



Compatibility Issues

The following pages contain a list of the preliminary compatibility issues identified to date. The issues listed are a work in progress that will be further refined and developed as additional input is obtained and the project progresses. This list was developed based on the most recent Policy Committee and Advisory Committee inputs, public forum #1, and input from Matrix staff. Each issue is categorized by the type of Compatibility Factor (the list below identifies the 25 compatibility factors initially presented for issue identification) and assigned a priority based on the Issue Priorities criteria described below.

Input received will be used to assist in the development of compatibility recommendations and strategies to address each issue.

COMPATIBILITY FACTORS

- | | |
|---|------------------------------|
| ■ Air Quality | ■ Legislative Initiatives |
| ■ Anti-Terrorism / Force Protection | ■ Light and Glare |
| ■ Biological Resources | ■ Local Housing Availability |
| ■ Climate Adaptation | ■ Marine Environments |
| ■ Cultural Resources | ■ Noise |
| ■ Dust / Smoke / Steam | ■ Public Trespassing |
| ■ Energy Development | ■ Roadway Capacity |
| ■ Frequency Spectrum Capacity | ■ Safety |
| ■ Frequency Spectrum Interference / Impedance | ■ Scarce Natural Resources |
| ■ Infrastructure Extensions | ■ Vertical Obstruction |
| ■ Interagency Coordination / Communication | ■ Vibration |
| ■ Land / Air / Sea Space Competition | ■ Water Quality / Quantity |
| ■ Land Use | |

ISSUE PRIORITIES

High Priority

These issues are critical to address within 1-2 years following completion of the JLUS.

Medium Priority

These issues are important and should be addressed in the 3-4 years following completion of the JLUS.

Low Priority

These issues are a concern and need to be addressed in 5 or more years following completion of the JLUS.

Awareness

No issues were addressed for these factors; however, the potential for compatibility issues to arise in the future should be monitored.

Public Priority	ID #	Issue Statement or Areas of Interest
Air Quality (AQ)		
Medium	AQ-1	Regional Air Quality Reductions in non-attainment for regional air quality could result in increased environmental compliance efforts and costly emissions offsets which would impact Dobbins ARB and possibly limit operations associated with air emissions.
Anti-Terrorism / Force Protection (AT)		
High	AT-1	Proximity and Unobstructed Viewshed Concerns over external sightlines into Dobbins ARB from Highway 41 (Cobb Parkway SE). Multiple businesses that line Cobb Parkway SE have an unobstructed view of Dobbins ARB operations.
Low	AT-2	Proximity of A.L. Burruss Nature Park Concerns over external sightlines into Dobbins ARB from public parks. A.L. Burruss Nature Park is a 45-acre park adjacent to the portion of Dobbins ARB north of South Cobb Drive. The west side of the park runs along the Dobbins ARB fence line providing unobstructed sight lines into Dobbins ARB property.
Medium	AT-3	Perimeter Fencing Multiple times per year cars collide with the perimeter fence along S Cobb Drive creating a breach that must be guarded until fixed. The winding road has hills and curves which can create hazardous driving conditions.
Climate Adaptation (CA)		
Low	CA-1	Urbanization of Watersheds Concern that urbanization of watersheds coupled with greater frequencies and intensities in storms could result increased stormwater runoff volumes resulting in localized flooding. Heavy rainfall events, when coupled with increases in impervious surfaces, produce large quantities of runoff that can potentially overwhelm stormwater distribution systems causing flash floods.
Coordination / Communication (COM)		
High	COM-1	Public Outreach Opportunities A strong relationship between Dobbins ARB and the public fosters community support for operations, future projects, and mission changes at Dobbins ARB. Budget limitations can impact public outreach and media coverage opportunities, affecting the ability of the Base to optimize relationships with the public.
High	COM-2	Development Review Coordination There is limited or no formalized reciprocal consultation between Dobbins ARB and surrounding jurisdictions for review of development plans. While Dobbins ARB and jurisdictions may engage in informal verbal and electronic communications, there is no formal agreement delineating points-of-contact, types of projects, review timeframes, or the roles and responsibilities for each affected party. This can potentially lead to confusion and duplication of resources or inability to reach the intended audience in a timely manner.

