

| COMPATIBILITY ISSUE / OPPORTUNITY | Very Important | | | | Important | | | | Somewhat Important | | | | Not Important | | | | No Opinion | | | | Total Issue Votes |
|--|-----------------|-----------------|------------------|-------|-----------------|-----------------|------------------|-------|--------------------|-----------------|------------------|-------|-----------------|-----------------|------------------|-------|-----------------|-----------------|------------------|-------|-------------------|
| | Fowler Township | Vienna Township | Howland Township | Other | Fowler Township | Vienna Township | Howland Township | Other | Fowler Township | Vienna Township | Howland Township | Other | Fowler Township | Vienna Township | Howland Township | Other | Fowler Township | Vienna Township | Howland Township | Other | |
| AT-1 Additional Land to Protect Installation Assets The location of utilities at Youngstown ARS need to be more centralized on the installation. Additional land at the installation could help buffer these assets from the installation periphery. | 1 | | 1 | 1 | 3 | 1 | | 2 | 3 | 3 | 2 | | 6 | | | 1 | 1 | | | 1 | 26 |
| Total Respondents by Each Category | 3 | | | | 6 | | | | 8 | | | | 7 | | | | 2 | | | | |
| AT-2 Land Constraints Affect Capability for Gate Improvements Land at Youngstown ARS is constrained by existing development and wetlands. The current installation footprint does not provide sufficient land to support improvements to the existing gate configuration and lacks the land to accommodate a new gate. | 3 | 2 | 2 | 3 | 2 | 1 | 1 | | 5 | 1 | | 1 | 5 | | | 1 | 1 | | | | 28 |
| Total Respondents by Each Category | 10 | | | | 4 | | | | 7 | | | | 6 | | | | 1 | | | | |
| AT-3 Enhanced Coordination for Airport Safety and Security There is a need for enhanced security protocols and procedures between Youngstown ARS, Trumbull County and Vienna Township to ensure a comprehensive and coordinated security and safety response across all airport areas, i.e. commercial terminal, surrounding airport grounds and runways, which are under the separate safety and security authority of the three parties. | 7 | 3 | 2 | 4 | 1 | 1 | 1 | | 3 | | | | 3 | | | 1 | | | | | 26 |
| Total Respondents by Each Category | 16 | | | | 3 | | | | 3 | | | | 4 | | | | 0 | | | | |
| AT-4 Enhanced Airport Perimeter Monitoring Certain areas outside the airport perimeter are heavily vegetated and lack direct access, presenting a concern for law enforcement monitoring. While Youngstown ARS has the capacity to monitor the perimeter in these areas from inside the airport property, there is no agreement that allows them to do so. | 5 | | | 2 | 1 | 3 | 1 | 1 | 3 | | 2 | | 5 | 1 | | 1 | 1 | | | | 26 |
| Total Respondents by Each Category | 7 | | | | 6 | | | | 5 | | | | 7 | | | | 1 | | | | |
| AT-5 Security Impact of Non-Aviation Use of Air Cargo Facility The use of the vacant air cargo facility by a non-aviation tenant presents a potential security issue for the existing Youngstown ARS mission since it would provide proximity to restricted airport areas by non-credentialed tenants, provide unobstructed views of military activities along the flight line, provide access to controlled airfield area used by Youngstown ARS, and create potential safety concerns. | 7 | 3 | 1 | 3 | 3 | | 2 | 2 | 2 | 1 | | | 3 | | | | | | | | 27 |
| Total Respondents by Each Category | 14 | | | | 7 | | | | 3 | | | | 3 | | | | 0 | | | | |
| COM-1 Emergency Service Radio Communications Need for use of the same radio frequency for emergency services coordination between emergency management in surrounding communities and Youngstown ARS. The use of multiple frequencies can reduce the effectiveness of communications, delay the transmission of critical information, and affect response times. | 10 | 4 | 3 | 4 | 4 | | | | | | | | 1 | | | 1 | | | | | 27 |
| Total Respondents by Each Category | 21 | | | | 4 | | | | 0 | | | | 2 | | | | 0 | | | | |
