

Meeting Summary, JLUS Technical Committee Meeting

Plaquemines Parish Volunteer Fire Department, 104 New Orleans Street, Belle Chasse, LA
April 7, 2010, 6:00-8:00 PM

Attendees: Billy Nungesser, Ken Dugas, Robert Spears, Mike Metcalf, Steve Braud (PPG); CDR Buck Dodick, Bruce Keller, Ron Rink (NAS/JRB New Orleans); Mike Stack (DOTD District 02); Terri Wilkinson (JP); Alan Hero (Hero Lands); Bonnie Buras (Plaquemines Parish Resident); Phil Brodt, Steve Gourgues (GCR); Ed Elam (BKI)

The meeting started with a review and approval of the minutes from the Committee meeting of March 24, 2010. The motion to accept was made by Mike Metcalf (PPG) with a second by Steve Gourgues (GCR). No opposition to the motion; minutes approved.

At the start of the meeting, Steve Gourgues (GCR) provided the following handouts for use during the discussion: Meeting Agenda; Meeting Summary from March 24, 2010; Map of the Military Influence Planning District (MIPD) with amendments made as a result of the discussion on March 24 (11x17 color); Airport Imaginary Airspace Surfaces Map (11x17 color) with Part 77 Federal Aviation Regulations; Barriere Road Relocation Map; Air Hazard Zoning Ordinance Template and Suggested Land Use Compatibility Matrix.

Several of these items were presented to the committee in email prior to the meeting: Meeting Minutes from March 24; Map of the Military Influence Planning District (MIPD); Airport Imaginary Airspace Surfaces Map. The remaining items were presented to the group at the meeting.

Military Influence Planning District (MIPD) Map –The map with modifications was presented to the group for review and discussion. It was noted that the map includes various subdistricts which were formed along natural (waterways) and manmade boundaries (streets, canals, parcel lines) in the area. District 21 was created from the existing barrow pit operation, publically owned property along Hero Canal and the former parish landfill. It was discussed that this map will be used to identify land use suggestions within the JLUS document. Each district will be examined individually by the technical committee at future meetings.

Please note at this point in the meeting, there was substantial discussion on the Airport Imaginary Airspace Surfaces (AIAS) map and its use in the planning process and relationship to the MIPD. That discussion has been summarized under that agenda item.

In regards to the MIPD map, the group was asked if it could accept the map as modified and pass it along to the Policy Committee for approval. This request facilitated the following questions and comments:

- *Why was area 14 added to the Map?* It was noted that this sub-district includes areas impacted by the noise signature and APZ zone of the north-south runway at the base.

- *Why do areas 5 and 6 along Woodland Highway exclude other existing or proposed development areas, further northeast?* It was noted that the boundaries shown were drawn to follow existing property lines and only include those areas immediately impacted by the existing noise contours and APZ areas. In some instances, these boundaries may extend the MIPD beyond the boundary of the noise contours and APZ areas. It would be the committee's choice to not extend their recommendations to areas outside of the noise contour and APZ areas.
- *Does the Military Influence Planning District (MIPD) need to be consistent with the boundaries of the AIAS in order for all impacts to be addressed?* It was noted that these two do not need to follow the same boundaries. The MIPD looks at adjacent areas where land use decisions could impact base operations. The AIAS is a broader (i.e. regional) view of the approaches needed to support base flight operations. The only item of interest in the AIAS is the regulation of vertical obstructions which might be placed into the airspace around the base or on the approaches to the runways.
- *What happens once the Military Influence Planning District (MIPD) Map is adopted?* The Technical Committee will look at land use issues within each of the 24 sub-districts of the MIPD and make recommendations using the guidelines provided as part of the Suggested Land Use Compatibility Matrix.
- *Why is the Military Influence Planning District (MIPD) Map larger in districts 1, 2, 3, 4 than the noise contours of the base? Why was area 24 included?* It was noted that the boundaries for all of these areas follows a conservative approach to include all of the areas impacted by noise, with the boundaries drawn to the closest feature (road, water, canal) or property line. The group will provide specific recommendations at the project level at which time they can choose to exempt portions of the sub-district from recommendations.

Approval of the Military Improvement Planning District Map

Motion: To accept the MIPD Map drafted for the April 7, 2010 Technical Committee Meeting (as shown at the meeting with 24 subdistricts) and to pass it along to the Policy Committee along with a suggested resolution for its adoption by that body.

Motion made by: Terri Wilkinson (Jefferson Parish); **Motion Seconded by:** Mike Stack (LADOTD)

For: Technical Committee Members Present (Braud, Buras, Dugas, Hero, Keller, Metcalf, Spears, Stack, Wilkinson, Dodick)

Against: None recorded

Committee Members Absent: Acosta, Bisso, Beheytt, Durabb, Filostat, Fleming, Gravolet, Illg, Mathes, Musmanno, Robinson

Airport Imaginary Airspace Surfaces (AIAS) Map – A map of the Airport Imaginary Airspace Surfaces produced as a result of the Part 77 evaluation of the airfield, was presented to the group for review and discussion. This map was emailed prior to the meeting to the group. A larger print of this map was also displayed at the meeting and used in the discussion. This map is used to identify the approach pattern and heights for departures and landings for aircraft using the base. As noted, the map's limits extend beyond existing base noise contours to include portions of St. Bernard, Orleans, Jefferson and Plaquemines Parishes.

