

Summary: JLUS Policy Committee Meeting

Plaquemines Parish Government Office Building, 8056 Hwy 23, 3rd Floor EOC, Belle Chasse, LA
April 26, 2010, 6:00 PM

Attendance: Refer to attendance sheets attached.

Stan Mathes started the meeting by summarizing the role of the Policy Committee. The Committee will meet monthly to consider the recommendations of the Technical Committee. He emphasized that it is important to keep the project in general, and the work of the two committees in particular on schedule. He is concerned that hurricane season could cause a delay towards the end.

Those in attendance introduced themselves.

Capt Bill Synder, the outgoing NAS JRB CO spoke about the long-term nature of the JLUS project and introduced Capt Tom Luscher, the current NAS JRB EO and incoming CO.

Capt Luscher used a *PowerPoint* presentation (attached) to illustrate how both the NAS JRB and the surrounding area have developed since 1945. What was once an isolated outlying airfield in the midst of a forest is now a multi-function base that has seen development occur on all sides. Main themes of the presentation included:

- Economic impact to the area
- Various military units operating at the JRB
- Critical and unique location of the New Orleans NAS JRB both regionally and nationally
- Ongoing and planned base improvements and expansions
- The importance of the JLUS in guaranteeing the continued viability of the NAS JRB
- Accident potential and aircraft noise zones of concern to the military and community
- NAS JRB / community partnership – the goal is to continue the win-win relationship by planning together for the long-term future

Chris Laborde noted the substantial role that the JRB had played in the economy and vitality of the region over the years.

Billy Nungesser noted that perhaps the single most important thing to focus on in the JLUS effort is to keep residential development out of the flight paths and high-noise zones. He discussed the joint Parish / JRB actions that recently succeeded in setting aside about 200 acres at the end of one runway.

Stuart Guey said that one thought is to focus on industrial and other compatible land uses in order to avoid conflicts.

Steve Gourgues and Phil Brodt began their *PowerPoint* presentation (attached) by providing a background and overview. It was noted that this study focuses on the long-term future of

about 20 years in order to better secure the future viability of the base. It incorporates well established tools and techniques, such as land use planning, zoning, subdivision regulations, etc. to achieve the goal of compatible uses around military installations. Consensus building among the NAS JRB and the community stakeholders is the foundation of the process. The Policy Committee will be reviewing and reacting to Technical Committee recommendations, as well as reviewing consultant reports and participating in the public participation process.

Bruce Keller noted that it was also appropriate for the Policy Committee to ask the Technical Committee to consider items.

Phil continued by summarizing the three formal recommendations to date of Technical Committee. After describing the recommendations, each was offered to the Policy Committee for consideration in the form of a resolution. The resolutions discussions and results are summarized below.

Resolution 1 – Military Influence Planning District (MIPD):

Description – The MIPD is a study area surrounding the NAS JRB that consists of 24 distinct sub areas that are based on the presence and/or severity of potential conflicts with aircraft operations and noise related thereto.

Discussion – Walter Brooks asked whether it would be feasible to simply purchase key parcels around the base similar to what had been recently done. Capt Synder responded that this is not in the JLUS program and that there is no funding to accomplish this. Also, this is an unproductive use of property as the land is not in commerce returning use or revenue to owners and taxes to the local government.

Resolution 2 – Use the Airport Imaginary Airspace Surfaces Map as a basis to initiate local building permit review that is linked to the FAA Form 7460-1 process:

Description – The FAA regulates what is on the airport property, but can only advise on matters such as potential obstructions (towers, billboards, etc) in airspace that are located off of the base. With this resolution the Technical Committee is recommending that Jefferson and Plaquemines parishes automatically refer all building permit applications within the MIPD to the FAA for their review and comment. Structures found to be a potential hazard by intruding into airspace would be reported back to the local jurisdiction, which would deny the building permit based on the FAA finding. This would eliminate development of further intrusions.

Discussion – Capt Synder informed the group that there are existing towers, billboards and a water tank currently in the airspace. These are few in number and their locations are input into the Base and aircraft navigation systems so as to not pose problems. Steve said that GCR would document all existing structures in the study. Bruce Keller noted that, while existing individual structures on private property that protrude into airspace may or may not cause a problem now, the potential cumulative impact of unchecked intrusions could be very problematic. Steve noted that this resolution gives parishes a good technical evaluation tool that does not require them to have in-house expertise or pay for outside reviewers. James Juneau noted that Jefferson Parish employs overlay zoning districts for special situations such as those being discussed in resolutions 1 and 2, and that Plaquemines might consider doing the same.

Resolution 3 – Further study for the relocation of Barriere Road where it intersects with the proposed Peters Road Extension.

Description – The NAS JRB is planning on extending the east – west runway by 2,000 ft in the future. Plaquemines Parish is planning on improving Barriere Rd to intersect with the Peters Road extension. It is recommended that further study be undertaken to investigate moving the proposed Barriere Rd alignment so that it does not interfere with the proposed runway operations.

Discussion – At this point, an unrelated project, the relocation of the main gate from LA 23 to the current back gate, also on Barriere Rd, was brought into the discussion. Bruce Keller noted that the new main entrance would spread traffic demand and ease congestion on LA 23 in Belle Chasse. Stuart Guey is concerned that the Base, LDOTD and Parish will not have improvements in place in coordination with the proposed traffic diversion. Capt Synder indicated that the military will participate in construction of improvements. David Pavlovich’s concerns centered on Barriere being only a two lane road that would have to serve local residents and businesses, as well as the base. This would not work. Capt Luscher stated that the gate relocation and opening was flexible. The Base can delay and/or pulse the traffic shift to wait until improvements are in place. Walter Brooks stated that the NORPC will have an EA and conceptual engineering under contract during the summer for improvements to Woodland Hwy (LA 406) and that this may improve some of the operations at the Barriere/LA 23/Woodland intersection. Walter was unsure of how much help the RPC or LDOTD could be on Barriere Rd because it is not part of the Federal Aid Network. Bruce Keller cited a DOD program that looks like it will provide some funds to improve Barriere Rd if the gate is shifted as currently being discussed. Bruce Badon noted that survey work on the Barriere Rd project had been halted by the Parish because of the news regarding the runway extension. Adoption of Resolution No. 3

would provide the Parish with more specific direction and surety to proceed in developing the new alignment.

Another unrelated topic in the vicinity of the Barriere Rd relocation, the rail relocation, was then brought up. The railroad provided two very general concepts for accomplishing a bypass of Gretna, Algiers and Belle Chasse, by coming down the Harvey Canal corridor and crossing the GIWW in the vicinity of Walker Rd and the Hero Canal. These alternatives are very general and not part of the Peters Road extension, Barriere Rd or JLUS projects at this time.

David restated his position that capacity improvements be in place on Barriere Rd and at the LA 23 intersection prior to any main gate relocation.

Resolution Decisions

Resolution 1 – Military Influence Planning District (MIPD).

Chairman Pavlovich called for and Stuart Guey made a motion to adopt Resolution 1. It was unanimously passed.

Resolution 2 – Use the Airport Imaginary Airspace Surfaces Map as a basis to initiate local building permit review that is linked to the FAA Form 7460-1 process.

Chairman Pavlovich called for and Stuart Guey made a motion to adopt Resolution 2. It was unanimously passed.

Resolution 3 – Further study for the relocation of Barriere Road where it intersects with the proposed Peters Road Extension.

Chairman Pavlovich called for and Walter Brooks made a motion to adopt Resolution 3. It was unanimously passed.

Stan Mathes announced that the next meeting would be held on June 6th