| COM-2 Emergency Management Coordination Need for enhanced communication between emergency management in surrounding communities and the Youngstown ARS Fire Chief so that they can provide the optimum level of mutual support for cross-training opportunities and to maintain an ongoing dialog. Though the communities and Youngstown ARS have Mutual Aid Agreements, they address only coordination for fire suppression and in the event of emergency incidents. | 10 | 4 | 3 | 4 | 4 | | | | 1 | | | | | | | 1 | | | | | 27 |
| Total Respondents by Each Category | 21 | | | | 4 | | | | 1 | | | | 1 | | | | 0 | | | | |
| COM-3 Access for Public Safety Officers Training at Youngstown ARS Youngstown ARS has a strong relationship with the surrounding community police departments and civilian public safety officers as evidenced by their attendance at classes and training at Youngstown ARS. These officers can experience issues accessing the installation since there are no formalized protocols for entry. | 8 | 3 | | 3 | 3 | | 1 | | 3 | 1 | 2 | 2 | 1 | | | | | | | | 27 |
| Total Respondents by Each Category | 14 | | | | 4 | | | | 8 | | | | 1 | | | | 0 | | | | |
| COM-4 Coordinating Public Support Though the public is very motivated to proactively demonstrate support for Youngstown ARS, there is no formal process for establishing how and when to best seek their support. | 11 | 3 | 2 | 4 | 2 | 1 | 1 | | 2 | | | 1 | | | | | | | | | 27 |
| Total Respondents by Each Category | 20 | | | | 4 | | | | 3 | | | | 0 | | | | 0 | | | | |

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| | Fowler Township | Vienna Township | Howland Township | Other | Fowler Township | Vienna Township | Howland Township | Other | Fowler Township | Vienna Township | Howland Township | Other | Fowler Township | Vienna Township | Howland Township | Other | Fowler Township | Vienna Township | Howland Township | Other | |
| COM-5 Development Review Coordination Need for formal communication procedures between community planning and zoning departments and Youngstown ARS for notification and comment on reviews for development applications that could impact the mission at Youngstown ARS. | 9 | 4 | 1 | 4 | 5 | | 2 | | 1 | | | 1 | | | | | | | | | 27 |
| Total Respondents by Each Category | 18 | | | | 7 | | | | 2 | | | | 0 | | | | 0 | | | | |
| COM-6 Coordination on Planning Issues with Local Jurisdictions Need for formalized coordination and communication between local jurisdictions and Youngstown ARS on planning issues. Though initiatives such as the Community Partnership Program are successful for implementing creative ways to leverage resources, opportunities to discuss localized and broad planning issues can be effective for identifying new opportunities. | 13 | 4 | 3 | 4 | 2 | | | | 2 | | | | | | | 1 | | | | | 29 |
| Total Respondents by Each Category | 24 | | | | 2 | | | | 2 | | | | 1 | | | | 0 | | | | |
| COM-7 Coordination between Port Authority and Youngstown ARS Need for enhanced communication and coordination between Western Reserve Port Authority and Youngstown ARS on planning issues, proposed projects and long-term plans at the Youngstown-Warren Regional Airport so that Youngstown ARS has an opportunity to evaluate any implications on their mission. | 13 | 3 | 3 | 5 | 1 | | | | | | | | 1 | 1 | | | | | | | 27 |
| Total Respondents by Each Category | 24 | | | | 1 | | | | 0 | | | | 2 | | | | 0 | | | | |
| COM-8 Need for Public Education on Youngstown ARS Mission Need for enhanced public awareness and education on the Youngstown ARS flight mission including low-level flight, use of Camp Ravenna, and use of night vision equipment. Though there is broad community support for Youngstown ARS, additional awareness and education can help reinforce the value of the installation within the community. | 2 | 2 | | 2 | 5 | 1 | 2 | 2 | 4 | 1 | 1 | 1 | 4 | | | | | | | | 27 |
| Total Respondents by Each Category | 6 | | | | 10 | | | | 7 | | | | 4 | | | | 0 | | | | |
