

The Progress

Morrisville & Preston

Published Monthly

Morrisville, N.C.

April 24, 1996



An architectural rendering of the proposed police station in Morrisville.

Board continuing plans for police HQ

By Ron Page

Exploring the possibility of a seven-acre town campus of associated public buildings, Morrisville's Board of Commissioners Monday night authorized spending another \$31,490 to continue developing plans for a proposed police headquarters to be located near Town Hall.

A preliminary study had been prepared by Smith Sinnett Associates, the Raleigh architectural and

planning firm that designed Town Hall. That study, which cost \$7,500, shows a building architecturally blending with the Georgian-colonial appearance of the Town Hall and located at the extreme west end of the same property. This town campus plan will allow for future public buildings to be incorporated into the overall site.

Town Manager David Hodgkins explained that the continuing study would, in effect, go to a point

where the town would be able to advertise for bids. Construction has not yet been authorized by the board.

Commissioner Billy Sauls said despite the fact that there are no plans as to when the police station will be built, he felt the town should move toward complete plans now. It will be more costly later, he said, adding that the town is on solid financial grounds...there

See BOARD, page 2

Airport overlay raises concern

Town's former, new Authority members: Proposal restrictive

By Ron Page

Not all proposals offered by the Raleigh-Durham Airport Authority toward noise abatement are accepted with open arms.

Example: The authority has proposed an airport overlay district for properties in the vicinity of Raleigh-Durham International Airport which provides stringent regulations on new construction. It's been rejected by Wake County, Raleigh, Durham, and is now under staff study by the Town of Morrisville. It is not expected to be approved here either.

Wade Davis, Morrisville's representative on the Airport Abatement Committee for the past two years, voices strong opposition to the overlay proposal. A former mayor, commissioner and the town's first zoning administrator, Davis said the airport plan, drafted in 1994, has three fundamental requirements.

The first is a disclosure statement on all proposed residential units and non-residential facilities, requiring all prospective purchasers of such property to be told that it is located in an area that will be exposed to aircraft overflights and aircraft noise. The information is to be included in all pertinent papers such as sales contracts, promotional items, the site plans and deeds.

The second is called an easement which would be required of all owners of new property in areas covered by the overlay. Property owners would grant the Airport Authority a perpetual right to pass over the property and the right to cause noise, vibrations, odors, vapors, particulates, smoke, dust, or other effects as may be inherent in the operation of aircraft of all types.

The third covers acoustical treatments of all such new buildings to ensure that interior noise levels within the building are lower than exterior noise levels resulting from overflight of aircraft. Increased insulation in roofs, floors and walls, use of multipaned windows and doors, and choice of materials to attain noise reduction also are a part of the proposal.

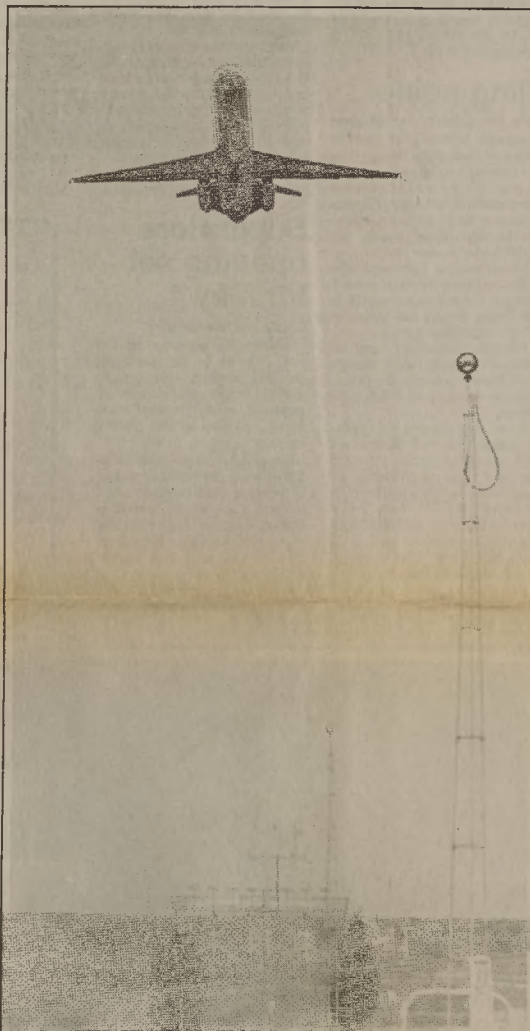
"This will surely drive up the costs for a new home," Davis said. According to the airport's own residential design guide, the cost to sound insulate a typical home near RDU is placed at \$16,171. Davis feels it is an unneeded burden to be placed on the new home buyer.

