

## STATUS OF ADOPTED NOISE COMPATIBILITY PROGRAM MEASURES

The 1994 Part 150 Study for Kansas City International Airport included 24 recommended measures: 2 noise abatement measures, 19 land use management measures, and three implementation measures. Each measure is described below, followed by its status in italics.



<b>NAM - 1</b>	Establish informal preferential runway use program to favor north flow (FAA and user action)	Implemented as a voluntary action
<b>NAM - 2</b>	Establish a nighttime (10:00 p.m. to 6:00 a.m.) informal preferential runway use program involving landings on Runway 1L and 19L and takeoffs on Runways 1R or 19R (FAA and user action).	Implemented as a voluntary action; limited application
<b>LUMM - 1</b>	Define noise contours for a land use compatibility planning scenario to use as the basis for land use planning in the airport environs (City of Kansas City and Platte County action). The measure was intended to restrict the development of incompatible land uses within the 60 DNL contour of an ultimate (planning) contour based on a combination of the worst conditions of noise exposure presented by 1994, 1998 and ultimate build out of the airport.	Adopted in part by Kansas City, with area of coverage for this and all other measures limited to the 1998 Noise Compatibility Plan noise contours. Platte County has not adopted the action and continues to allow incompatible development within the 60 DNL contour.
<b>LUMM - 2</b>	Retain the GP Planned Development District designation for the KCI environs (City of Kansas City action).	Complete, but the city is undergoing a zoning ordinance revision that is expected to drop the GP Planned Development District designation and replace zoning in the airport environs with "AG-Conservation", a zoning category that may negatively affect the development potential of the airport and its environs for compatible uses.
<b>LUMM - 3</b>	Within the 60 dB, maintain future compatible land use designations according to the KCI General Development and Land Use Plan (City of Kansas City action).	Applied by the City to the 1998 Noise Compatibility Program Contour, but not to the proposed ultimate coverage contour of the NCP. Within the City, only a small area within the 1998 DNL 60 contour south of Barry Road at North Childress Avenue is developed incompatibly. That area does not fall within the 60 DNL of the updated contours.
<b>LUMM - 4</b>	Expand the KCI General Development and Land Use Plan to include land south of Barry Road (City of Kansas City).	Applied by updated GDLUP (7/08/2004) to expand south of Barry Road in selected areas. The action has not been applied to pre-existing uses that are permitted under current zoning.
<b>LUMM - 5</b>	Maintain existing commercial, industrial, and airport-related zoning within DNL 60dB contour based on land use compatibility planning scenario.	The compatible commercial and industrial zoning on properties within the 1998 NCP contour have been maintained, although other portions of the area are zoned for residential development east, south and north of the airport by both the City and Platte County
<b>LUMM - 6</b>	Maintain existing rural residential zoning within DNL 60dB contour based on land use compatibility scenario (Platte County action).	Disapproved by FAA for Part 150 purposes because it continued to allow the development of residential uses within the 65 DNL contour, even though limiting the density to residential standards. Status – Platte County has not taken action to provide for compatible uses within the 60 DNL contour. Specifically, the County prepared and approved the "Prairie Creek Focus Plan" south of the airport, which includes residential and mixed use zoning within the 60 DNL contour of the 1998 NCP. This measure would not continue to apply based on the current and 2012 baseline noise exposure patterns south of the airport, but would remain applicable north of State Highway 92.
<b>LUMM - 7</b>	Maintain existing AG Agricultural zoning within DNL 60dB (Platte County Action).	The 60 DNL contour has not been adopted by Platte County to control any development of incompatible land uses. Recommendations of the "Prairie Creek Focus Plan" are inconsistent with the adopted NCP by allowing development of residential and mixed uses within the 60 DNL contour of the land use planning scenario contours.
<b>LUMM - 8</b>	Rezone land acquired by Kansas City Aviation Department to GP-8, Airport and Conservation (City of Kansas City action).	Individual parcels acquired by the airport under this measure have not been rezoned to GP-8. That zoning classification is being eliminated by the current zoning ordinance and airport property will be reclassified as AG-Conservation.
<b>LUMM - 9</b>	Change southern Platte County Land Use Plan south of 76th Street and west of I-435 to rural residential rather than single family residential (Platte County action).	Disapproved by the FAA for Part 150 purposes because it continues to allow the development of noise sensitive uses within an area of elevated noise levels, even though it would reduce the density of development. Status – The area lies well beyond the 60 DNL contour of the 1998 NCP, although within an area that would be directly overflown if a widely-spaced third parallel runway were built on the west side of the airport at some time in the future. Platte County has taken no action on the measure.

