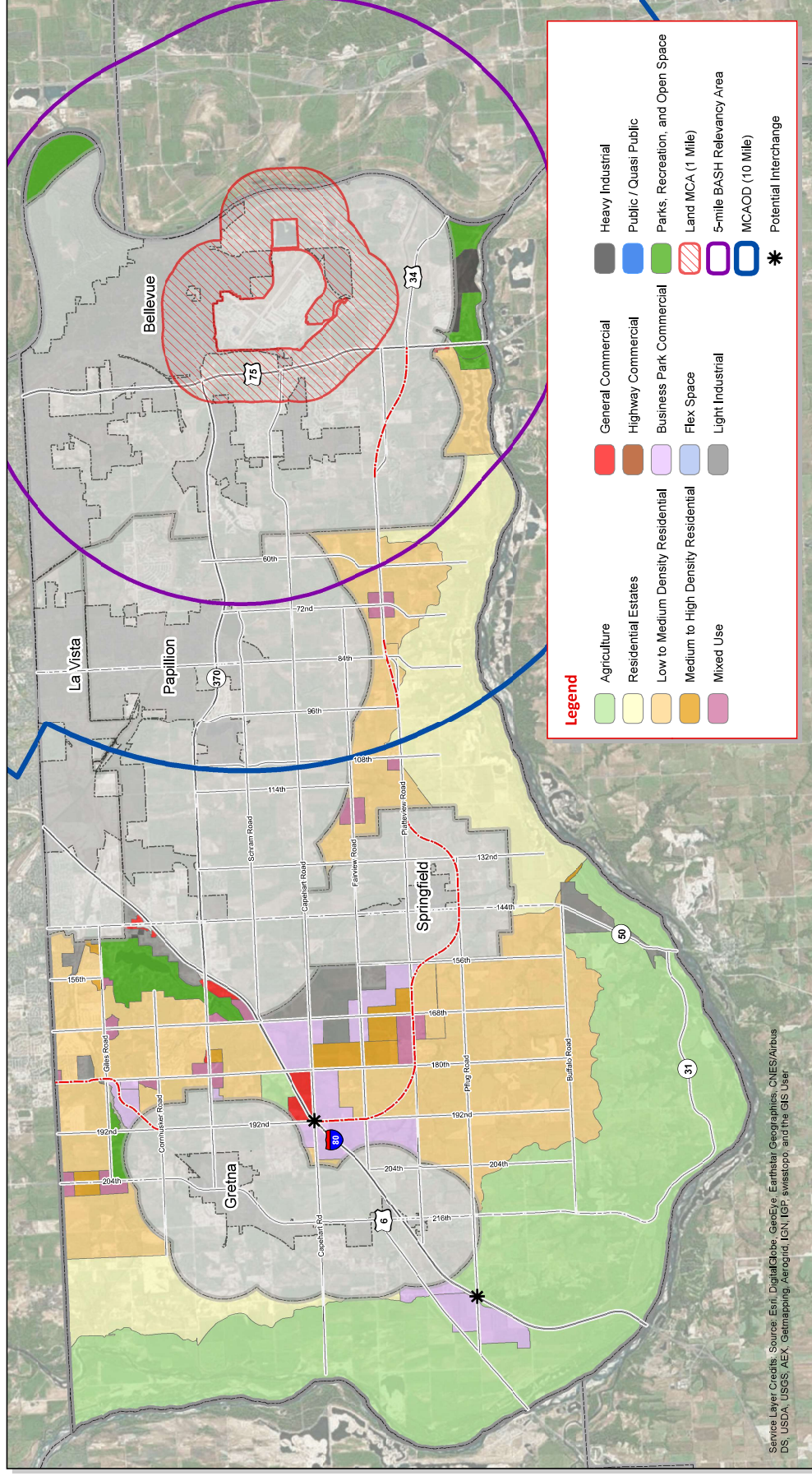
- 1) Promote an orderly transition between community and military land uses so that land uses remain compatible;
- 2) Protect public health, safety, and welfare;
- 3) Maintain operational capabilities of military installations and areas;
- 4) Promote an awareness of the size and scope of military training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

Military Compatibility Area Overlay District (MCAOD)

The MCAOD is the primary land use impact resulting from the JLUS Study. Creating a district overlay approximately 10-miles around Offutt AFB, the MCAOD is designed to ensure the compatibility of new development with the uses associated with the military installation. Most recommended regulations in the MCAOD such as structure height, land use, etc. are less restrictive than those already in place in Sarpy County and its jurisdictions. However, the recommendation of this Comprehensive Plan will be to coordinate all land use developments and decisions within this radius with Offutt AFB. Coordinating these decisions will ensure that no unforeseen impacts of development have a negative impact on the utilization of Offutt AFB and its corresponding missions.

** Offutt Air Force Base Joint Land Use Study (JLUS), 2015*

Map 11 Offutt Air Force Base Military Compatibility Area Overlay District (MCAOD)



Created By: CPS
Date: 2/10/2016
Revised: 05/22/2017
Software: ArcGIS 10.2
File: 130339.00

This map was prepared using information from record drawings, aerial photography, and other sources. It is not a legal or official map of Sarpy County, Nebraska. It is for informational purposes only. No warranty is made by the County of Sarpy, Nebraska, or the information used to prepare this map. This is not a scale plan.



Sarpy County Comprehensive Plan

Offutt Air Force Base-Joint Land Use Study Area

To avoid traffic bottlenecks and other conflicts, commercial developments should be developed with consideration of the designed traffic loads of the serving roadways.

- 5.i Mixed-use centers should be designed for walkability in a manner that emphasizes the pedestrian network as opposed to being designed primarily for the automobile. Sidewalks should be located along all streets and driveways to facilitate pedestrian access. The number of access drives should be minimized when possible and shared between commercial lots to reduce vehicle/pedestrian conflicts and to facilitate movement between businesses without needing to use streets and internal private drives.

By incorporating sidewalks into mixed-use and commercial centers, connectivity is maximized both within and across developments and land uses. Limiting access drives decreases the conflict points between auto and pedestrian traffic.

- 5.j Whenever possible, multi-family developments should be located along arterial street corridors and adjacent to mixed-use and commercial centers. Sarpy County should consider developing standards for the number of multi-family units that would be allowed adjacent to commercial mixed-use areas based on the size of the commercial area and adjacent roadway capacity.

The population density of multi-family developments warrants immediate accessibility off of arterial streets to prevent traffic conflicts with less-intensive uses. Encouraging their location adjacent to mixed-use and commercial centers also promotes walkability to these areas. Multi-family developments can also serve as a buffer between single-family residential units and the more intensive use of commercial development. Placing a "cap" on the number and scale of multi-family units in locations surrounding single-family housing limits the conflicts that can occur with traffic, noise, lighting, and other affects of dense development as well as encourage the wide distribution of multi-family housing throughout the county.

- 5.k All development proposals and regulatory amendments occurring within the Military Compatibility Area Overlay District should be provided to the Offutt Air Force Base Community Planning Office for review and comment.

The Military Compatibility Area Overlay District (MCAOD) is established in the Joint Land Use Study (JLUS) to ensure that development on the base's periphery does not impose a conflict on current and future missions of the Base. Offutt AFB is a priority for economic development of Sarpy County and any development affecting the base should be compatible with its optimal utilization.

Table 33 shows the number of structurally deficient and functionally obsolete bridges the County owns. Of the 104 bridges owned by Sarpy County, 31 have an insufficient rating, 17 bridges are structurally deficient and 14 are functionally obsolete.

Table 33 **Insufficient Bridges in Sarpy County**

Status	Number of Bridges	% of Total (104)
<i>Structurally Deficient</i>	<i>17</i>	<i>16%</i>
<i>Functionally Obsolete</i>	<i>14</i>	<i>13%</i>
<i>Not Deficient</i>	<i>73</i>	<i>70%</i>

Existing bridges are shown in Map 19.

Bicycle and Pedestrian Facilities

There are a number of bicycle and pedestrian facilities in Sarpy County including sidewalks and off-road shared-use paths. Currently there are just under 89 miles of off-road paths in the area, which are adjacent to arterial roads or waterways. There are five major trails within Sarpy County, which are described as follows:

- **The MoPac Trail** runs east-west adjacent to N-31 from the Platte River to N-50, where it then runs north-south adjacent to N-50 from N-31 to Schram Road.
- **The 144th Street Trail** runs north-south adjacent to 144th Street from I-80 to Fort Street.
- **The Keystone Trail** runs north-south adjacent to the Big Papillion Creek from Fort Street to US-75.
- **The Bellevue Loop Trail** continues from the Keystone Trail at US-75, where it runs east-west adjacent to the Papillion Creek and then north-south adjacent to the Missouri River.
- **The West Papio Trail** forks off of Keystone Trail where Papillion Creek and Big Papillion Creek merge and runs east-west adjacent to the Papillion Creek.

