

PLANNING COMMISSION RECORD

Briefing Session

NAME OF GROUP: PLANNING COMMISSION

DATE, TIME AND PLACE OF MEETING: Wednesday, February 4, 2004, 12:00 Noon, Room 113, First Floor, County-City Building, 555 S. 10th Street, Lincoln, Nebraska

MEMBERS IN ATTENDANCE: Jon Carlson, Eugene Carroll, Gerry Krieser, Dan Marvin, Melinda Pearson, Mary Bills-Strand, Lynn Sunderman and Tommy Taylor; (Roger Larson absent). Marvin Krout, Kent Morgan, Ray Hill, Steve Henrichsen, Mike DeKalb, Duncan Ross and Teresa McKinstry of the Planning Dept.; Jon Large, Lincoln Airport Authority; David Fitz, Coffman Associates and other interested parties.

STATED PURPOSE Staff briefing on the **Airport Noise Compatibility Study**

Duncan Ross stated that the purpose of today's meeting is to discuss the Airport Noise Compatibility Study. Staff will be working on this for the next couple of months before it comes before the Planning Commission. Staff has already taken this out to the public for comments. There was a meeting yesterday with the City/County Common and a public information meeting at Roper Elementary School last night. There was some good feedback.

Jon Large, Deputy Director of Engineering, Lincoln Airport Authority, appeared. He discussed some airport studies that have been done in the past. In 1980, the Airport did their first study, the ANCLUC study. Land uses were looked at underneath the noise footprint. Based on those recommendations, the City ultimately developed the Airport Noise Environs District. 20 years ago, we had F-4 jets that were extremely loud. Today, the mission at the Air National Guard has changed. The new planes are very quiet compared to those of the past. The older engines at the Lincoln Airport were also noisier than the engines of today. The Airport used to be fairly isolated. There has been some growth. Arnold Heights has changed from a military neighborhood to a very viable civilian neighborhood. Ashley Heights and the Highlands are visible from his office. The West "A" Neighborhood is geographically distant, but directly south from the district and in the approach flight path. Given some of these changes and pressures, we felt it was prudent to take another look at the noise footprint. The new study is funded by the FAA and follows a very strict process dictated by the FAA. They enlisted the help of Coffman Associates, an airport planning firm out of Kansas City.

David Fitz from Coffman Associates stated that this noise study is a voluntary program. It is a good neighbor policy. It is more than a land use issue. There is also an abatement issue. It is very regimented. They were required to do an extensive public outreach as well as bring in all of the stakeholders. They developed a Planning Advisory Committee made

up of some very diverse groups. Public information workshops were held. The first half of the study is where the homework was done. Recommendations were made and brought before the advisory group. Public input was received. There is a change in terminology. LDN was previously used, now the term is DNL (day-night average sound level). This is a 24-hour average sound level. Some land use recommendations are to update the Airport Environs District boundaries and regulations, incorporate the 60 DNL, update the Comprehensive Plan and maintain the compatible zoned areas within the 2002 - 60 DNL noise exposure contour. He showed some maps delineating the updated Airport Environs Noise District boundaries and noise contours.

Mr. Ross stated that a comment form has been made available along with a summary and a map showing the changes between the existing contours and the proposed contours. The Airport Authority does not have any zoning powers so it falls to the City to implement the recommendations. As a result of the new study, staff is including this as a Subarea Plan in the Comprehensive Plan. This requires changes to land use and zoning regulations to ensure consistency. The first Comprehensive Plan amendment that will come forward is the south area. This is focused on the S.W. 27th and West "A" area. Staff has been working with property owners. The new regulations would permit residential in areas that previously had been off limits. The second Comprehensive Plan amendment is a much larger area. This will take additional analysis and a longer time frame to complete. Chapter 27.58 of the Lincoln Municipal Code provides for the disclosure of airport noise and overflight impact to property owners and ensures land use compatibility. This has been done for the last 20 years and staff is proposing that this continues. Some new areas will be added to the map. There will be minor revisions to the zoning regulations, map revisions, and some noise related and use regulations. Staff is also discussing signage and evaluating the use of permanent signs in the right-of-way to notify people that they are in a noise district. Map revisions will be the noise contours to incorporate the 60 DNL and changes in the Airport Noise Environs District boundaries. Residential uses will be prohibited above 65 DNL in the new regulations. The current Ordinance allows residences up to 70 DNL. Higher building and construction standards will be required also. Outdoor sports, entertainment and public assembly will be permitted up to 65 DNL. This is no different than today, but they will be required to conform to the higher building standards. Uses permitted up to 70 DNL will be racetracks for motorized vehicles. Uses permitted up to 75 DNL will be offices, etc. For the most part, this is property located under Airport control. We are awaiting FAA approval and are hoping to have this before the Planning Commission in the spring. There is information available on the Planning Dept. Website regarding this study.

Bills-Strand wondered about information available to home buyers. Is there something filed against the deed? Mr. Ross replied that is how it works today. There is a noise navigation easement. New developments are reviewed by the Lincoln Airport Authority. Bills-Strand likes the idea of signage in the area. Mr. Large stated that the Airport Authority would be very supportive of signage.

Pearson wondered if the south area will be combined with the other area of the study. Mr. Ross stated that the south area is a much smaller area. The west area is much larger and will require much more study and public involvement. They hope to have this completed this year, but not at the same time as the smaller south area.

Carroll wondered if once the plan is approved by the FAA, if it needs to be approved in total. Mr. Fitz replied that if the Planning Commission makes changes, the FAA has no control over land use measures.

The meeting was adjourned at 12:45 p.m.

Respectfully submitted,

Teresa McKinstry
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Planning Department

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