Public Priority	ID #	Issue Statement or Areas of Interest
High	COM-3	State and Local Coordination Dobbins ARB maintains a stronger relationship with Congress than with state and local government officials. Although Dobbins ARB quarterly meets with congressional stakeholders to preserve partnerships and promote cooperation, this interaction is limited between local and state elected officials.
High	COM-4	Information Coordination Internal organizational coordination from leadership to staff within jurisdictions is critical to effective analysis and decision-making on compatibility issues. Improve the top-down information flow on compatibility issues to ensure staff can make timely and optimized analysis and recommendations to management and elected officials.
High	COM-5	Operational Footprint Awareness Property buyers may be unaware of the Dobbins ARB mission impact when purchasing land or homes. Compatibility with safety zones and other operational impacts associated with the mission footprint may not always be communicated to private property buyers.
Medium	COM-6	School District Coordination Improving coordination between Dobbins ARB and School Districts has the potential to reduce incompatible school siting. Any coordination between School Boards and Dobbins ARB regarding the placement of new school facilities is conducted informally.
Cultural Resources (CR)		
Awareness	CR-1	Access to Jonesville Cemetery Difficult physical access and security concerns associated with historic Jonesville Cemetery located inside Dobbins ARB.
Frequency Spectrum Impedance / Interference (FSI)		
High	FSI-1	Radio Frequency Interference Flights on approach at the east end of Runway 29 experience communications outages with Command Post from sources in the APZs.
High	FSI-2	Internet Connectivity Projects Potential for frequency conflict with wireless providers and possible increased use of small cell towers.
Land / Air/ Sea Spaces (LAS)		
High	LAS-1	Unauthorized Unmanned Aerial Vehicles Potential for unauthorized Unmanned Aerial Vehicles (UAVs) to irregularly impact Dobbins flight patterns. UAVs could be commercial, personal, or used sporadically to monitor storms or assist in rescue operations. There is a general concern that UAVs in the airspace over Cobb County and Dobbins ARB could interfere with or complicate civilian and military airspace use.

Public Priority	ID #	Issue Statement or Areas of Interest
Medium	LAS-2	<p>Airspace Competition</p> <p>Regional airspace congestion from commercial and general aviation has the potential to impact future missions at Dobbins ARB. With the presence of Dobbins ARB and many public and private airports in the Atlanta region, there is constant competition for airspace requiring deconflicting of shared use. With the growth in population, the associated increased demand for commercial and private air travel, this competition is likely to intensify.</p>
Land Use (LU)		
High	LU-1	<p>Public Transportation and High Density Development</p> <p>Concern for compatibility with potential high-density development resulting from regional public transportation infrastructure improvements proximate to Dobbins ARB. Transit corridors are catalysts for surrounding development and rely on increased densities and intensities to support them.</p>
High	LU-2	<p>Redevelopment Areas</p> <p>Redevelopment is an important contributor to economic vitality. A number of redevelopment initiatives are underway within the JLUS Study Area. Within these redevelopment areas, compatibility of land uses with Dobbins ARB operations is critical.</p>
High	LU-3	<p>Densities in the Accident Potential Zones</p> <p>Residential densities in Accident Potential Zones exceed recommended thresholds creating a safety concern.</p>
Medium	LU-4	<p>Dobbins ARB Overlay Districts</p> <p>Concern that Dobbins ARB Overlay Districts do not comprehensively reflect the recommendations of the 2011 AICUZ Study. Cobb County and the City of Marietta have adopted Zoning Overlay Districts to prevent incompatible land use associated with Dobbins ARB operations; however, the Overlay regulations are less stringent than the AICUZ recommendations.</p>
High	LU-5	<p>SunTrust Park development and spin-off impacts</p> <p>Development associated with the SunTrust Park has the potential to impact Dobbins ARB operations.</p>
High	LU-6	<p>SunTrust Park operational and game day impacts</p> <p>The SunTrust Park may pose operational and game day impacts on Dobbins ARB aviation missions.</p>
Light and Glare (LG)		
High	LG-1	<p>Light Pollution</p> <p>Ambient light from sources surrounding Dobbins ARB affects the performance of nighttime aviation training using night vision equipment</p>
High	LG-2	<p>Light and Glare within the Approach and Departure Surfaces</p> <p>Areas with a high density of cars such as large parking lots can create areas of reflective surfaces with the potential to impede daytime pilot visibility. Lighting intensities and configurations can create ambient nighttime lighting conditions that affect pilot visibility, orientation, and training with night vision equipment. This of particular concern within the approach and departure areas extending from the ends of runways.</p>

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High	LG-3	Upward-directed Spotlights Upward-directional spotlights used for temporary events and business advertising can interfere with pilot visibility and create a distraction at night. Because these lights are mobile, many high intensity lights can be redeployed frequently in differing locations.
High	LG-4	Regional Roadway Improvements Night lighting associated with major highway and road improvement projects create ambient light which can affect pilot visibility and effectiveness of night vision equipment.
Noise (NOI)		
Low	NOI-1	Noise Complaints from Residential Communities Residential communities experience noise generated from Dobbins ARB aircraft operations. Aircraft noise is one of the most common disrupting factors associated with airfield operations. Generally, aircraft approaching and departing an airfield create the greatest noise impact on the surrounding community.
Low	NOI-2	Range Activities Generate Noise Dobbins ARB range activities create noise which impacts the surrounding residential community. The Dobbins ARB mission includes combat range training and training for, and disposal of, unexploded ordnance in the southeast portion of Dobbins ARB.
Low	NOI-3	Kennesaw State University Marietta Campus Expansion Concern over Dobbins ARB flight operations noise impact on potential expansion of the Kennesaw State University Marietta Campus.
Low	NOI-4	Dobbins ARB Contact Information Neither the Georgia National Guard nor the Dobbins ARB websites are designed for easy public access to information on noise from operations or for filing noise complaints.
Low	NOI-5	Helicopter Noise Communities in the north/south flight corridor experience nighttime helicopter noise which may be perceived as a disturbance. Helicopter approach flight paths run from north to south toward the east end of Dobbins ARB. Helicopter departure flight paths run from south to north near the west end of Dobbins ARB.
Low	NOI-6	New Residents New property owners may be unaware and unaccustomed to noise from aircraft overflight resulting in potential for increased noise complaints. Noise and vibration impacts affect properties in the vicinity of Dobbins ARB and may not be directly communicated to buyers prior to purchase.