The purpose of this map was to help identify areas where obstruction regulations/ordinances may need to be put into place. This could be used to limit placement of tall structures or items (monopoles, antennas, towers, etc.) in the main approaches to the runways.

It was noted during the discussion that at the time the base developed in the 1950s, height restrictions were established around the original runways. This information needs to be added to this discussion. It is much smaller area than shown on the AIAS – it actually extended to just beyond the end of the original runways. It was also questioned if extending this original area through a height restriction into other areas could this result in the creation of a aviation easement which may require compensation to the property owners for loss of use. It was noted that the original height restriction areas (from 1957) would be added to the maps for review and discussion at the next meeting of the Technical Committee.

The discussion also included review of a potential Airport standard ordinance supplied through the LADOTD Aviation Division Airport Managers Manual and has been used at several airport/airport areas elsewhere in the state.

It was noted that it is common to have such restrictions around airports which is treated as an overlay to land use ordinances (zoning) as a supplemental overlay. Such is the practice around the LANOIA facility in Kenner. It allows the local regulatory process to help control installation of potential obstructions around airfields.

The Air Hazard Zoning Overlay would not take the place of Federal Aviation Administration (FAA) airspace evaluations of items which occurs around airports and airfields. Those airspace evaluations (FAA Form 7460-1), which help determine potential impacts of decisions during a planning/development approval phase, will still need to occur. It would be the developer's responsibility to make such a review through the FAA; the overlay zone could help remind them it needs to occur.

It was noted by representatives from both parishes that a recommendation on the draft Airport Hazard Zoning Overlay to limit heights of structures and objects in areas defined using the AIAS was not possible at this meeting. Representatives of both parishes needed more time to review the documents internally, prior to making a recommendation. A final recommendation may not be possible until one of the future meetings of the committee.

Barriere Road Relocation Map – A map of a proposal to relocate Barriere Road around the base's north-south runway was presented at this meeting. The current road is a combination of hard surface public, gravel private road extending from LA 23 to Walker Road. Long-term plans, as discussed previously, are to widen this roadway and connect it to Peters Road.

The current Peters Road extension proposal includes a future connection (stub-out) for Barriere Road's relocation away from the east-west runway. The addition of the removal from the area shown at the end of the north-south runway is a new development. The reason this is being discussed now is that the Base has a proposal to lengthen its north-south runway by 2,000 feet

(as shown on the map provided at the meeting). The roadway realignment shown to the group was drawn as a concept, with no engineering input.

It was noted that Parish Government needs to be made aware of this development as soon as possible as work has progressed into survey/property acquisition for the currently planned extension. This proposal would impact work already completed or in progress. It was also suggested that the Parish Engineer could help identify more feasible concepts for the location of this road.

Questions were asked about whether the stub-outs shown on the Peters Road extension could be moved further north to accommodate a realignment concept such as shown on the illustration. It was noted that DOTD standards define the location of where at-grade intersections can be developed near elevated structures. The current stub-out appears to be at the proper location – movement of the Peters Road corridor to accommodate this realignment is also not possible.

It was noted that the existing private gravel road has been relocated and this needs to be reflected on the aerial base. This information should be available from the Parish. Also, it has been suggested that any recommendations for the road realignment include opportunities to create a perpendicular intersection with the future rail yard/line proposal as shown on the map. More information, however, is needed on the rail proposal as it currently goes through the base fence line as shown.

Barriere Road Relocation

Motion: To accept the concept of a realignment of Barriere Road from the area around the north-south runway to accommodate the 2000 ft extension, as shown, with the final recommendation made a result of review within considers the needs of the base, connections to the existing Peters Road corridor, and interaction with any future railroad alignment.

Motion made by: Bruce Keller (NAS/JRB New Orleans); **Motion Seconded by:** Ken Dugas (PPG)

For: Technical Committee Members Present (Braud, Buras, Dugas, Hero, Keller, Metcalf, Spears, Stack, Wilkinson, Dodick)

Against: None recorded

Committee Members Absent: Acosta, Bisso, Beheytt, Durabb, Filostat, Fleming, Gravolet, Illg, Mathes, Musmanno, Robinson

Follow-up Items

1. **Airport Hazard Overlay Ordinance:** Parish representatives need to review and provide input to the Airport Hazard Overlay Ordinance. The current ordinance form, from DOTD, was drafted in 1996/1998. It was suggested that a small subcommittee meet with parish attorneys to review/discuss the item before the next meeting. This may take more than the

2 weeks between meetings. It was also discussed that a summary of the ordinance (1 page) may help with the review.

2. Land Use Compatibility Matrix – review was tabled until the next meeting.

Meeting adjourned, with no objection.

The next Technical Committee meeting was tentatively set for April 21, 2010, 6:00 pm at the Belle Chasse VFD. The meeting reminder will be sent to all committee members in advance.