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Future Land Use & Local Noise Impact

City of Chesterfield Ordinance 1503 required the disclosure information relative to future land use and local noise impact from the Spirit of St. Louis Airport. This ordinance, although having been repealed and codified since its publication, may be found here:

[Ordinance 1503](#)

You may find the Future Land Use and Local Noise Impact in Section 405.02.150 of the Unified Development Code. This section provides the language required in a disclosure statement. Please also see the link below for a map of the Comprehensive Land Use Plan:

[Section 405.02.150 Future Land Use And Local Noise Impact](#)

[Comprehensive Land Use Plan](#)

With regards to noise impact information, please call Spirit of St. Louis Airport at (636) 532-2222. For further information on Zoning or Land Use, please contact the City of Chesterfield Planner of Day at POD@chesterfield.mo.us or at (636) 537-4733.

October 2006

FAR Part 150 Airport Noise Compatibility Study Spirit of St. Louis Airport

The Noise Exposure Map and accompanying documentation for the Noise Exposure Map for Spirit of St. Louis Airport, submitted in accordance with FAR Part 150 with the best available information, are hereby certified as true and complete to the best of my knowledge and belief. In addition, it is hereby certified that the public was afforded the opportunity to review and comment on the document and its contents.

Signed _____

Dated _____

The preparation of this document was financed in part through a planning grant from the Federal Aviation Administration (FAA) as provided under Section 505 of the Airport and Airway Improvement Act of 1982 as amended by the Airway Safety and Capacity Expansion Act of 1987. The contents do not necessarily reflect the views or policy of the FAA.

Acceptance of this report does not in any way constitute a commitment on the part of the United States to participate in the development depicted herein, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public law. This document is intended to be a planning document by Spirit of St. Louis Airport. Final decisions concerning implementation of the recommendations shall be made by Spirit of St. Louis Airport.

» Barnard Dunkelberg & Company
Tulsa, Oklahoma & Denver, Colorado

Introduction

Introduction

The Spirit of St. Louis Airport (SUS) Federal Aviation Regulation (FAR) Part 150 Study is a five-year program. The baseline year for this update is the twelve months prior to September, 2001, with the future baseline being 2009. The purposes of an FAR Part 150 Program are: to assess the noise environment, to prepare forecasts of aviation operations, to identify land uses within the airport environs, and to explore ways to mitigate land use compatibility conflicts.

FAR Part 150 requires the development of Noise Exposure Maps that depict the existing aircraft noise levels, expressed in terms of the Day-Night Noise Level (DNL) metric, and the five-year future noise levels in terms of DNL. Thus, the Study has a five-year planning horizon. The threshold DNL used for compatibility purposes is the 65 DNL noise contour. In addition to the Noise Exposure Maps, a Noise Compatibility Program (NCP) can also be prepared. The NCP contains the recommendations for noise mitigation and abatement that the sponsoring agency, St. Louis County in this case, is recommending for implementation. A schedule for implementation, along with the parties responsible for that implementation, is also presented.

Summary

This document contains a review of the existing land use controls, available for implementation, future land uses, and existing zoning within the airport environs. A review of historical aviation activity is presented, as well as a forecast of activity for the study period. The forecasts were updated during the course of the Study and are presented in the Supplemental Chapter.

The existing and future noise contours associated with the aviation activity is presented along with the noise measurement program and analysis used to develop these contours. Using these contours as a base, the noise compatibility process discusses the development of realistic and effective operational alternatives to mitigate the noise exposure. In addition to operational alternatives, a wide range of feasible land use alternatives, noise control actions, and noise impact patterns are evaluated with potential solutions, which accommodate both airport users and

inhabitants of the airport's environs within acceptable safety, economic and environmental parameters are discussed.

The various measures are listed and described, and each is evaluated in terms of its appropriateness with, and relationship to, Spirit of St. Louis Airport. In addition, recommendations are made as to which alternatives should be implemented at the Airport.

This document, in terms of content and recommendations, has culminated from many meetings, with the Study Advisory Committee, Airport Staff and Management, the Federal Aviation Administration and other interested parties.

All proposals contained in this document are consistent with the most recently submitted Airport Layout Plan.

NORTH

APPROXIMATE SCALE 1" = 2,000'

The 65 DNL Noise Contour Contains
Approximately 1070 Acres and 5 People.

The 70 DNL Noise Contour Contains
Approximately 485 Acres and 0 People.

The 75 DNL Noise Contour Contains
Approximately 269 Acres and 0 People.

Planning jurisdictions are as shown on map.