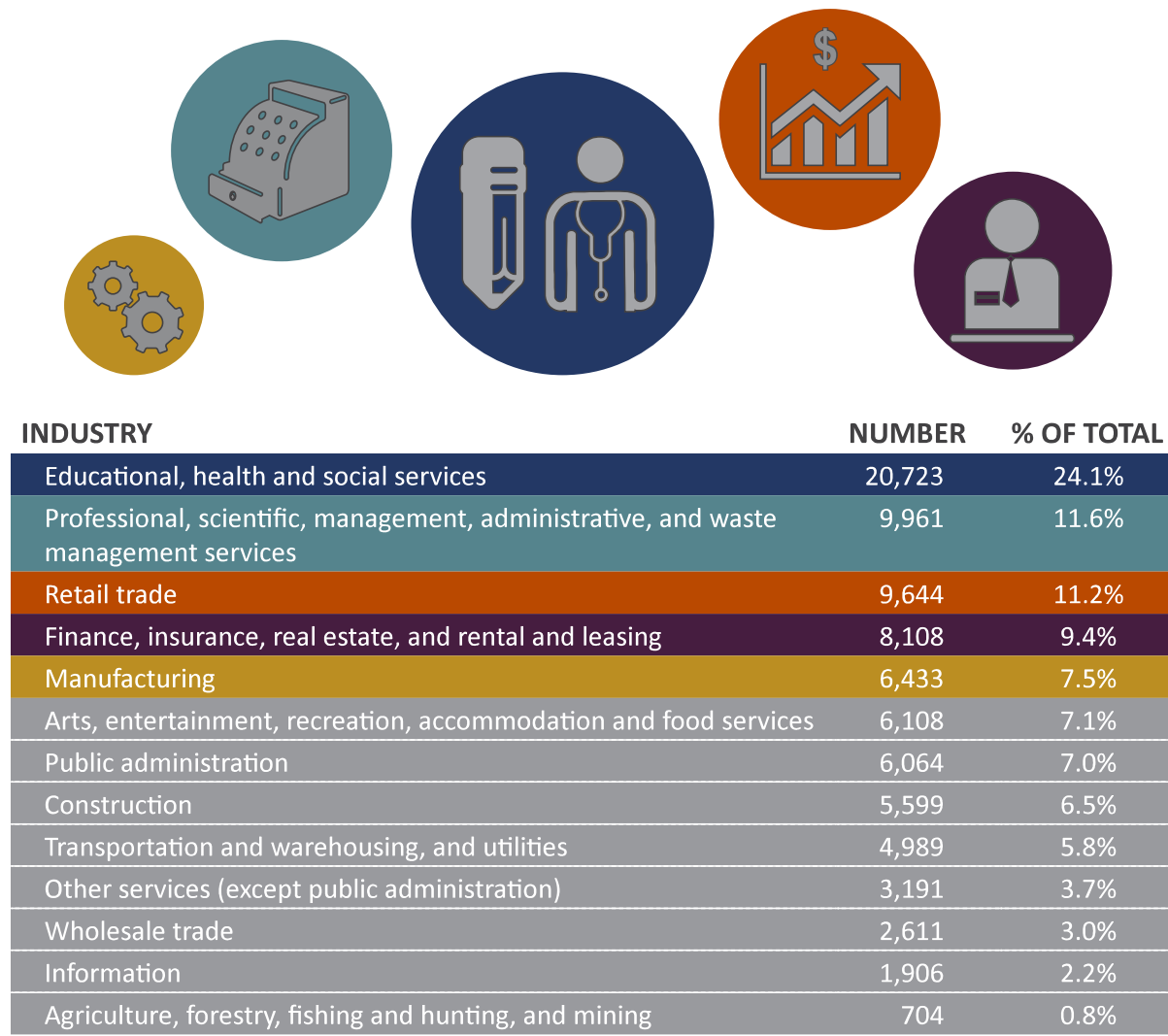
Map 20 shows the existing trails and shared-use paths. Sarpy County is in the process of developing a county-wide trails master plan to identify off-street trails and potential on-road bicycle routes.

Air Service

There are three private airports in Sarpy County: Offutt Air Force Base in Bellevue, Koke Airport in Gretna, and J&J Airport in Springfield. Also, the Millard Airport is located adjacent to Sarpy County, in Omaha.

Eppley Airfield, located north of downtown Omaha, is the primary public air service that is used by Sarpy County residents. The airfield currently serves eight commercial carriers: Alaska Airlines, Allegiant Air, American Airlines, Delta Air Lines, Frontier Airlines, Southwest Airlines, United Airlines, and US Airways. There were over 4.1 million total passengers in 2014 and the airport averaged 267 aircraft operations per day during the one-year period from April 1, 2014 to March 31, 2015. Aircraft operations during this time included 43% for commercial use, 27% for air taxi, 20% for transient general aviation 6% for local general aviation, and 4% for military.

Figure 39 Labor Force Characteristics by Industry (2014)



Source: American Community Survey, Five-Year Estimate (2014)

Both the high and low ranking sectors mirror much of what is seen across the Omaha-Council Bluffs MSA and the state of Nebraska with exception of the agriculture sector. Nebraska has a strong tradition in the agriculture sector so there is little surprise that the state overall had a higher share of its employees in this sector than Sarpy County. The Omaha MSA overall holds a greater share of its employment in agriculture than Sarpy County because the area includes eight counties in total which include rural counties such as Cass, Saunders, Washington, Harrison (IA), and Mills (IA).

The strength of the public administration sector in Sarpy County is another outlier as it grew at a much faster rate than any other sector. Much of this employment can be attributed to Offutt Air Force Base located south of Bellevue, NE.

Using the input from the Core Committee and public meetings, and cross-referencing other community plans, the project team developed a draft list of goals, strategies, and guiding principles as well as a vision statement for each of the five areas. The Core Committee met a second time to review the draft goals, strategies, principles, and vision statements. Subsequent to that meeting, the project team developed a process by which the Core Committee could prioritize the strategies. Simultaneously, the project team expanded the approved goals and strategies into a draft Energy Plan, for approval by the Core Committee at its third meeting.

The project team also conducted a thorough review of the County's 2005 Comprehensive Development Plan (CDP) to determine if any of the guiding principles, vision statements, goals, or strategies developed in the Energy Element process conflicted with the overall plan for the County. The project team found all of the references in the Comprehensive Development Plan related to energy to be compatible with the policies developed in the Energy Element. As a result, no modifications to the CDP were deemed necessary in order to ensure consistency between the plans.

After approval by the Core Committee the Energy Element then went to the Sarpy County Planning Commission and County Board for final approval. The plan was approved on May 8, 2012. Several organizations were critical in providing information and data needed to develop this section of the plan:

- Sarpy County Planning Department
- Sarpy County Facilities Management
- Sarpy County Fleet Management
- Black Hills Energy
- Emerging Terrain
- Metropolitan Utilities District
- Offutt Air Force Base and the 55th Wing
- Omaha Public Power District
- Nebraska Energy Office
- U.S. Census Bureau
- U.S. Energy Information Administration

This updated Energy component of the Comprehensive Plan is organized as follows. First, it establishes the context by providing an overview of energy policy in Nebraska. Then it acknowledges Sarpy County's past work to conserve energy with an overview of past energy successes in Sarpy County's operations. The next section, Profile, sets the stage for the plan by providing a summary of the data collected to prepare the plan. The data leads into a set of guiding principles in the Achieve section, which are intended to establish a framework within which the County can exercise discretion in implementing the plan. The guiding principles are followed by a summary of the goals contained in the plan, and detailed sections on each of the five areas: urban form and transportation, energy generation, food and agriculture, buildings, and County operations. These detailed sections also contain more specific and relevant data for each area. The plan also includes strategies for education that support the five main areas of emphasis.