<b>LUMM - 10</b>	Rezoning areas from RMD, Multi-family to R-80 or RE rural residential within the DNL 60dB contour (Platte County action).	Disapproved by the FAA for Part 150 purposes because it continues to allow the development of noise sensitive uses within an area of elevated noise levels, even though it would reduce the density of development. Status – The area lies well beyond the 60 DNL contour of the 1998 NCP, although within an area that would be directly overflowed if a widely-spaced third parallel runway were built on the west side of the airport at some time in the future. Platte County has taken no action on the measure
<b>LUMM - 11</b>	Rezoning area at I-435/M-152 interchange to commercial or industrial (Platte County action).	Platte County has not taken action on this measure, although the Platte County Land Use Plan, adopted 10/2002 designates the areas around the interchange as projected to be used for commercial, industrial, open space and mixed use within the special planning contour. The area falls outside the baseline 60 DNL contour prepared for this update
<b>LUMM - 12</b>	Establish airport noise and land use compatibility performance standards for special permits and Planned Unit Developments to prevent the introduction of new incompatible land uses for areas within 60 DNL of the special land use compatibility planning contour (Platte County action).	Specific performance standards related to aircraft noise compatibility have not been adopted by the County
<b>LUMM - 13</b>	Amend subdivision regulations to require dedication of aviation easements and recording of fair disclosure agreements for new subdivisions (City of Kansas City and Platte County actions)	Implementation by Platte County within the 65 DNL contour and by the City within the airport environs. LUMM-13 would have extended these preexisting measures to the area covered by the special land use compatibility planning contour. That effort has not been implemented by either the City or the County.
<b>LUMM - 14</b>	Adopt performance standards describing sound insulation requirements for noise-sensitive buildings within the DNL 65dB based on the land use compatibility planning scenario (City of Kansas City action).	The City has not adopted sound insulation requirements or standards into the building code that are enforceable by the Building Department.
<b>LUMM - 15</b>	Work with Kansas City Metropolitan Board of Realtors to develop voluntary and informal ways to disclose airport impacts to prospective buyers of property in airport area.	Neither the Airport or the City initiated discussions with the Board of Realtors to implement this measure.
<b>LUMM - 16</b>	Adopt discretionary project review guidelines for subdivision, rezoning, special use, conditional use, and variance applications (City of Kansas City, Platte County)	Discretionary project review guidelines for proposed new developments within the special land use compatibility planning contour have not been adopted by either the City or the County.
<b>LUMM - 17</b>	Acquire ten homes south of airport within DNL 65 dB based on 1998 Noise Compatibility Plan (City of Kansas City action).	Offers have been made on all ten homes. Three were acquired, while the owner-occupants of the remaining seven were unwilling to voluntarily sell at the time of the offer. The Airport has elected not to pursue acquisition by condemnation.
<b>LUMM - 18</b>	Acquire undeveloped land south of airport within DNL 65dB contour based on 1998 Noise Compatibility Plan (City of Kansas City action).	The Airport has acquired seven parcels of land which were determined to be eligible for reimbursement under Part 150. One has since been converted to park land and the remaining parcels remain within the airports property envelope.
<b>LUMM - 19</b>	Acquire aviation easements over three residences within DNL 65 dB, based on 1998 NCP, north and east of airport (City of Kansas City action).	This action was not implemented.
<b>PMM - 1</b>	Maintain system for receiving and responding to noise complaints (Kansas City Aviation Department)	Implemented.
<b>PMM - 2</b>	Review of Noise Compatibility Plan Implementation (Kansas City Aviation Department).	No Action taken by the City to monitor the implementation of NCP measures.
<b>PMM - 2</b>	Review of Noise Compatibility Plan Implementation (Kansas City Aviation Department).	Measure continues with the preparation of this update