

## **Meeting Summary, JLUS Technical Committee Meeting**

Plaquemines Parish Volunteer Fire Department, 104 New Orleans Street, Belle Chasse, LA  
April 21, 2010, 6:00-8:00 PM

Attendees: Ken Dugas, Robert Spears, Mike Metcalf (PPG); CDR Buck Dodick, Bruce Keller (NAS/JRB New Orleans); Mike Stack (DOTD District 02); Ed Durabb (JP); Allen Hero (Hero Lands); Bonnie Buras (Plaquemines Parish Resident); Phil Brodt, Steve Gourgues, Joel Gilliam (GCR); Ed Elam (BKI)

The meeting started with a request for a motion to approve of the minutes from the Committee meeting of April 7, 2010. The motion to accept was not made until the close of the meeting. This motion was made by Bruce Keller (NAS/JRB NO) with a second by Mike Stack (DOTD District 02). No opposition to the motion; two (2) minor changes were suggested by the recorder, 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 April 7, 2010; Map of the Military Influence Planning District (MIPD) with Military Influence Areas as of April 21, 2010 (11x17 color); Airport Imaginary Airspace Surfaces Map (11x17 color) as of April 21, 2010; Barriere Road Relocation Map (11x17 color); Military Influence Areas, Noise Levels and Accident Potential Zones (APZ) as of April 21, 2010, accompanied by Military Influence Area (MIA) packet of land use compatibility matrices and existing land use maps.

Military Influence Planning District (MIPD) Map –The group was presented with a final version of the MIPD map as approved at the April 7<sup>th</sup> meeting. In addition, it was mentioned this map, along with a suggested adoption resolution, will be provided to the Policy Committee for their adoption at their meeting on April 26<sup>th</sup>. (A motion to approve this map with modifications shown is in minutes of the April 7<sup>th</sup> meeting.)

Barriere Road Relocation Map – The group was presented with a modified map of a potential realignment concept which takes into account a future lengthening of the north-south runway by 2000 ft. This realigned section could utilize a portion of a gravel road already in place connecting to East Bayou and Buccaneer Road. This realignment would utilize the existing connection shown as part of the Peters Road corridor. A recommendation to study this realignment was made at the April 7<sup>th</sup> meeting. This map was presented for clarification.

Airport Imaginary Airspace Surfaces (AIAS) Map – It was noted that following our last Technical Committee Meeting, Terri Wilkinson provided some information via email on airport ordinances. This information was provided as a means to identify alternatives to the ordinance information provided, as well as continue the discussion which started during the previous committee meeting.

At this point, there was a detailed discussion on the need for and potential impacts of developing/adopting an airport overlay ordinance, as opposed to incorporating a need for FAA

review into the development approval checklist in each parish. This discussion identified the various means that each Parish currently uses as part of the development review process. It was discussed that incorporating the FAA review requirement as a point of information into the development review process appeared the most logical, much like other development and permitting conditions reported by a developer in each parish.

This would allow Parishes to monitor compliance with FAA program requirements (no FAA review, no permits) and not create a need for additional staff to administer and interpret the information and requests. When developments are submitted, each Parish will ask the developer to identify compliance with the regulations of other groups (i.e. One Call for Utilities, DOTD for certain driveway permits, etc.). The AIAS Map would be tool used at each Parish to help them identify which properties/areas would need to submit their development plans to a FAA review. The FAA review would become another checklist item identified for developers to address. The purpose of the FAA review would be to evaluate the proposed development in terms of potential vertical obstructions to flight operations at the runways only.

Following this discussion, the group suggested passing the AIAS Map and a resolution (being drafted by GCR at this meeting) to the policy.

#### **Airport Imaginary Airspace Surfaces (AIAS) Map**

**Motion:** To accept the concept of the Airport Imaginary Airspace Surfaces (AIAS) Map, for use as a guide to local parishes in the suggestion that property developers proposing to erect or alter a structure which penetrates the height of these imaginary surfaces to an FAA Form 7460-1 evaluation. It is suggested that Parishes would include this requirement as a condition for development as part of the general checklist of conditions administered at the plan permitting stage.