ENERGY POLICY IN NEBRASKA

Work on the Energy component of this plan has not occurred in a vacuum. Both the State of Nebraska and the Omaha Metro region have increased their focus on energy in recent years. At the state level, Nebraska passed Legislative Bill 997 (LB 997) in April 2010. LB 997 modified Nebraska law to require public jurisdictions—including counties—in Nebraska to create an energy element when updating a comprehensive plan, or otherwise by January 2015. By creating an energy element to supplement its own comprehensive master plan, Sarpy County is complying with LB 997 (see Neb. Rev. Stat. § 23-114.02(3) (2011)).

for appropriate combinations of commercial acreage and street sizes should be adopted and implemented in the County's Subdivision Regulations.

To avoid traffic bottlenecks and other conflicts, commercial developments should be developed with consideration of the designed traffic loads of the serving roadways.

- 5.i Mixed-use centers should be designed for walkability in a manner that emphasizes the pedestrian network as opposed to being designed primarily for the automobile. Sidewalks should be located along all streets and driveways to facilitate pedestrian access. The number of access drives should be minimized when possible and shared between commercial lots to reduce vehicle/pedestrian conflicts and to facilitate movement between businesses without needing to use streets and internal private drives.

By incorporating sidewalks into mixed-use and commercial centers, connectivity is maximized both within and across developments and land uses. Limiting access drives decreases the conflict points between auto and pedestrian traffic.

- 5.j Whenever possible, multi-family developments should be located along arterial street corridors and adjacent to mixed-use and commercial centers. Sarpy County should consider developing standards for the number of multi-family units that would be allowed adjacent to commercial mixed-use areas based on the size of the commercial area and adjacent roadway capacity.

The population density of multi-family developments warrants immediate accessibility off of arterial streets to prevent traffic conflicts with less-intensive uses. Encouraging their location adjacent to mixed-use and commercial centers also promotes walkability to these areas. Multi-family developments can also serve as a buffer between single-family residential units and the more intensive use of multi-family and commercial development. Placing a "cap" on the number and scale of multi-family units in locations surrounding single-family housing limits the conflicts that can occur with traffic and other affects of dense development as well as encourage the wide distribution of multi-family housing throughout the county.

- 5.k All development proposals and regulatory amendments occurring within the Military Compatibility Area Overlay District should be provided to the Offutt Air Force Base Community Planning Office for review and comment.

The Military Compatibility Area Overlay District (MCAOD) is established in the Joint Land Use Study (JLUS) to ensure that development on the base's periphery does not impose a conflict on current and future missions of the Base. Offutt AFB is a priority for economic development of Sarpy County and any development affecting the base should be compatible with its optimal utilization.

COMPREHENSIVE PLAN RECOMMENDATIONS

POTTAWATTAMIE COUNTY



JOINT LAND
USE STUDY

MAPA

Omaha - Council Bluffs
Metropolitan Area
Planning Agency

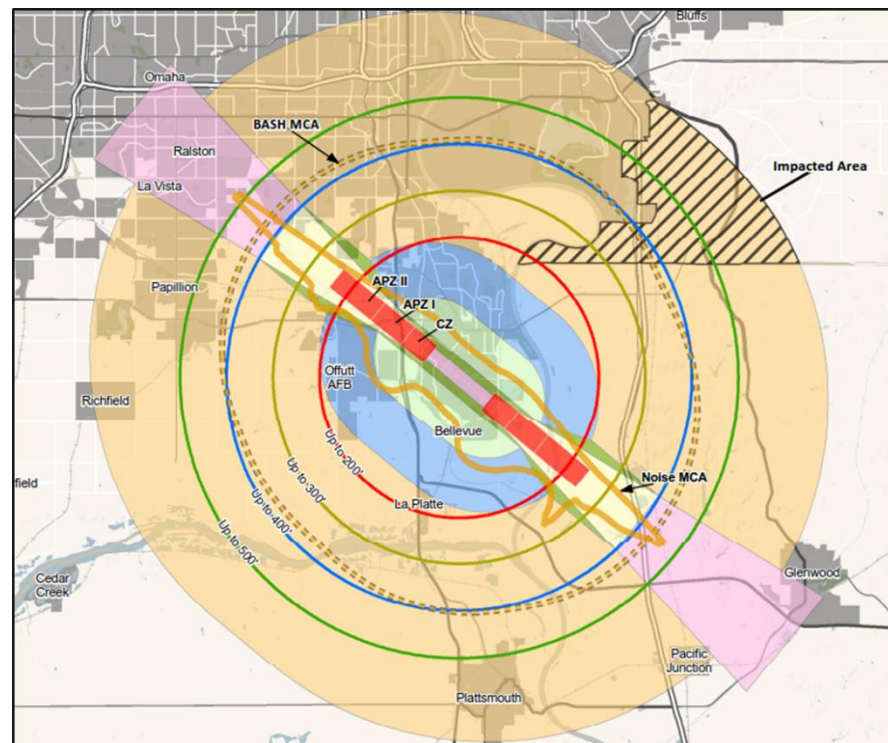
Offutt Air Force Base Joint Land Use Study Background

Joint Land Use Study (JLUS) is a land use plan with specific implementation actions to ensure civilian growth and development are compatible with vital training, testing, and other military operations. The JLUS process promotes and enhances civilian and military communication and collaboration, serves as a catalyst to sustain the military mission, and promotes the public health, safety, quality of life, and economic viability of a region. The intent of this planning effort is to foster and enhance an ongoing working relationship between Offutt Air Force Base (AFB), federal and state agencies, neighboring jurisdictions, and local organizations.

The Offutt AFB JLUS Area was designed to address all lands near Offutt AFB that may impact current or future military operations or be impacted by these military operations. A key strategy to guide compatible development and activities without over-regulation is the establishment of five Military Compatibility Areas (MCAs) and a Military Compatibility Area Overlay District (MCAOD). The proposed Offutt AFB MCAOD is an area that incorporates all of the MCAs.

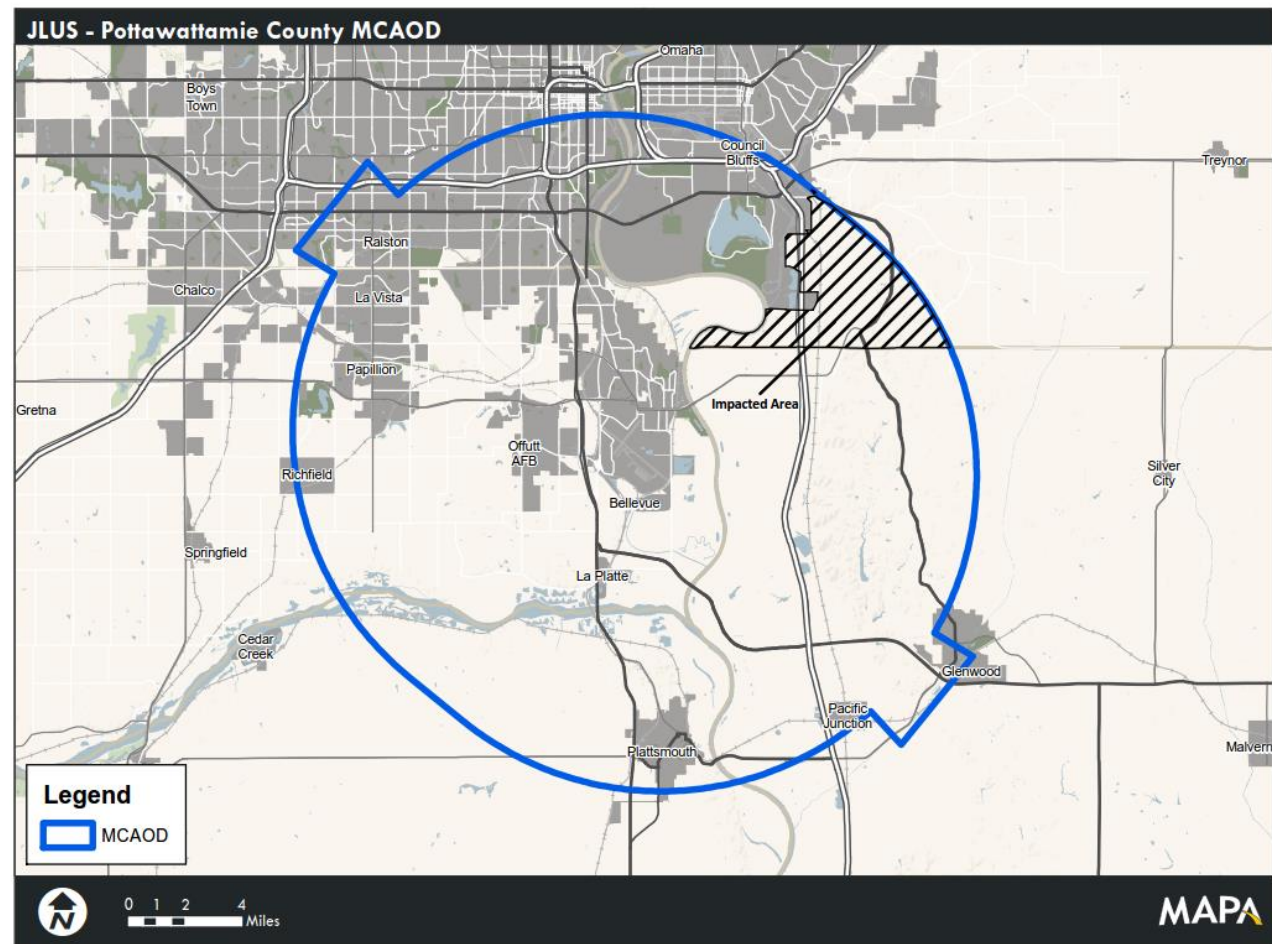
The MCAs were designated to accomplish the following:

- 1) Promote an orderly transition between community and military land uses so that land uses remain compatible;
- 2) Protect public health, safety, and welfare;
- 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; and
- 5) Establish compatibility requirements within the five designated areas within the MCAOD.