| COM-9 State Agency Awareness of Youngstown ARS Mission for Permitting Need for awareness and education of Youngstown ARS missions with state agencies. Understanding the mission will help agencies, particularly those with permitting authority such as the Department of Natural Resources and Department of Transportation, consider what types of actions may have an impact on Youngstown ARS. | 2 | 2 | 1 | 4 | 6 | 2 | 2 | | 3 | | | 1 | 4 | | | | | | | | 27 |
| Total Respondents by Each Category | 9 | | | | 10 | | | | 4 | | | | 4 | | | | 0 | | | | |
| COM-10 Federal / State Agency Awareness of Youngstown ARS Mission for Partnering Need for awareness and education of Youngstown ARS missions with federal and state agencies to help identify partnering opportunities with agencies that have complementary missions and functions that could relocate to the installation. | 12 | 4 | 2 | 4 | | | | 1 | 1 | | | | | | | | 1 | | | | 25 |
| Total Respondents by Each Category | 22 | | | | 1 | | | | 1 | | | | 0 | | | | 1 | | | | |
| COM-11 Formal Coordination between FAA and Youngstown ARS Need for formalized coordination process between FAA and Youngstown ARS on planning actions at Youngstown-Warren Regional Airport that could impact the Youngstown ARS mission. | 11 | 4 | 2 | 5 | 2 | | 1 | | 1 | | | | | | | | | | | | 26 |
| Total Respondents by Each Category | 22 | | | | 3 | | | | 1 | | | | 0 | | | | 0 | | | | |
| ED-1 Energy Resiliency at Youngstown ARS Energy availability and resiliency of the supply at Youngstown ARS are critical to maintain operations in all conditions. Partnering on alternative energy sources, such as onsite renewables, can position the installation to be more resilient and reduce dependence on the grid. | 11 | 4 | 3 | 3 | 1 | | 1 | | 1 | | 1 | | 1 | | | | | | | | 26 |
| Total Respondents by Each Category | 21 | | | | 2 | | | | 2 | | | | 1 | | | | 0 | | | | |
| IE-1 Sewer Expansion Surrounding Youngstown ARS The extension of central sewer along Youngstown Kingsville Road (State Route 193) will provide infrastructure to support additional development and at greater intensities within the area near to Youngstown ARS. This development will need to be coordinated with Youngstown ARS to ensure it is compatible with the installation mission. | 2 | 1 | 2 | 2 | 3 | 3 | 1 | 2 | 5 | | | 1 | 5 | | | | | | | | 27 |
| Total Respondents by Each Category | 7 | | | | 9 | | | | 6 | | | | 5 | | | | 0 | | | | |

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| | Fowler Township | Vienna Township | Howland Township | Other | Fowler Township | Vienna Township | Howland Township | Other | Fowler Township | Vienna Township | Howland Township | Other | Fowler Township | Vienna Township | Howland Township | Other | Fowler Township | Vienna Township | Howland Township | Other | |
| LAS-1 Potential for Drone Impacts on Youngstown ARS Mission Concern for future civilian drone activity to impact the Youngstown ARS flight mission including surrounding airspace extending to Camp Ravenna. The proliferation of recreational drone usage and the potential for commercial use of drones will need to be coordinated with the installation to deconflict the use of airspace required for the Youngstown ARS flight mission. | 4 | 1 | | 3 | 3 | 2 | 1 | | 5 | | 4 | | 2 | | | | 1 | | | | 26 |
| Total Respondents by Each Category | 8 | | | | 6 | | | | 9 | | | | 2 | | | | 1 | | | | |
| LAS-2 Utilization Impact of Non-Aviation Use of Air Cargo Facility The use of the vacant air cargo facility for non-aviation related businesses minimizes or eliminates the potential for future military capability including utilization of the collocated aviation apron and nearby taxiways. | 2 | | 1 | 3 | 5 | 2 | 1 | 1 | 7 | | 1 | 1 | 1 | 2 | | | | | | | 27 |
| Total Respondents by Each Category | 6 | | | | 9 | | | | 9 | | | | 3 | | | | 0 | | | | |