Noise measurement sites and flight tracks are
depicted on the Noise Measurement Sites and
Flight Tracks Map.

Residential land use is defined as incompatible
within the 65 DNL Noise Contours or greater by
the FAR Part 150.

The Noise Exposure Map and accompanying documentation
for the Noise Exposure Map for Spirit of St. Louis Airport,
submitted in accordance with the FAR Part 150 with the best
available information, are hereby certified as true and complete
to the best of my knowledge and belief. In addition, it is hereby
certified that the interested persons were afforded adequate
opportunity to submit their views, data, and comments
concerning the correctness and adequacy of the draft maps
and the description of forecasts of aircraft operations.

Signed

Dated

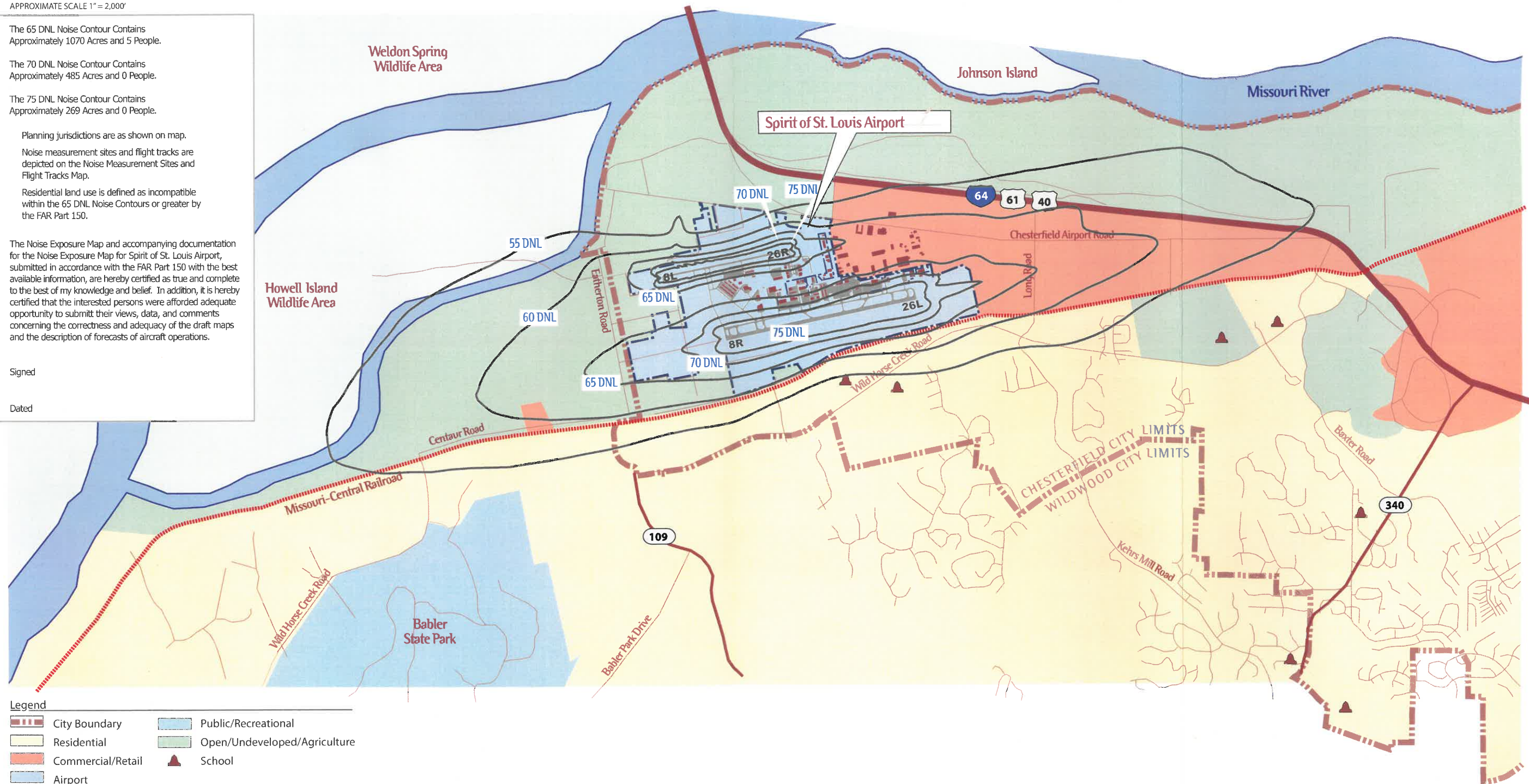


FIGURE D17
Existing Noise Exposure Map (2001)

NORTH

APPROXIMATE SCALE 1" = 2,000'

The 65 DNL Noise Contour Contains
Approximately 1176 Acres and 8 People.