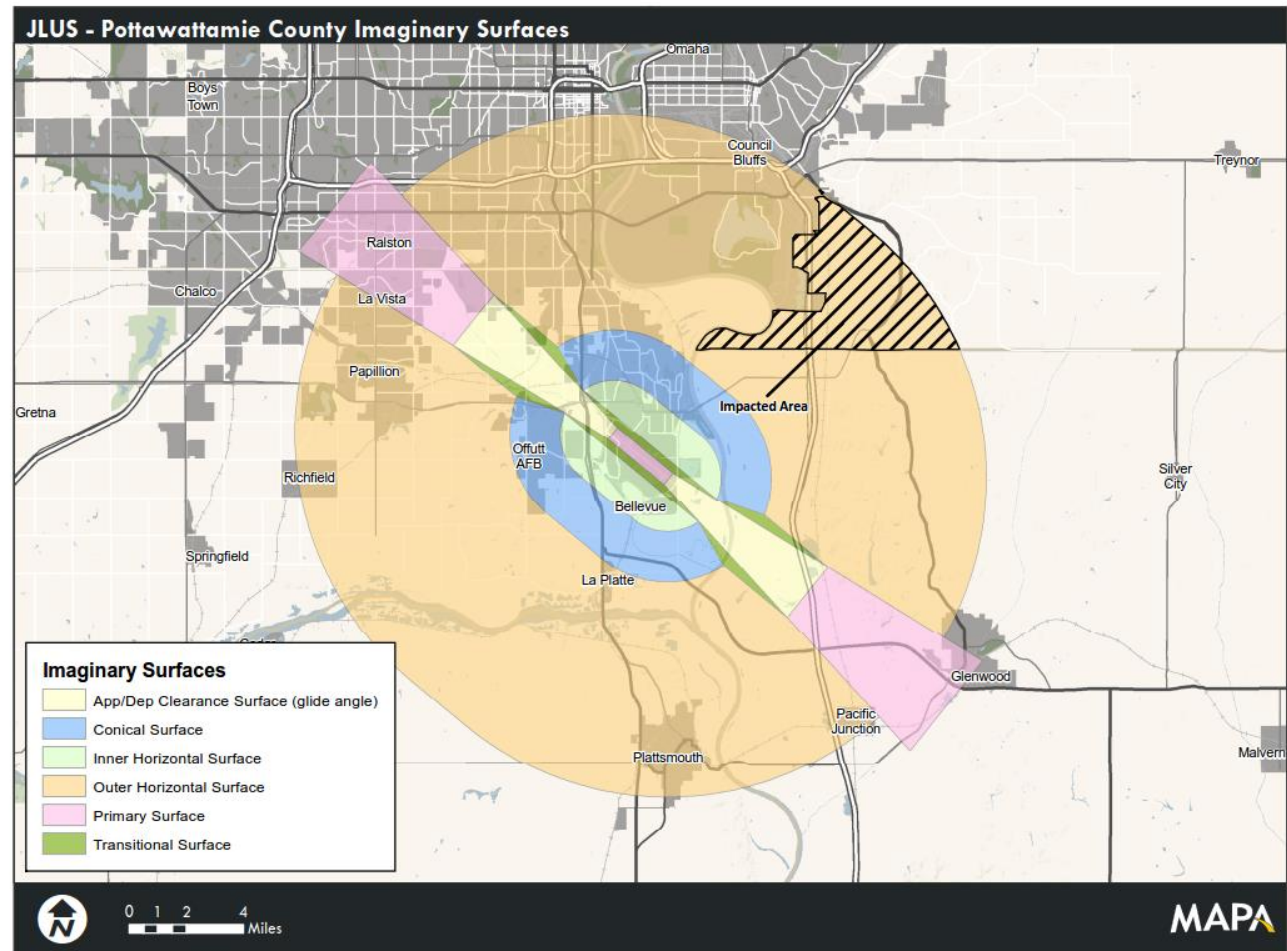
Military Compatibility Area Overlay District (MCAOD)

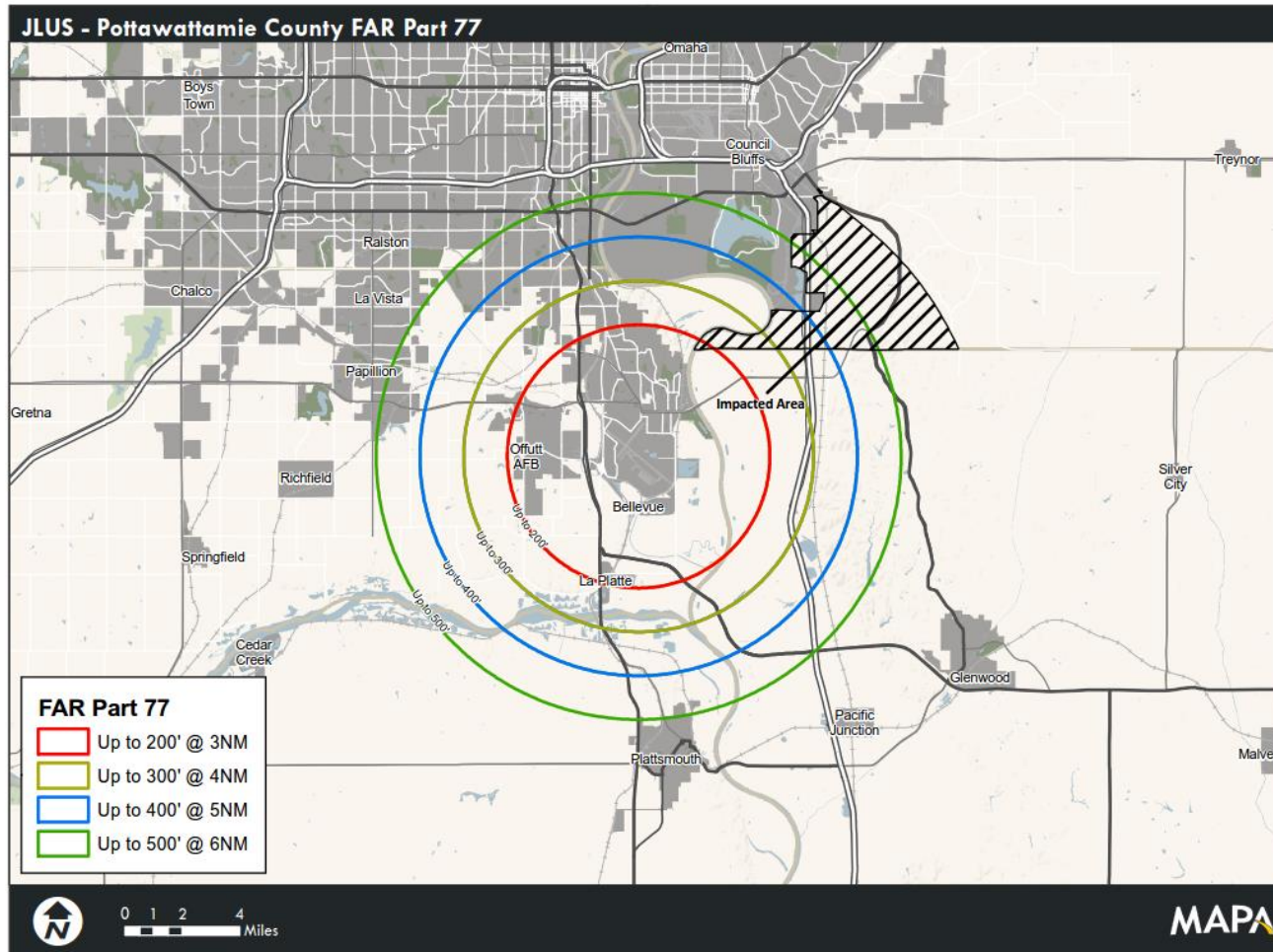
The MCAOD is the primary land use impact resulting from the Offutt AFB JLUS Study. Creating a district overlay approximately 10-mile radius around Offutt AFB, the MCAOD is designed to ensure the compatibility of new development with the uses associated with the military installation. Most recommended regulations in the MCAOD such as structure height, land use, etc. are less restrictive than those already in place in Pottawattamie County.