| LU-1 Concern for Impacts of Shale Gas Extraction Practices Near Youngstown ARS Concern that injection wells proximate to Youngstown ARS have the potential to pose a safety hazard for Youngstown ARS operations. Potential impacts from groundwater contamination, truck traffic, airborne gas releases and earthquakes are potential hazards that could affect Youngstown ARS. | 12 | 4 | 3 | 3 | 2 | | | 2 | | | | | 1 | | | | | | | | 27 |
| Total Respondents by Each Category | 22 | | | | 4 | | | | 0 | | | | 1 | | | | 0 | | | | |
| LU-2 Long-Term Impacts on Youngstown ARS from Relocation of King Graves Road Concern for impacts on Youngstown ARS associated with the relocation of King Graves Road. While the realignment will create additional clearance between buildings at the installation and King Graves Road, the realignment will affect the safety standoff for facilities at Youngstown ARS. | 1 | | 2 | 2 | | 2 | | 1 | 2 | | | 2 | 12 | 2 | 1 | | | | | | 27 |
| Total Respondents by Each Category | 5 | | | | 3 | | | | 4 | | | | 15 | | | | 0 | | | | |
| LU-3 King Graves Road Construction Impacts on Youngstown ARS Concern that construction for realignment of King Grave Road will have impact on Youngstown ARS. Construction of the new roadway will reduce access to the installation main gate and introduce heavy construction trucks and traffic on this rural road. | 1 | | 2 | 2 | 1 | 2 | | 2 | 1 | | | 1 | 12 | 2 | 1 | | | | | | 27 |
| Total Respondents by Each Category | 5 | | | | 5 | | | | 2 | | | | 15 | | | | 0 | | | | |
| LU-4 Future Land Use Impacts on Youngstown ARS Night Flying Mission Though not a current concern, there is a need to protect long-term viability of the Youngstown ARS flight mission using night vision equipment. | 1 | | 1 | 2 | 2 | 1 | | 1 | 9 | 3 | 2 | | 2 | | | 2 | | | | | 26 |
| Total Respondents by Each Category | 4 | | | | 4 | | | | 14 | | | | 4 | | | | 0 | | | | |
| LEG-1 State Agency Notification to Youngstown ARS Need for state agencies with permitting approval to coordinate planning and permitting actions with Youngstown ARS. Notification to Youngstown ARS will provide an opportunity for the installation to provide important input on actions that may impact the Youngstown ARS mission which could help deconflict potential issues resulting from approval actions. | 4 | 1 | 1 | 3 | 7 | 3 | 1 | 2 | 1 | | 1 | | 1 | | | | | | | | 25 |
| Total Respondents by Each Category | 9 | | | | 13 | | | | 2 | | | | 1 | | | | 0 | | | | |
| LG-1 Potential Light and Glare Impacts on Pilot Visibility from Solar Projects Concern for impact of solar energy development projects on the Youngstown ARS flight mission. Solar arrays can disrupt pilot visibility during approaches and low-level flight maneuvers. | 9 | 3 | 2 | 4 | 2 | | | | 2 | 1 | 1 | 1 | 1 | | | | | | | | 26 |
| Total Respondents by Each Category | 18 | | | | 2 | | | | 5 | | | | 1 | | | | 0 | | | | |
| NOI-1 Incompatible Development within Noise Zones Potential for incompatible uses within noise zones associated with the Youngstown-Warren Regional Airport and the flying mission at Youngstown ARS. | 4 | | 1 | 2 | 4 | 1 | 2 | | | 2 | 1 | 1 | 5 | 1 | | 1 | 1 | | | | 26 |
| Total Respondents by Each Category | 7 | | | | 7 | | | | 4 | | | | 7 | | | | 1 | | | | |
| NOI-2 Public Process for Noise Concerns and Complaints Need for improved process for the public to contact the installation regarding noise concerns and complaints. A simple and clear process for the public to raise noise concerns can provide an opportunity to engage and educate concerned citizens and contribute positively to public perception of the installation. | 1 | | | 1 | 5 | 3 | 2 | 1 | 4 | | 1 | | 3 | 1 | | 2 | 1 | | | | 25 |
| Total Respondents by Each Category | 2 | | | | 11 | | | | 5 | | | | 6 | | | | 1 | | | | |

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| | Fowler Township | Vienna Township | Howland Township | Other | Fowler Township | Vienna Township | Howland Township | Other | Fowler Township | Vienna Township | Howland Township | Other | Fowler Township | Vienna Township | Howland Township | Other | Fowler Township | Vienna Township | Howland Township | Other | |