Public Priority	ID #	Issue Statement or Areas of Interest
Roadway Capacity (RC)		
High	RC -1	<p>High Traffic Volumes</p> <p>Access to Dobbins ARB during rush hour and weekend training periods causes traffic stacking on public roads. The Main Gate, located on the northeast side of the Base off of South Cobb Parkway, is the most widely used access point but has limited room for vehicle stacking. This lack of space can cause back-ups onto Cobb Parkway SE, affecting through traffic and creating safety hazards.</p>
Safety Zones (SA)		
High	SA-1	<p>Incompatible Uses in the Clear Zones</p> <p>Incompatible uses in the Clear Zones (CZ) extending from each end of Runway 11/29 outside Dobbins ARB create a safety concern.</p>
High	SA-2	<p>Incompatible Uses in the Accident Potential Zones</p> <p>Incompatible uses which encourage the concentration of people in the Accident Potential Zones (APZs) extending beyond the CZs into Cobb County and the City of Marietta create a safety concern.</p>
Medium	SA-3	<p>Coordinated Funding</p> <p>There is no funding or coordinated funding strategy among stakeholders to acquire vacant parcels within the Clear Zones.</p>
High	SA-4	<p>Habitat for Wildlife Surrounding Base</p> <p>Vegetation and water sources within the immediate vicinity of Dobbins ARB can encourage nesting habitats for birds which pose a safety hazard for flight operations.</p>
High	SA-5	<p>Bird Hazards</p> <p>Birds and bird attractants within a five statute mile radius of Dobbins ARB create an opportunity for bird aircraft strike hazards. This area includes water bodies, golf courses / putting ranges, and three landfill transfer stations.</p>
Vertical Obstructions (VO)		
High	VO-1	<p>Road Construction and Expansion Projects</p> <p>Future road construction and expansion projects proximate to Dobbins ARB could create potential vertical obstructions for aircraft operations. Potential obstructions include temporary construction equipment and permanent infrastructure such as lighting fixtures. This is of primary concern for the Interstate 75 to US Highway 41 corridor projects.</p>
High	VO-2	<p>Tree Evaluation</p> <p>Trees create potential vertical obstructions for aircraft within the Clear Zones and Approach and Departure Surfaces associated with Runway 11/29 immediate outside Dobbins ARB.</p>
Medium	VO-3	<p>Tree Density and Preservation Requirements</p> <p>Tree density and preservation requirements in local zoning ordinances do not consider Clear Zone and Approach and Departure Clearance Surface height requirements.</p>

Public Priority	ID #	Issue Statement or Areas of Interest
Medium	VO-4	Tree Clearing on Private Property The vertical obstruction hazard that tree heights present in critical flight areas outside Dobbins ARB – Clear Zones, Approach/ Departure Surface, and Inner Horizontal Surface, necessitates clearing on private property. A coordinated effort between Dobbins ARB and local jurisdictions is required to ensure positive public relations are maintained.
Medium	VO-5	Obstructions in Imaginary Surfaces Permanent structures, such as light poles and utility lines, pose a potential safety concern for flight operations within Department of Defense established imaginary surfaces associated with Dobbins ARB Runway 11/29.
Water Quality / Quantity (WQQ)		
Medium	WQQ-1	Future Regional Water Quantity Demand for future water supply sources is directly tied to regional growth. With a limited supply of water and increased demand from population growth, short-term usage restrictions affecting the regional communities and Dobbins ARB may be required during periods of shortfalls in supply. In the long-term, the Metropolitan North Georgia Water District has concluded that the region will need other water supply sources. The uncertainty of the future water supply could impose restrictions on future water use.
Medium	WQQ-2	Future Regional Water Quality Regional population growth, associated increased wastewater, and stormwater discharges, coupled with polluted wastewater, stormwater, and aging water infrastructure at Dobbins ARB creates concern for future water quality within the region.

AWARENESS FACTORS		
Dust / Smoke / Steam (DSS)		
		No issues identified to date.
Energy Development (ED)		
		No issues identified to date.
Frequency Spectrum Capacity (FSC)		
		No issues identified to date.
Housing Availability (HA)		
		No issues identified to date.
Infrastructure Extensions (IE)		
		No issues identified to date.

Legislative Initiatives (LEG)		
		No issues identified to date.
Marine Environments (MAR)		
		No issues identified to date.
Public Trespassing (PT)		
		No issues identified to date.
Scarce Natural Resources (SNR)		
		No issues identified to date.
Vibration (V)		
		No issues identified to date.