Imaginary Surfaces MCA

The entire Imaginary Surfaces MCA lies between the 200 ft. conical surface contour to 500 ft. outer horizontal surface heights limits above the Offutt AFB elevation of 1,049 ft. as established by the Imaginary Surfaces MCA.

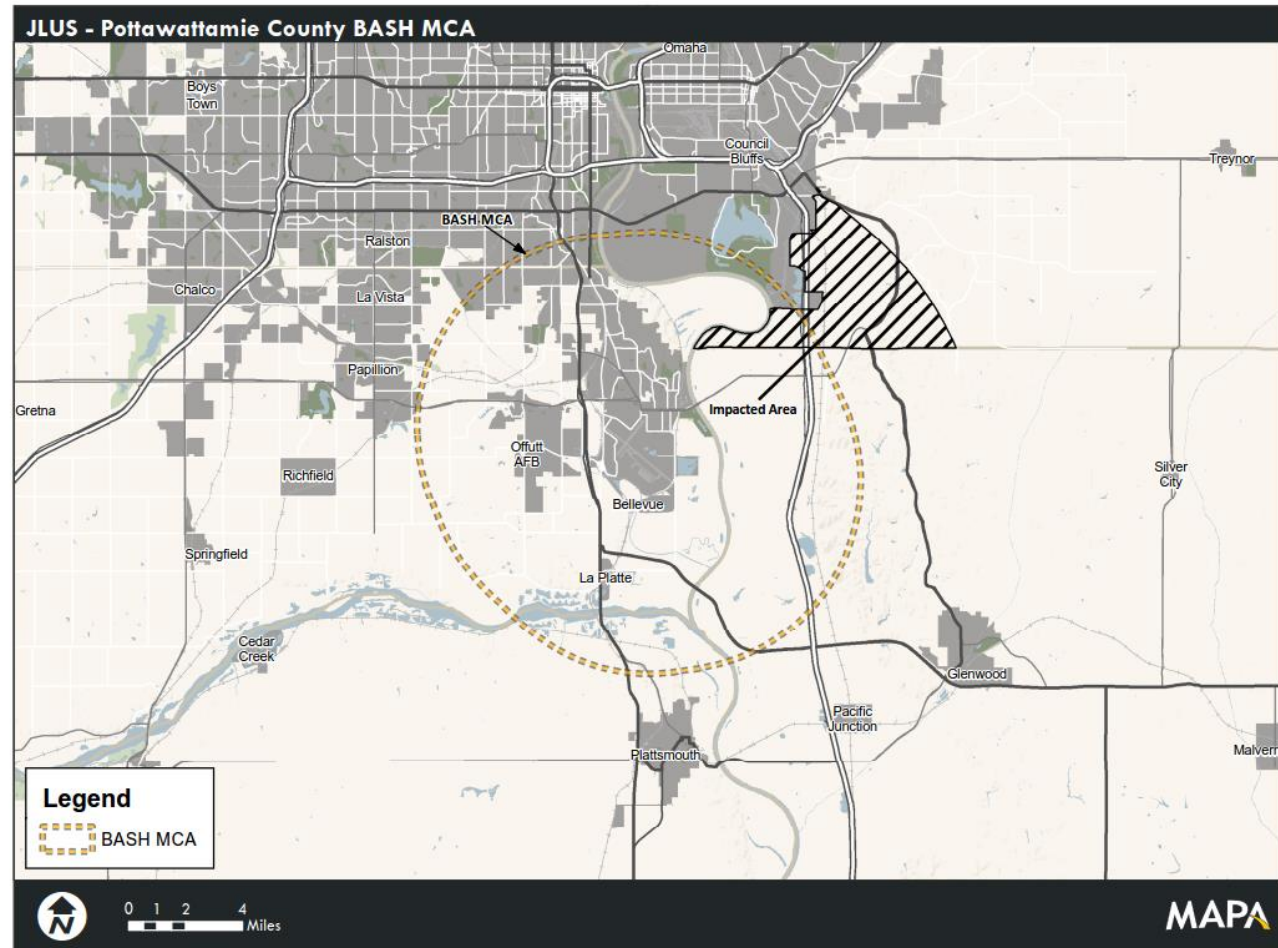




The area also lies between the 200 ft. and 500 ft. contours of the FAR 77.23(a)(2) Obstruction Standards. Height limits are established in the County's Zoning Code for structures and buildings. The A-3 District permits towers up to 500 ft. as a principal use and towers over 500 ft. as a conditional use. The A-4 District permits towers and is silent on height limitations. Windfarms are also a conditional use in the A-3 and A-4 Districts.

Bird/Wildlife Air Strike
(BASH) MCA

The area impacted by the BASH MCA is mostly within the Conservation Overlay. Land uses include industrial adjacent to I-29, a coal combustion residue landfill, agricultural crop production, and the Missouri River floodway. With the exception of land along I-29, the Area has been identified in the Plan to remain agriculture.



Comprehensive Plan Recommendations

Goal:

Secure the continued viability of unique regional economic assets such as Offutt Airforce Base (AFB)

Policy:

County government will collaborate with Offutt AFB to integrate reasonable measures provisions into County Plans and programs, intended to reduce or avoid conflicts which might threaten the Base's current or potential future mission.

County government will actively engage Offutt AFB leadership in an on-going dialogue regarding issues of mutual interest, including but not limited to prospective land use developments, infrastructure extensions, a land use plan, regulation amendments, and other similar concerns affecting Pottawattamie County lands adjacent to the Base.

County government will amend its Comprehensive Plan and land use regulations to incorporate a new Military Compatibility Area Overlay District to help implement applicable recommendations of the Joint Land Use Study final report. This new designation and zone will establish land use regulations and procedures deemed necessary to ensure the Base's continued viability.

Goal:

The County will adopt an overlay zone and related standards governing land development located within the Imaginary Surfaces MCA as depicted in the Offutt AFB JLUS. With the exception of fully entitled developments, these regulations shall supersede the underlying zoning in terms of maximum permissible residential density, structure heights, FAR 77.23(a)(2) Obstruction Standards, and permissible land use.

Goal:

The County shall implement a consistent and comprehensive program of collaboration and coordination with Offutt AFB, including but not necessarily limited to formal Memoranda of Understanding, timely opportunities for Offutt personnel to review and comment on proposed plan, policy, and map amendments, as well as projects proposed within the MCAOD boundary.

Goal:

Any such designations of lands located within the MCAOD shall remain and not be "upzoned" to a more intense land use category, unless such change is consistent with land use and other recommendations of the Offutt AFB Joint Land Use Study final report.