**Motion made by:** Ed Durabb (Jefferson Parish); **Seconded by:** Bruce Keller (NAS/JRB New Orleans)

**For:** Technical Committee Members Present (Buras, Dodick, Dugas, Durabb, Hero, Keller, Mathes, Metcalf, Spears, Stack)

**Against:** None recorded

**Committee Members Absent:** Acosta, Bisso, Braud, Beheytt, Filostat, Fleming, Gravolet, Illg, Musmanno, Robinson, Wilkinson

**Suggested Land Use Compatibility Matrix Checklist** – The MIPD has been divided into 24 Military Influence Areas (MIAs) for which land use recommendations will be made using the results of the noise and APZ evaluation. A map which presents an overlay of the Noise Contours and APZs from the AICUZ process onto the MIAs was presented for use in this review and discussion.

As each area is evaluated, there will be a need to offer suggestions on future land use patterns based upon the compatibility matrix provided at previous meetings. Individual tables for each

MIA provided information on what is compatible, given the combination of the noise contour and APZ zone. Compliance with the information shown in these matrices is voluntary; there are no powers of enforcement conveyed to the JLUS as part of this process. The group is being asked to look at each MIA and develop a recommendation.

The process started with MIA 8 and 9, located along the Barriere Road extension and the Intracoastal Waterway. Information on the noise contour and APZ in this area were explained, along with the suggested compatible land uses which these elements would suggest for the area.

Concerns were expressed (Allen Hero) that such assignments of future land use could be viewed as premature – there are currently no final plans for locating/improving Barriere Road to Peters Road and market conditions/demands may not support the types of land uses shown in the matrix. It was discussed that the information shown in the matrix for compatible land uses are suggestions only. Normally, in other JLUS processes these suggestions are incorporated into the general plan and used for further discussion. The land area in these two MIAs (8/9) is currently zoned as Agricultural by Plaquemines Parish. There are no plans at the present to develop these areas into anything other as covered under these zones, any decisions otherwise would not be made until Barriere Road is completed and access improved.

It was noted in the discussion that existing conditions in many areas (i.e. presence of developed land with structures) may prevent suggestions from the compatibility matrix, from being implemented. Also, in reviewing each MIA, it was discussed that developed areas may be addressed through modifications to building codes (i.e. add noise dampening features to new construction). It was noted that the State of Louisiana has adopted the 2006 International Building Code statewide after Hurricane Katrina. There are no restrictions from private property owners to exceed these standards, but changes in the standards will require coordination and review/approval by a state Building Code Council. Research needs to take place to identify how the new code addresses requirements dealing with noise in areas around airports (if at all). Also, it was discussed that disclosing the noise information to perspective homebuyers and existing property owners will be a tool that allows them to decide whether to take additional measures to mitigate potential future noise impacts.

The general feeling amongst the committee members present was that using the matrix to address developed areas first may be a better use of committee review time. There are many questions which might prevent them from identifying the best pattern for vacant areas. It was noted that changes in developed areas are not really possible, given the likelihood that the pattern found now will remain in the future. This led to a lengthy discussion regarding the potential impact of noise levels on area residents, characteristics of the APZ areas (including loss of loads in these zones by aircraft) and potential for addressing noise impacts through a combination of disclosure and education on the AICUZ information and its role in educating the public on noise levels and potential impacts on development.

Following the close of this discussion, a general motion was made regarding the Land Use Compatibility Matrices:

**Military Influence Areas/Land Use Compatibility Matrix**

Motion: Given the direction of the discussion, it was suggested on a motion that the committee ask for the planning team (GCR) to provide a completed matrix for each of the MIA areas. This information will be presented back to the Technical Committee for review and discussion at their next regularly scheduled meeting (in two weeks). This information will be provided in advance to allow the group to review this item in advance of that meeting and bring back questions for discussion.

Motion made by: Mike Metcalf (Plaquemines Parish); Seconded by: Ken Dugas (Plaquemines Parish)

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

Against: None recorded

Committee Members Absent: Acosta, Bisso, Braud, Behey, Filostat, Fleming, Gravolet, Illg, Musmanno, Robinson, Wilkinson

Meeting adjourned, with no objection.

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