

**Responses to Questions Raised at the August 27, 2007
Meeting of the Joint Land Use Study Policy Committee
Brewer High School, 1025 West Loop 820 North, Fort Worth**

Impact on land (ownership, value, et cetera)

Q. Which zones are being considered for purchase (CZ's, APZ's)?

A. *In order to be fully compliant with Department of Defense recommendations, various properties should be under the control of the military installation. The top priority, from a technical standpoint, is the ownership of the Clear Zones and Accident Potential Zones located north and south of the runway. If adopted by the JLUS Policy Committee, these purchases would become the responsibility of the local governments. In addition, the JLUS Policy Committee may recommend that high aircraft noise zones be considered for public purchase.*

Q. Has funding for such purchases already been identified?

A. *There is money available from the Department of Defense for voluntary purchases associated with conservation easements and the preservation of open space.*

Q. Will there be effects on property values as a result of the study?

A. *The recommended changes in land use could impact the value of land based on use. For instance, there may be a differential between the value of land used for single family residential versus the value of the same land used for industrial development. These changes have not been quantified and will depend largely on market forces in western Tarrant County.*

Q: Is there a draft real estate disclosure available for citizen review?

A: *Yes. The draft real estate disclosure is included in the draft study report available online at: www.nctcog.org/jlus. Refer to the last four pages of the file for the sample disclosure statement.*

Q. What is being conveyed by the purchase of easements?

A. *An easement is the right to do or to prevent something over the real property of another. The easements being considered as part of the Joint Land Use Study include aviation easements (the right to conduct aviation operations over a certain property and including limitations on the height of structures and use of property) and conservation easements (providing the ability to maintain open space on a piece of property).*

Q: Regarding Fort Worth's sound attenuation ordinance, can you clarify the following: (1) When is remodeling considered new construction? (2) What if a house in the noise zone burns down, is it grandfathered in for reconstruction? and (3) How is "existing" defined?

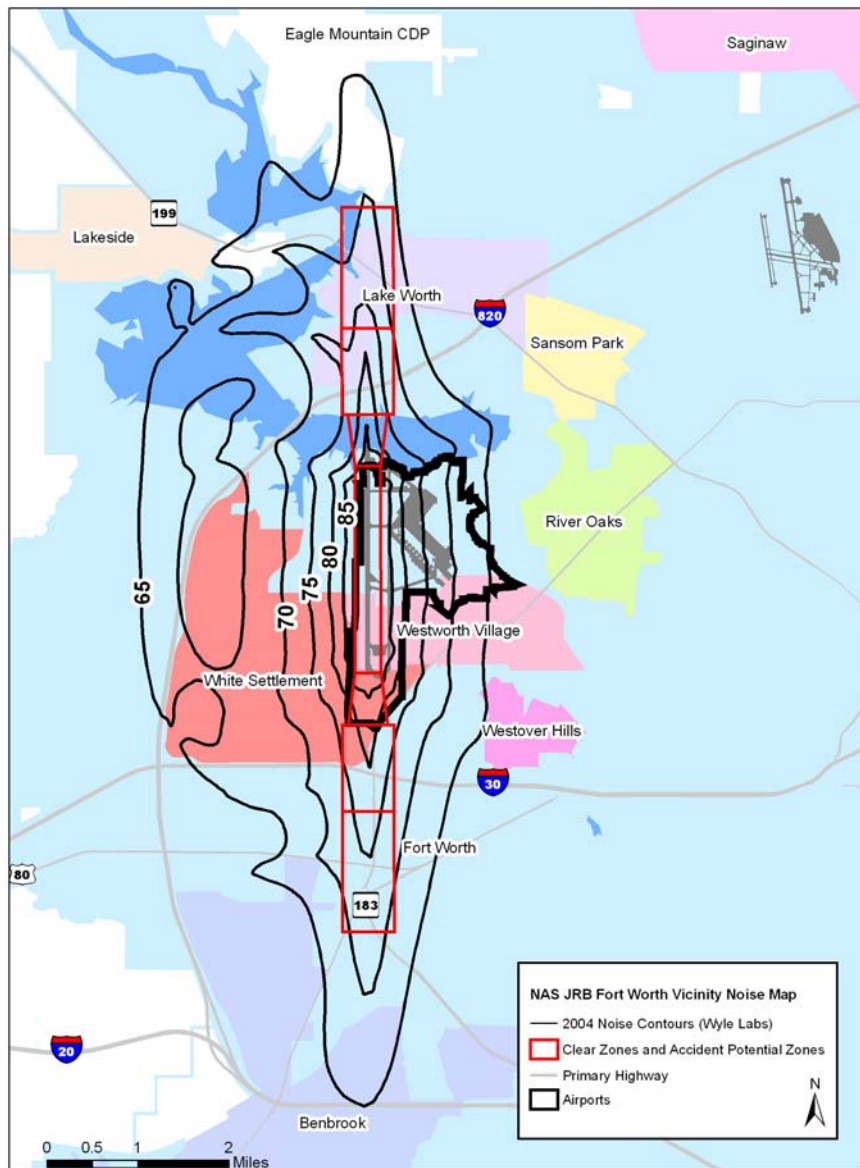
A. *This is an ongoing study and the recommendations will be in compliance with local government guidelines. All questions related to a specific ordinance for the City of Fort Worth should be directed to Al Godwin, City of Fort Worth Building*

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Official. Al Godwin can be contacted by phone at: (817) 392-7825 or via email at albert.godwin@fortworthgov.org.

Q. In your questionnaire, you asked if there was support for voluntary purchases of easements on land surrounding NAS JRB. What is the definition of “surrounding”?