COMPREHENSIVE PLAN SUMMARY

MILLS COUNTY



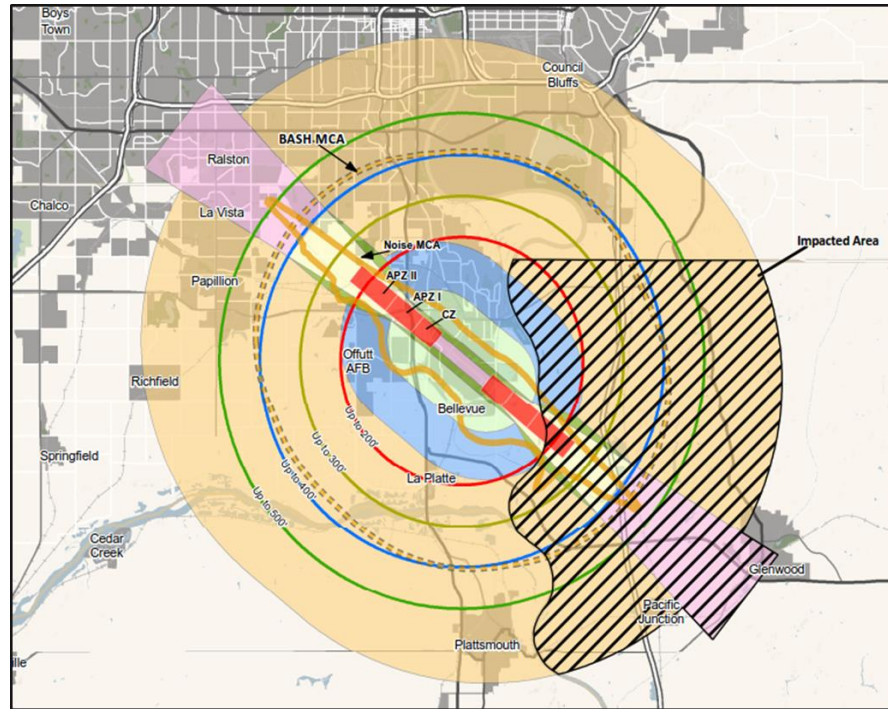
JOINT LAND
USE STUDY

MAPA

Omaha - Council Bluffs
Metropolitan Area
Planning Agency

Offutt Air Force Base Joint Land Use Study Background

The Joint Land Use Study (JLUS) is a land use plan with specific implementation actions to ensure that civilian growth and development are compatible with vital training, testing, and other military operations at Offutt Air Force Base (AFB). The JLUS process promotes and enhances civilian and military communication and collaboration, serves as a catalyst to sustain the military mission, and promotes the public health, safety, quality of life, and economic viability of the region. The intent of this planning effort is to foster and enhance an ongoing working relationship between Offutt AFB, federal and state agencies, neighboring jurisdictions, and local organizations.



The Offutt AFB JLUS Area was designed to address all lands near Offutt AFB that may impact current or future military operations or be impacted by these military operations. A key strategy to guide compatible development and activities without over-regulation is the establishment of five Military Compatibility Areas (MCAs) and a Military Compatibility Area Overlay District (MCAOD). The proposed Offutt AFB MCAOD is an area that incorporates all of the MCAs.

The MCAs, outlined in the image to the right, were designated to accomplish the following:

- 1) Promote an orderly transition between community and military land uses to ensure land use compatibility;
- 2) Protect public health, safety, and welfare;
- 3) Maintain operational capabilities of military installations and areas;
- 4) Promote an awareness of the size and scope of military training areas, while protecting areas separate from the actual military installation (e.g., critical air space) used for training purposes; and
- 5) Establish compatibility requirements within the five designated areas within the MCAOD.

Mills County Comprehensive Plan Summary

Completed in August 2017, The Mills County Comprehensive Plan is intended to manage the pace, location, and impacts of growth and development and reflects a basic philosophy of Mills County. The cross-jurisdictional nature of population growth issues (e.g., land use, transportation, natural resource preservation, community services).

Mills County is located to the east of Offutt Air Force Base (AFB) on the Iowa side of the Missouri River. Approximately 71.3 square miles (referenced herein as “Area”) of the County’s jurisdiction is located within the JLUS Military Compatibility Area (MCA). Four JLUS Compatibility Zones impact the Area and is indicated on page 133 of the Mills County Comprehensive Plan. These include the Accident Potential Zone II, Noise Contour MCA, Imaginary Surfaces MCA regulating building and structure height (FAA Part 77), and the Bird/Wildlife Air Strike Hazards (BASH).

The following pages provide a summary of how the JLUS was implemented as part of the Mills County Comprehensive Plan. Items addressed in the Plan are land use issues, population changes, jobs and employment, and communication and coordination.

MILLS COUNTY

COMPREHENSIVE PLAN



MAPA

Adopted: September 26, 2017
Resolution: 17-26



Other Recent Studies & Resources

Numerous studies have been conducted in the Omaha metropolitan area that have established their own population projection figures. The reliability of these population projections depends on the continuation of past growth trends. Each of these studies are based on historical growth patterns and the composition of the current population. The following is a brief list of these studies and their projection estimates for Mills County, shown in Table 4 below:

- The Iowa State Data Center provides population projections benchmarked by the 2010 Decennial Census from Woods and Poole Economics, Inc., an experienced independent firm that specializes in long-term County economic and demographic projections. Woods & Poole has been making County projections since 1983. The study estimated an annual growth of 0.73% which equates to an increase of nearly 3,672 people by 2040.
- Heartland 2050 was a regional visioning effort for the eight-county Omaha-Council Bluffs Metropolitan area encouraging collaboration across jurisdictions to reduce redundancies and identify opportunities to leverage assets and save taxpayer dollars. The study estimated an annual growth rate of 0.08% which equates to a modest increase of 366 people by 2040.
- Offutt Air Force Base Joint Land Use Study (JLUS) was a process designed to identify and determine ways to enhance compatible land uses and growth management practices in communities close to active military installations, such as Offutt AFB. The JLUS study estimated an annual growth rate of 0.98% which equates to an additional 5,135 people by 2040.

Table 4 **Population Projections: Other Studies & Resources**

Year	Woods & Poole Estimates		Heartland 2050		JLUS	
	Annual Rate 0.73%	Population Change	Annual Rate 0.08%	Population Change	Annual Rate 0.98%	Population Change
2015	15,617	558	15,119	60	15,814	755
2020	16,195	578	15,180	61	16,606	793
2025	16,795	600	15,241	61	17,439	832
2030	17,417	622	15,302	61	18,313	874
2035	18,062	645	15,363	61	19,231	918
2040	18,731	669	15,425	62	20,194	964
TOTAL		3,672		366		5,135

Source: Woods & Poole Economics (2009)
Heartland 2050/Metropolitan Area Planning Agency (2015)
Offutt Airforce Base Joint Land Use Study (2015)



- There are currently no community housing rehab programs available
- Working on community character can better attract new residents
- Commutes are much better now with the US 34 bridge
- Offutt Air Force Base employees are a big clientele for realtors
- Prospective residents looking for more unique (i.e. look and feel) subdivisions
- Lack of rural water is stopping some development; water quality is a big issue, especially east of Glenwood

Big Ideas

- Change parcel split allowance – three splits in 40 acres

Town Hall Meeting

At the town hall meeting in Malvern, attendees were invited to answer a brief questionnaire related to housing. Attendees could also write comments or suggestions on the questionnaire form or on large aerial and land use maps.

- Single-family housing is the most needed housing type, followed by townhomes and condos
- The majority of respondents preferred new housing growth be focused in the cities and non-residential be in the unincorporated areas of the County
- Respondents preferred cluster housing with one house per 3/4 acre with avoidance of natural resources such as dense tree cover, drainage ways, or ridge lines where municipal utility connections are available. The second preference was rural residential acreages on lots of around 10 acres.
- Other comments regarding housing:
 - More market price single-family housing on the eastern side of the County
 - Townhomes and condos for elderly residents
 - Use annexation when necessary
 - Potential for apartments in Glenwood
 - Develop townhomes/condos near or within cities
 - Build subdivisions in proximity to major highways
 - More housing options for retirees
 - More rural development options throughout the County
 - Housing growth should be focused in small communities too
 - Assisted living/retirement homes should be focused within city limits
 - New rental properties should be affordable
 - Assisted living options for the high functioning developmentally disabled



Table 19 Labor Force Characteristics by Industry Comparison (2014)

Industry	Mills County	Omaha MSA	State of Iowa
Educational services, and health care and social assistance	29.2%	23.9%	24.3%
Retail trade	14.2%	11.6%	11.7%
Manufacturing	8.4%	8.7%	14.9%
Construction	6.6%	6.7%	6.1%
Transportation and warehousing, and utilities	6.2%	5.7%	4.6%
Professional, scientific, and management, and administrative and waste management services	6.1%	10.8%	7.1%
Arts, entertainment, and recreation, and accommodation and food services	5.8%	8.5%	7.4%
Finance and insurance, and real estate and rental and leasing	5.7%	9.7%	7.6%
Public administration	5.7%	3.9%	3.3%
Agriculture, forestry, fishing and hunting, and mining	4.9%	1.3%	4.0%
Other services, except public administration	3.7%	4.2%	4.3%
Wholesale trade	2.7%	2.8%	2.9%
Information	0.8%	2.4%	1.8%

Source: American Community Survey, Five-Year Estimates (2010-2014)

The largest industry for Mills County is educational services, health care, and social assistance. This is attributed to the Glenwood Resource Center and community schools. The relative strength of the public administration sector in Mills County is another outlier among the Omaha MSA and state of Iowa. Much of this employment can be attributed to the Offutt Air Force Base located just across the Missouri River, south of Bellevue, NE. There are a number of families that choose to live in rural Mills County for its natural amenities and affordable housing options, and then have a short commute which has only gotten better with the recent opening of the US Highway 34 bridge and road expansion project.

