



Request for City Council Committee Action from the Department of

Date: October 18, 2010

To: Sandra Colvin Roy, Chair Transportation and Public Works committee

Subject: Resolution establishing 60 DNL as the standard for airport noise for which corrective and preventive land use measures shall be undertaken

Recommendation: Adopt foresaid Resolution

Department Information

Prepared by: Merland Otto, Principal Planner 673-2576
Approved by: Barb Sporlein, CPED Planning Director 673-2616

Presenters in Committee: Merland Otto, Principal Planner 673-2576

Financial Impact

- No financial impact

Community Impact

- Comprehensive Plan The resolution supports:

Policy 6.11.2, " Encourage acoustical attenuation in all new construction, large additions, and renovations to reduce interior noise transfers by enhancing acoustical performance from interior to interior or exterior to interior point sources."

Policy 6.12.2, "Advocate for the extension of the sound insulation program to the Minneapolis Airports Commission's (MAC) 60 DNL line."

Supporting Information

With the 2010 MSP expansion program, the MSP Noise Mitigation Committee recommended that all homes be mitigated to the 60 DNL. MAC concurred as part of that expansion program. The current proposed expansion also increases the number of homes exposed to homes in the 60-64 DNL contours which should be similarly treated.

By 2030 MAC projections show an additional 5600 single family homes and 3160 multi-family homes will be located in the 60-64 DNL contours. (These are the same noise levels

that are being addressed by the Consent Decree). 3600 single family and 1500 multi-family are located in Minneapolis.

Metropolitan Council has adopted a policy in the TPP identifying new single family development within the 60 DNL as incompatible with airport noise.

Attached is a resolution formalizing 60 DNL as the standard for preventive and corrective land use measures for airport noise.

By Colvin Roy, Glidden, Hodges, and Quincy

Establishing 60 DNL as the airport noise threshold for preventative and corrective measures in the environs of Minneapolis-St. Paul International Airport.

Whereas, the City of Minneapolis residents are subject to airport noise as a result of operations at Minneapolis-St. Paul International Airport and will continue to be subject to airport noise for the foreseeable future; and

Whereas, excessive noise is a serious hazard to the public health, welfare, safety, and the quality of life and a substantial body of science and technology exists by which excessive noise can be substantially abated; and

Whereas, FAA has determined that the responsibility for determining acceptable and permissible land uses and the relationships between specific properties and noise contours in response to locally determined needs and values in achieving compatible land uses rests with local authorities; and

Whereas, in 1996 the Minnesota Legislature decided to expand the existing Minneapolis/St. Paul International Airport and directed MAC to develop a noise mitigation plan examining measures to 60 DNL; and

Whereas, in 1996 the MSP Noise Mitigation Committee adopted recommendations including noise mitigation to the 60 DNL and recommended a modified program to homes through 55 DNL; and

Whereas, on October 28, 1996 MAC approved the MSP Noise Mitigation Committee recommendations including extending the residential sound insulation program for the area encompassed by the 2005 DNL 60 contour but did not approve a modified program to the 55 DNL; and

Whereas, the State of Minnesota Advisory Council on Metropolitan Airport Planning, pursuant to the Legislature's direction to review the recommendation and comment to the Legislature, reviewed the recommendation and concurred with the Commission's recommendation; and

Whereas, the Metropolitan Airports Commission in their 2001 and 2004 Part 150 studies stated that they considered a standard of 60 dB for eligibility for the MAC Sound Insulation Program; and

Whereas, Metropolitan Council's Land Use Policy guidance indicates that residential land use within the 60 DNL contour is inconsistent without sound attenuation; and

Whereas, Policy 6.12.2 of the City's comprehensive plan, The Minneapolis Plan for Sustainable Growth, states that the City will "Advocate for the extension of the sound insulation program to the Metropolitan Airports Commission 60 DNL line"; and

Whereas, a large body of evidence shows that airport noise is more annoying than other noise for the same DNL; and

Whereas, as early as 1985 when the MAC and City of Minneapolis first jointly explored the effectiveness of sound-treating noise impacted homes, it was realized that the average normal structural attenuation of noise in local homes was over 29db (subsequently with an expanded base the average is accepted as 27dB); and

Whereas, that same joint study effort pointed out that "HUD has defined an interior noise level of 45 Ldn as the maximum permissible for residential housing under their programs. This standard is the maximum noise level which the federal government will allow program participants to be subjected to in subsidized housing. It is not a level they would prefer. It is not necessarily a level that residents in a neighborhood near the airport would find acceptable."; and

Whereas, from the very early beginnings of the noise mitigation program, it was recognized that even with an average 45 DNL interior, individual events would occur with noise level peaks which disturb and annoy a significant percentage of residents; and

Whereas, MAC has provided noise attenuation with and without the use of federal funds to thousands of homes in the 63 and 64 DNL contours, in the 65-70 DNL contours and above 70 DNL contours irrespective of whether the pre-treatment interior sound level of the home was below 45 DNL;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That 60 DNL is the City of Minneapolis' airport noise threshold for preventive and corrective noise mitigation in the environs of the Minneapolis-St. Paul International Airport.

Be It Further Resolved that all airport comprehensive plans, environmental studies and noise compatibility studies shall analyze airport noise impacts to at least the 60 DNL and address preventive and corrective measures to the 60 DNL contour.

Be It Further Resolved that the goal of an airport noise mitigation program in the 60-64 DNL to reduce speech interference, moderate annoyance and to alleviate sleep interference noise attenuation shall be based on a goal of achieving an interior L_{Amax} of no greater than 45 dB.