A. The Joint Land Use Study was conducted on land impacted by noise and safety zones surrounding the installation. This land includes the clear zone and accident potential zones at the ends of the runway, as well as the zones in which aircraft noise exceeds an average of 65 db during a 24-hour period. The zones are illustrated on the map below.



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Questions Related to Involvement by Various Groups and Individual Citizens

Q: Have retired military personnel and other military support organizations in the area been engaged in this study effort?

A: Yes. In response to suggestions made at JLUS Public Meetings held in April 2007, the staff at NCTCOG contacted representatives at the Fort Worth Air Association, Marine Corps Association, Military Officers Association of America, National Guard Association of Texas, Navy League, Non-Commissioned Officers' Association, and Reserve Officers Association to discuss the study and engage them. In addition, the Texas Military Preparedness Commission, former staffs to the Base Realignment and Closure process, and locally active citizens have been involved in monthly meetings and one-on-one sessions with NCTCOG staff to guide the study efforts. In addition, meetings have been advertised in the NAS News / Senior Living newspaper, circulated to retired military personnel in the region.

Q. Will the study recommendations be politically or financially motivated?

A. No. The recommendations are based on the application of technical and policy standards from the Department of Defense to local conditions.

Q. How can a citizen get involved in the Joint Land Use Study?

A. The most effective way to get involved is to attend the JLUS public and policy committee meetings to voice your opinion. Citizens may also consider adding their names to the list of interested parties in order to stay up to date with upcoming JLUS events. Email mmallonee@nctcog.org if you wish to have your name added to the list. If you are unable to attend meetings regularly check our website at www.nctcog.org/aviation/jlus.

Q. Will this be an appropriate situation for citizens to vote on their desired outcome?

A. Although the adoption of the study recommendations is not an event that involves a citizen vote, the public has the ability to communicate with and influence the votes made by their representatives serving on the JLUS Policy Committee on their city councils.

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Questions Related to the Naval Air Station Joint Reserve Base

Q. What has the Naval Air Station Joint Reserve Base done to reduce their impact on the community?

- A. *The Navy has made several concessions to ensure that their impact on the local community is minimized:*
1. *The Navy uses “hush houses” to reduce the noise impact surrounding the airfield. These include the same “hush houses” that were used by the Air Force when the installation was open as Carswell Air Force Base as well as one additional “hush house” that was built by the Navy. In addition, these facilities are available for use by Lockheed Martin.*
 2. *The Navy does not permit engine testing or pattern work after 10:00 p.m. In addition, engine testing and pattern work are not permitted before noon on Sunday. The only exception to this rule is based on the occasional training needs of military personnel who are finalizing training immediately prior to an overseas deployment – this happens approximately once each year.*
 3. *The Navy has terminated Field Carrier Landing Practice (FCLP) at NAS JRB. The F-18 squadron that engaged in FCLP practice there has been dis-established and replaced by a quieter C-9 squadron.*

Q: If the air base has been in operation since 1941, why were schools, nursing homes, homes, and businesses allowed to build in the area?

- A. *The base was first opened for military activity in 1941, in a largely rural area. As development has grown around the base, noise and safety have become an increasing concern. Recognizing this as a national trend, in 1978 the Department of Defense instituted the Air Installations Compatible Use Zone (AICUZ) program. However, the AICUZ program is not regulatory in nature. Rather it is a series of recommendations that each local government must individually consider. Currently, those AICUZ recommendations (including land use, development density, and sound attenuation) serve as the basis for the Joint Land Use Study that is on-going today. The Joint Land Use Study is providing a forum to encourage local governments to consider formally adopting AICUZ-friendly zoning and land development regulations.*

Q. Is there something that is hindering the ability of NAS JRB to succeed in the next round of Base Realignment and Closure (BRAC)?

- A. *BRAC is the process that the Department of Defense uses to reorganize its installation infrastructure, closing some bases and realigning the missions at others. This is done to more efficiently and effectively support DOD armed forces, increase operational readiness and facilitate new ways of doing business. This process has historically been held every five to ten years and each round includes installation closures based on varying criteria. In recent BRAC rounds, the presence of incompatible urban development has posed a threat to an increasing number of installations in urban areas. The Joint Land Use Study’s goal is that urban development be compatible with the base’s mission, thus preventing future closure based on this factor.*

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Questions about Transportation Surrounding the Installation

Q. How soon can needed road improvements be implemented?

A. *Road improvements can fall into several categories: safety, mobility, intersection improvements, routine maintenance, et cetera. Each category of improvement will be eligible for different types of funding sources. For instance, the routine maintenance of Pumphrey Drive has been the subject of a recent Interlocal Agreement (ILA) between the Texas Department of Transportation, Tarrant County, and the City of Westworth Village. This is an ongoing project to improve the surface of the roadway. Other projects may be eligible for additional funding based on project type and urgency. Project ideas may be emailed to rwiggins@nctcog.org on an on-going basis.*

Q. Has anyone considered staggering Lockheed Martin's work hours to improve traffic flow as mentioned in the meeting?

A. *Lockheed Martin has an employee transportation program in place. As part of this program, the following are encouraged:*

- *Staggered work hours are encouraged via flex time. Flex time is an option for approximately 11,000 of Lockheed's 14,400 employees. The balance of employees are not eligible for flex time due to shift requirements.*
- *Vanpool programs are encouraged via an online reservation system and preferential parking. This includes vanpool coordination for long term use, as well as for occasional use (i.e. on ozone alert days).*
- *Biking and walking are encouraged. The company provides showers and bike lockers for those who commute by bicycle or by foot.*