Table 20 and Figure 17 provide further analysis of the labor market by occupation. Nearly a third of Mills County residents have jobs in the management, business, and science and art occupations with 32.8% of the labor force. This share of employed residents is slightly less than both the overall Omaha metro labor market as well as the state of Iowa totals. The service occupation is an outlier for Mills County as its share (22.2%) is substantially higher than that of both the Omaha MSA (16.4%) and the state of Iowa (16.5%). This occupation includes healthcare support, protective services, food preparation and serving, building and grounds cleaning/maintenance, and personal care.



[section 6.3]

ACHIEVE

The Achieve section provides a summary of previous sections and starts to identify priorities for future growth and development. Mills County's economy has been and will continue to be rooted in agriculture, however, the economic landscape has changed. Fewer workers are required in the industry due to technology and innovation and many local ag-related facilities have closed or consolidated operations. The largest overall job industry in Mills County today is educational services, health care, and social assistance, which is tied to the Glenwood Resource Center and public schools. The proximity to Offutt Air Force Base gives Mills County a larger share in the public administration industry than most peer counties. Not unlike the state of Iowa and much of the Midwest, Mills County has typically experienced low unemployment compared to the national average, even during the Great Recession when national unemployment hovered around 10 percent. The County's typically low unemployment can have the unfortunate side effect of being unable to attract new businesses.

The nearness of Mills County to Omaha and Council Bluffs can be characterized as both a strength and a weakness. As a "bedroom community," Mills County's workforce largely commutes outside the County to Omaha, Council Bluffs, Bellevue, and other cities in the metro. Many of those commuters choose to shop for goods and services in the urban area they travel to and from, and as a result, Mills County has a scarcity in non-service oriented commercial businesses, which has certainly affected the County tax base. Employers in the County also have difficulty competing with higher wages that are offered in the larger cities. However, this is not to suggest that Mills County lacks successful businesses with longevity in the community. The County can most certainly capitalize on its proximity to the metro by fostering businesses that supplement existing industries/sectors of the Omaha-Council Bluffs area.

Although many residents work outside the County, there is a growing capability in today's workforce for employees to work from home – or "telecommute". One advantage of telecommuting is that it gives an employee more freedom to choose where one wishes to live. Fast and reliable internet is also more of an essential element to quality public education across all grade levels. Deficiencies related to internet service have been noted throughout the Plan update. In order for Mills County to be an attractive and viable location for employers and employees, an emphasis will need to be made to close the broadband gaps that currently exist.

Mills County benefits from availability of developable land with direct access to major interstates, highways and rail lines. A recent boon to the County involved the opening of the US 34 bridge that crosses the Missouri River into Nebraska. The I-29 and US 34 interchange will be a key site for economic activity and development potential. Unfortunately, developable land near I-29 is in a state of flux as the Missouri River levee lacks accreditation from FEMA. The cost to conduct an engineering study and complete any necessary repairs is prohibitive. This obstacle will remain a priority in the County until a financial solution is determined. Another obstacle identified throughout this planning process is utility connectivity to areas of the County considered prime for development.



Landcover & Vegetation

Vegetation displays the location of major tracts of trees and brushy areas within Mills County. The largest tracts of forestland are on the bluffs along the Missouri River. Other wooded tracts occur as irregularly shaped areas and narrow bands along streams and rivers, as strips in upland drainage ways, and as narrow areas on steep banks along streams. The two main forest cover types are oak-hickory and bottomland hardwoods. See map 13 on page 134.

Steep Slopes

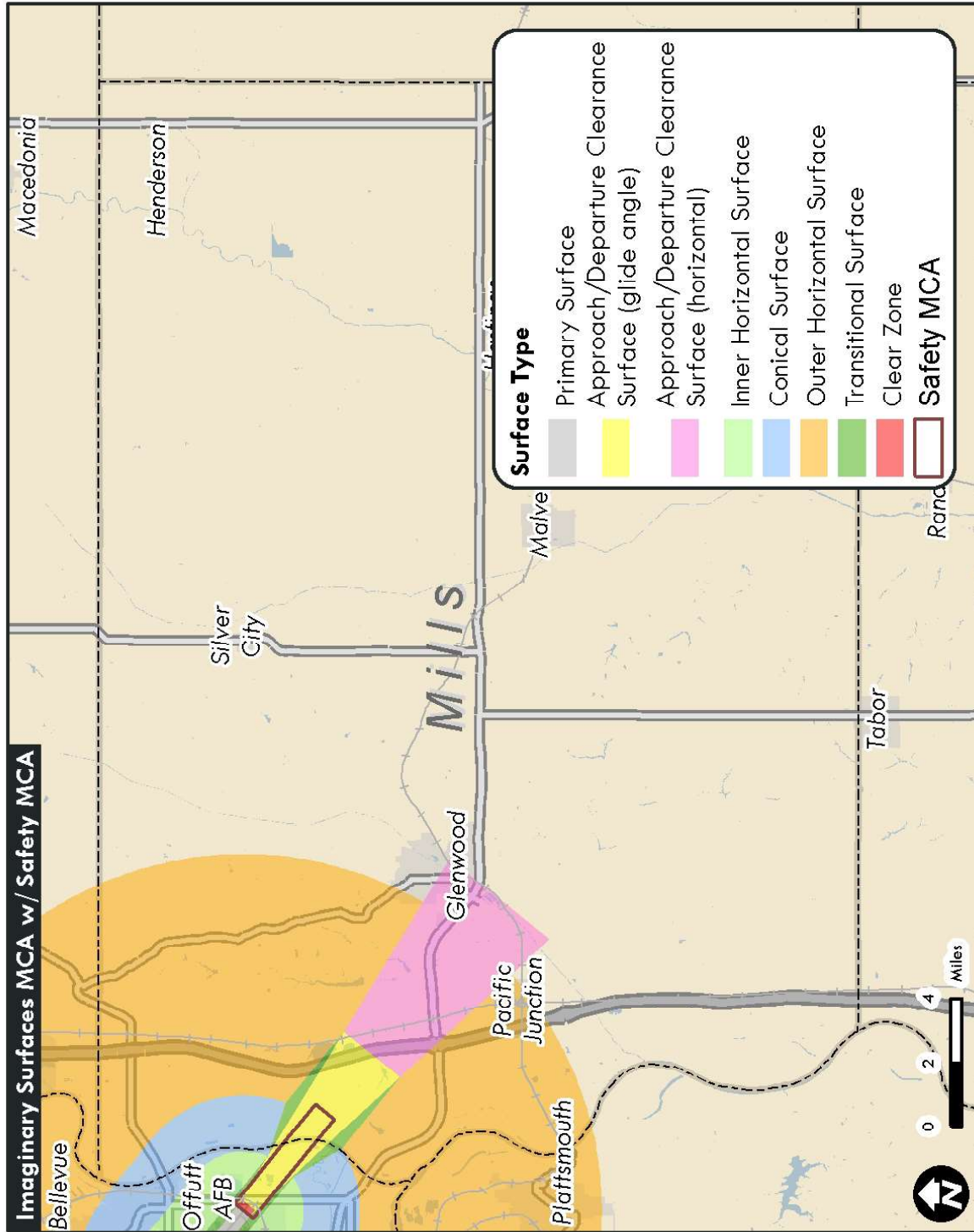
While much of Mills County shares the flat plains characteristic most associated with Iowa farmland, there are areas of the County that exhibit steep slopes. Slopes in excess of nine percent are predominately located along the Missouri River and part of the Loess Hill formations. These slopes are considered very susceptible to erosion. Land-altering activities should generally be avoided or developed with consideration to drainage and topography. See map 14 on page 135.

Military Compatibility Areas

Offutt Air Force base located in Bellevue, NE has a flight path over Mills County. Offutt is a large regional employer which impacts Mills County. The Offutt Joint Land Use Study, completed in 2015, is a cooperative land use planning effort conducted as a joint venture between Offutt, surrounding jurisdictions, state, and federal agencies, and other affected stakeholders. The goal is to reduce potential conflicts between military installations and surrounding areas while accommodating new growth and economic development, sustaining economic vitality, protecting public health and safety, and protecting the operational missions of the installation. It is the County's intent to work with Offutt Air Force base for the benefit of both. See map 12 on page 133.



