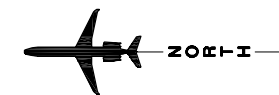


LEGEND

- | | | | |
|--|---|--|---------------------------------|
| | Airport Property | | Commercial |
| | Municipal Boundaries | | Industrial |
| | Extra-territorial Jurisdiction | | Public |
| | Railroad Tracks | | Airport Environs Noise District |
| | Study Area | | |
| | DNL Noise Contour | | |
| | Agriculture | | |
| | Low Density Residential (0-3 du/ac) | | |
| | Medium Density Residential (3.1-10 du/ac) | | |
| | High Density Residential (10.1+ du/ac) | | |

Source: Base Information and Map:
City of Lincoln Geographic
Information System, May 2002.
Coffman Associates Analysis.



0 5000
SCALE IN FEET

Lincoln Airport

Exhibit 1L
AIRPORT ENVIRONS NOISE
OVERLAY DISTRICT

of Lincoln's subdivision regulations apply within the study area.

The development requirements outlined in the Airport Environs Noise District, as discussed in the previous section, are further enforced within Section 26.11.105 of the subdivision regulations. Prior to plat approval, all of the requirements of the Airport Environs Noise District must be met.

BUILDING CODES

Building codes regulate the construction of buildings, ensuring that they are constructed to safe standards. Building codes may be used to require sound insulation in new residential, office, and institutional buildings when warranted by existing or potential high aircraft noise levels. The City of Lincoln and Lancaster County have adopted the 2000 International Building Code and the 2000 International Residential Code. No additional regulations related to noise in the vicinity of Lincoln Airport have been adopted; however, for those properties located within the Airport Environs Noise District, the development provisions of the noise district must be met prior to permit issuance.

CAPITAL IMPROVEMENT PROGRAM

Capital improvement programs (CIPs) are multi-year plans, typically covering five or six years, which outline major capital improvements planned to be undertaken by a particular jurisdiction. The CIP does not include facility

improvements that are proposed to be funded entirely by developers.

Most capital improvements have no direct bearing on noise compatibility as few municipal developments are noise-sensitive. The obvious exceptions to this are schools and, in certain circumstances, libraries, medical facilities, and cultural/recreational facilities. The noise compatibility planning process includes a review of planned facilities of these types as a matter of course.

Some capital improvements, however, may have an indirect, but more profound, relationship to noise compatibility. For instance, sewer and water facilities may open up large vacant areas for private development of noise-sensitive residential uses. In contrast, the same types of facilities, sized for industrial users, could permit industrial development in the same noise impacted area that might otherwise be attractive for residential development on septic tanks.

CIP projects in the vicinity of Lincoln Airport that will potentially open up land for development are primarily street improvement projects. These projects coincide with the development tiers outlined in the city's comprehensive plan.

SUMMARY

The information presented in this chapter provides a foundation upon which the remaining elements of the planning process will be constructed. Information on current airport facilities

and utilization serve as a basis for the development of the aircraft noise analyses during the next phase of the study. This information will, in turn, provide guidance to the assessment of potential changes to aviation facilities

or procedures necessary to meet the goals of the planning process. The inventory of the airport environs will allow the assessment of airport noise impacts.

REFERENCES

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