| PS-1 Operational Impacts at Youngstown-Warren Regional Airport Concern for potential impacts on Youngstown ARS due to loss of commercial carrier at Youngstown-Warren Regional Airport. Because the airport receives funding both for operations and improvements from the Federal Aviation Administration, any reduction in funding that could impact airport operations could have a potential impact on Youngstown ARS. | 9 | 3 | 3 | 4 | 5 | 1 | | 1 | | | | | 1 | | | | | | | | 27 |
| Total Respondents by Each Category | 19 | | | | 7 | | | | 0 | | | | 1 | | | | 0 | | | | |
| RC-1 Safety Conditions from Traffic Stacking Outside Youngstown ARS Main Gate Safety concern from traffic stacking outside the Youngstown ARS main gate on to King Graves Road during Unit Training Assembly periods for reservists. Traffic stacking can reduce the flow of traffic on the road creating an unsafe travel environment. | 2 | | 2 | 4 | 3 | 4 | | | 6 | | 1 | 1 | 4 | | | | | | | | 27 |
| Total Respondents by Each Category | 8 | | | | 7 | | | | 8 | | | | 4 | | | | 0 | | | | |
| RC-2 Emergency Management Response Impact from Traffic Stacking at Youngstown ARS Main Gate Traffic stacking at the Youngstown ARS main gate during Unit Training Assembly periods for Reservists limits Youngstown ARS firefighters' capability to respond to surrounding community emergencies and from community firefighters to respond to emergencies at Youngstown ARS. | 1 | | 1 | 2 | 1 | 2 | 1 | 2 | 8 | 2 | | | 4 | | | 1 | 3 | | | | 28 |
| Total Respondents by Each Category | 4 | | | | 6 | | | | 10 | | | | 5 | | | | 3 | | | | |
| RC-3 Single Gate Access at Youngstown ARS Combined truck and privately-owned vehicle traffic entering the single main gate at Youngstown ARS creates traffic stacking and congestion on King Graves Rd. which can present a safety hazard. | 1 | 1 | 1 | 4 | 6 | 1 | 1 | | 3 | 2 | 1 | | 4 | | | 1 | | | | | 26 |
| Total Respondents by Each Category | 7 | | | | 8 | | | | 6 | | | | 5 | | | | 0 | | | | |
| SA-1 Incompatible Uses within Runway Protection Zones Potential for incompatible uses within the Runway 23 and 32 Runway Protection Zones. Though currently undeveloped, these areas are zoned for commercial uses which are incompatible uses within runway protection zones. | 3 | | | 3 | 3 | 3 | 2 | | 6 | 1 | 1 | 2 | 1 | | | | 1 | | | | 26 |
| Total Respondents by Each Category | 6 | | | | 8 | | | | 10 | | | | 1 | | | | 1 | | | | |
| SA-2 Single Gate Affects Emergency Response The single gate at Youngstown ARS can restrict ingress and egress during emergencies and events at the installation open to the public. Since Youngstown ARS provides critical mutual aid to surrounding communities and the communities to Youngstown ARS, ingress and egress must be clear to provide a timely response both inside and outside the installation. | 2 | 1 | 1 | 4 | 4 | 2 | 2 | | 6 | 1 | | 1 | 3 | | | | | | | | 27 |
| Total Respondents by Each Category | 8 | | | | 8 | | | | 8 | | | | 3 | | | | 0 | | | | |
| VO-1 Incompatible Structures within Imaginary Surfaces County and township zoning codes do not regulate the height of structures within airfield imaginary surfaces for Youngstown-Warren Regional Airport which could lead to potential vertical obstructions to pilot navigation. | 4 | 2 | | 3 | 7 | 2 | 2 | 1 | 1 | | 1 | | 3 | | | 1 | | | | | 27 |
| Total Respondents by Each Category | 9 | | | | 12 | | | | 2 | | | | 4 | | | | 0 | | | | |
| WQQ-1 Stormwater Drainage along King Graves Road Lack of stormwater drainage along King Graves Road can lead to flooding and potential for weakened tree root systems resulting in downed trees. This is of particular concern when the ground freezes and heavy rains cannot percolate. Weakened trees along the road can topple causing breaches in the Youngstown ARS perimeter fence and settle in the road causing a safety issue. | 5 | 1 | 2 | 4 | 2 | | | | 1 | 2 | 1 | | 7 | | | 1 | | | | | 26 |
| Total Respondents by Each Category | 12 | | | | 2 | | | | 4 | | | | 8 | | | | 0 | | | | |