Map 12 JLUS





[section 7.4]

IMPLEMENT

Considering the findings of the previous sections, the Implement section offers guidance on how to manage future growth and development of the County. Here we outline the goals, policies, and action steps for Land Use and Growth Management. Policies and action steps give more detail and describe the activities needed to achieve the desired goals of the County. Policies are part of the value system linking goals with action steps, and they define the broader goals with more detailed descriptions. The adopted action steps synthesize the information from the existing profile of the County and public input from the visioning component of the Comprehensive Plan. Action steps are a means to achieve the goals established by the community and they imply a clear commitment to Mills County's future development.

Goal:

Mills County will utilize the Comprehensive Plan to identify areas for implementation of appropriate zoning and subdivision regulations to facilitate responsible growth and development.

Policies:

- Implement the County-wide land use pattern that ensures compatible and complementary relationships between land uses and jurisdictions.
- Promote land use development within the zoning jurisdictions and municipalities.
- Develop a Capital Improvement Program (CIP) to properly plan and budget for public improvements to support growth in the areas identified on the future land use map.
- Development should be designed in a manner that identifies the infrastructure of adjacent development and provides continuation and connectivity of those facilities throughout the immediate area.
- Coordinate with Offutt Air Force Base Community Planning Office to preserve the Military Compatibility Area Overlay District.

Action Items:

- Analyze and amend zoning regulations to reflect desired density requirements that facilitate population growth capacity while considering preservation of sensitive and prioritized lands.
- Continue to enforce the Loess Hills Conservation Development District to protect the sensitive Loess Hills.
 - Provide no development incentives in this District.
 - Limit public improvements in this District to those that exist today.
 - All development in the District shall require net grading.
- Review the adjacent community land uses for compatibility on all proposed zone changes. Use 28E Agreements where appropriate.



- Locate commercial and/or industrial development in areas of the County that have adequate infrastructure present and do not infringe on residences.
- Adopt building codes and zoning ordinances in partnership with the Joint Land Use Study and Offutt Air Force Base.

Goal:

Support the continued viability of Offutt Air Force Base through the reduction, elimination or mitigation of present and/or future land use compatibility issues.

Policies:

- Incorporate JLUS goals, policies, and actions applicable to Mills County in the Comprehensive Plan Amendment to assure that land use regulations and decisions are carried out in ways that diminish existing conflicts and avoid creating new ones.

Action Items:

- Follow and comply with federal standards within the Noise and Safety Military Compatibility Areas and Critical Parcel Area as outlined in the 2015 Offutt Air Force Base Joint Land Use Study, depicted in Map 12 on page 133.
- Provide Offutt Air Force Base personnel with advance notification of proposed or pending development applications within the Military Compatibility Overlay District as outlined in the 2015 Offutt Air Force Base Joint Land Use Study Final Report and collaborate with Offutt Air Force Base in regards to the timing, nature and extent of planned Capital Facilities which may have positive or negative impacts on the Air Force Base's mission and/or operations.
- Coordinate with Offutt Air Force Base with regard to the timely review and comment on the form and substance of the Mills County Comprehensive Plan.
- Continue to collaborate with leadership of Offutt Air Force Base through joint meetings, discussion and applicable forums.



- Identify space/locations for new commercial and/or industrial businesses throughout the land use plan.
- Recruit additional businesses and implement the I-29 and Highway 34 master plan.
- Support existing Mills County businesses and workforce.
- Partner with state and regional agencies that support economic development activities.

Action Items:

- Partner with local and regional utility providers to install new services for the marketability and support of commercial and industrial sites.
- Continue to promote Mills County economic development opportunities with Advance Southwest Iowa Corporation.
- Identify and prioritize land adjacent to the cities for commercial and/or industrial businesses that can be served with public utilities and infrastructure.
- Continue to work with Mills County Economic Development Board to attract and retain business.
- Use tax increment and urban revitalization incentives where applicable.
- Promote development at Interstate 29 interchanges that provide services to highway traffic and regional rural areas within the County.
- Encourage development of local businesses at strategic locations along highway corridors adjacent to communities.
- Improve telecommunications infrastructure throughout the County so that internet is not a barrier to companies of any size or home based businesses.
- Promote new housing to support the economic development efforts.
- Encourage enhanced tourism and special event facilities that attracts additional visitors to Mills County.

LAND USE & GROWTH MANAGEMENT**Goal:**

Mills County will utilize the Comprehensive Plan to identify areas for implementation of appropriate zoning and subdivision regulations to facilitate responsible growth and development.

Policies:

- Implement the County-wide land use pattern that ensures compatible and complementary relationships between land uses and jurisdictions.
- Promote land use development within the zoning jurisdictions and municipalities.
- Develop a Capital Improvement Program (CIP) to properly plan and budget for public improvements to support growth in the areas identified on the future land use map.



- Development should be designed in a manner that identifies the infrastructure of adjacent development and provides continuation and connectivity of those facilities throughout the immediate area.
- Coordinate with Offutt Air Force Base Community Planning Office to preserve the Military Compatibility Area Overlay District.

Action Items:

- Analyze and amend zoning regulations to reflect desired density requirements that facilitate population growth capacity while considering preservation of sensitive and prioritized lands.
- Continue to enforce the Loess Hills Conservation Development District to protect the sensitive Loess Hills.
 - Provide no development incentives in this District.
 - Limit public improvements in this District to those that exist today.
 - All development in the District shall require net grading.
- Review the adjacent community land uses for compatibility on all proposed zone changes. Use 28E Agreements where appropriate.
- Locate commercial and/or industrial development in areas of the community that have adequate infrastructure present and do not infringe on residences.
- Adopt building codes and zoning ordinances in partnership with the JLUS and Offutt Air Force Base.

Goal:

Support the continued viability of Offutt Air Force Base through the reduction, elimination or mitigation of present and/or future land use compatibility issues.

Policies:

- Incorporate JLUS goals, policies, and actions applicable to Mills County in the Comprehensive Plan Amendment to assure that land use regulations and decisions are carried out in ways that diminish existing conflicts and avoid creating new ones.

Action Items:

- Follow and comply with federal standards within the Noise and Safety Military Compatibility Areas and Critical Parcel Area as outlined in the 2015 Offutt Air Force Base Joint Land Use Study. Depicted in Map 12 on page 133.
- Provide Offutt Airforce Base personnel with advance notification of proposed or pending development applications within the Military Compatibility Overlay District as outlined in the 2015 Offutt Air Force Base Joint Land Use Study Final Report and collaborate with Offutt Air Force Base in regards to the timing, nature and extent of planned Capital Facilities which may have positive or negative impacts on the Air Force Base's mission and/or operations.



- Coordinate with Offutt Air Force Base with regard to the timely review and comment on the form and substance of the Mills County Comprehensive Plan.
- Continue to collaborate with leadership and Offutt Air Force Base through joint meetings, discussion and applicable forums.

IMPLEMENTATION, EVALUATION, AND REVIEW

Goal:

Mills County will facilitate efforts for future review and updating of the Mills County Comprehensive Plan and its supporting documents through continuous public participation.

Policies:

- Annually review the Mills County Comprehensive Plan to ensure the document remains current and relevant.
- Continually recruit and educate residents for service on the Mills County Planning Commission and other County bodies as needed.
- Utilize state and regional partners for implementation of the vision documented in the Comprehensive Plan.

Action Items:

- Establish an annual review process of the Mills County Comprehensive Plan, Zoning Ordinance, and Subdivision Regulations.
- Adjust the policies in the Comprehensive Plan as necessary based upon new opportunities and the citizens' desires.
- Develop an ongoing educational program relating to community planning and development issues so that residents are informed about planning decisions and become more familiar with any new developments within and surrounding the community.
- Actively participate in the Advance Southwest Iowa Corporation, Greater Omaha Chamber, Metropolitan Area Planning Agency (MAPA), and the Iowa State Association of Counties (ISAC).

[section 8.3]

IMPLEMENTATION TOOLS

The steps toward each goal in a comprehensive plan require the use of several tools and mechanisms in order to be obtained, realized, and sustained. Mills County will need to continually develop its own set of implementation tools and strategies, recognizing that each has unique strengths and weaknesses. Implementation strategies can be separated into several tool categories and programs, each with its distinct characteristics that make them suitable for specific goals and circumstances.

Support Programs

Three programs will play a vital role in the success of the comprehensive plan