The 70 DNL Noise Contour Contains
Approximately 510 Acres and 0 People.

The 75 DNL Noise Contour Contains
Approximately 281 Acres and 0 People.

Planning jurisdictions are as shown on map.

Noise measurement sites and flight tracks are
depicted on the Noise Measurement Sites and
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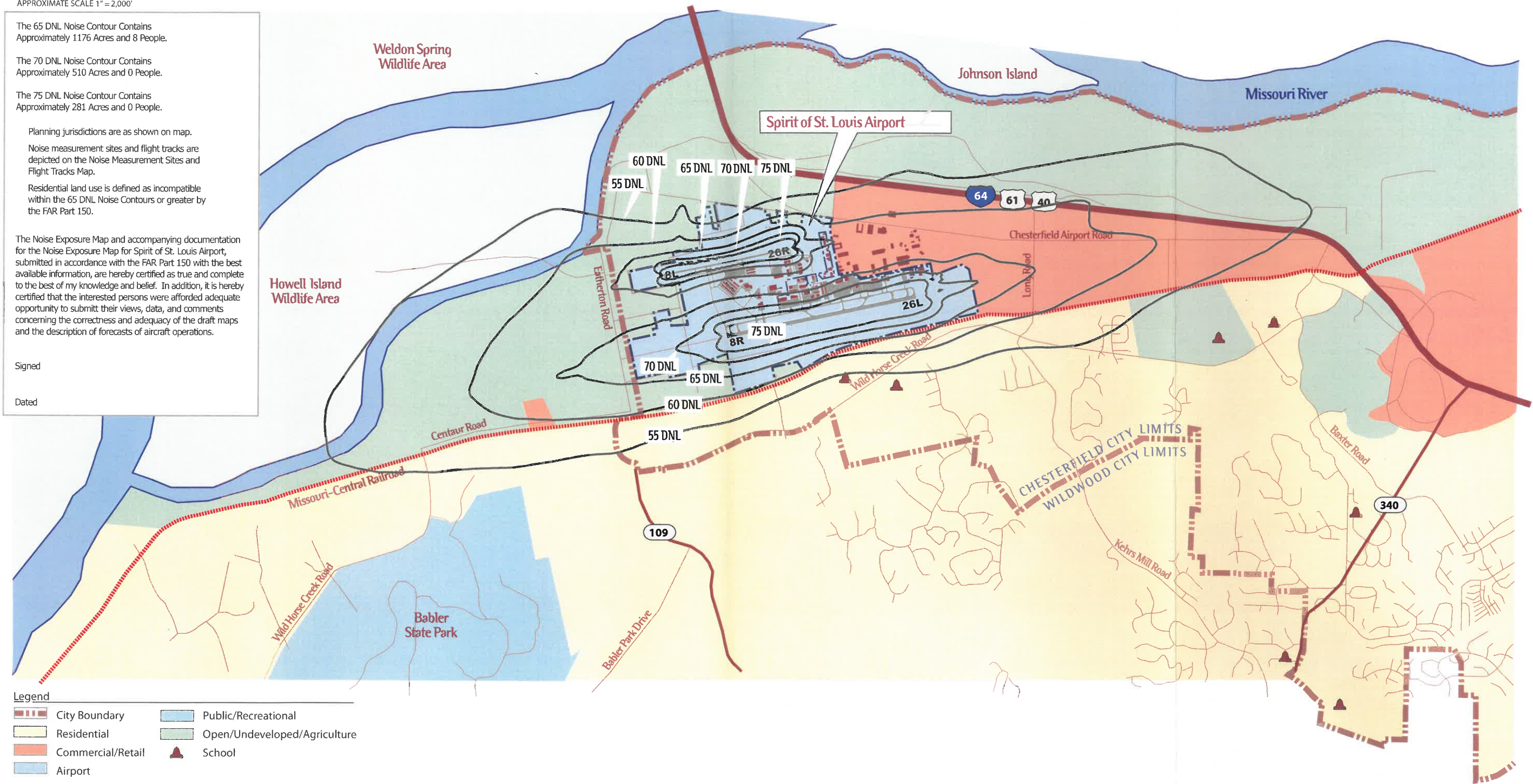


FIGURE H1
Future Noise Exposure Map (2009)