He also feels the easement is solely sought by the authority to cover possible lawsuits on any damage to a home that may result from aircraft flights. "It's a ridiculous request. No one but an idiot would sign," he added. "Any elected officials who votes for it is either stupid or not seeking re-election."

Davis said he's heard opinions that the State Legislature should be asked to review the Airport's proposal, but questions whether members of that body have the right to determine individual town zoning regulations. "I do feel that more of the people who are being affected should be on the committee...like 'Joe Citizen,' and less Airport Authority members," he said.

Davis told Morrisville commissioners Monday night that he is resigning as the town's representative on the Airport Noise Abatement Committee, citing the pressure of business and outside activities. Davis is involved in a business venture raising emus to provide food and sundry products.

See AIRPORT, page 2



Up and away

The Airport Authority's noise officer says the level of aircraft noise has dropped significantly since American Airlines moved its hub and since new policies have taken effect. Above, a commercial jet takes off from RDU.

Quieter jets, tougher rules muffling noise

But aircraft roar still an issue as new homes line flight path

By Ron Page

We've all heard it. It's that muffled blur of noise that grows to a roar as it passes overhead. Some call it offensive and irritating. Others just shrug, feeling it's a part of living in the age of jet aircraft.

For many years, aircraft noise was not a major issue at Raleigh-Durham International Airport due to low density development in the area. But the number of noise complaints increased as the area near the airport developed and the level of large jet aircraft activity grew. Residential growth in Preston and Morrisville led to a large number of complaints from those areas when noise levels were at their highest.

Today, aircraft noise continues to command the attention of the Raleigh-Durham Airport Authority even though it is no longer close to the nuisance it once was.

In 1988, an advisory committee comprised of citizens from surrounding neighborhoods concerned about aircraft noise began meeting with local public officials, planners and airport staff. The work of this group led to the development a year later of a 10-member Aircraft Noise Abatement Committee (ANAC), which adopted an Aircraft Noise Abatement Policy.

That policy calls for continuous monitoring of noise abatement strategies, land-use planning, and aircraft operating procedures to minimize the impact of aircraft noise. ANAC advises the Airport Authority on ways to implement the Noise Abatement Policy.

"The success of the program is shown in that noise levels are considerably lower today than they were four or five years ago," explains Armando Tovar, noise officer at the authority, a position which encompasses all phases of noise monitoring. Two factors are prominent in that decline, he added, the noise rule itself and the closing of American Airlines' hub opera-

tions at Raleigh-Durham International Airport.

Today, some six million passengers pass through Raleigh-Durham Airport annually and some 250,000 flights are recorded, a total which encompasses all types of aircraft, from scheduled airliners and cargo planes to propeller-driven aircraft, helicopters, private planes and U.S. military carriers. Some 15 passenger airlines use its facilities, as well as five major cargo carriers. The 5,000-acre airport has two runways—10,000 feet and 7,500 feet long—each oriented northeast-southwest, and a 3,550-foot southeast-northwest runway used occasionally for smaller, propeller-driven general aviation planes.

While many factors determine how aircraft noise affects this area, Tovar points to the jet engine as the most significant point at which noise can be minimized. That is why in 1969 the Federal Aviation Administration adopted regulations requiring commercial jets to meet noise standards, he explains.

The FAA rules established three categories for jet aircraft. Stage 1 jets, such as the original Boeing 707s and McDonnell-Douglas DC-8s, are the oldest and noisiest aircraft. They have either been retired from service or redesigned to meet quieter Stage 2 or ultimate Stage 3 standards.

"By 2000, all commercial aircraft operating in the United States are expected to meet the standards of Stage 3, the quietest category for jet aircraft," Tovar says.

When American Airlines withdrew its hub from RDU, it took with it aircraft engines considered to be among the noisiest in the business. It had also been making 125 jet operations daily from RDU, including both landings and take-offs. And these were clustered operations, sometimes with as many as 20 arrivals in 35 minutes.

See QUIETER, page 2



GETTING READY—Mick Rickert and Jeff Shantz of Raleigh were busy unloading boxes

last week at Hannaford Superstore at Preston Corners in preparation for opening day.

Superstore preparing for May 4 opening

When the doors open at the new Hannaford Superstore at Preston Corners May 4, customers will find an open, upscale interior with such features as a sushi bar, video rental area, upscale wine department and a produce kiosk where employees prepare fresh produce in full public view.

The 47,000-square-foot store has been designed as a model for future facilities operated by Hannaford Brothers Co., whose headquarters are in Scarborough, Maine. Manager Jim Shaffer, a Rhode Island native who lives in Cary, said the store will cater to the needs of a broad base of customers.

"We are a people-friendly operation where service is paramount and employees have a customer focus," he said. "Because we are heavily involved with stores in the north, we are sensitive to the needs of those from that area as well as the south."

The interior layout includes 12 checkout counters, with a video department and customer service area at the front. To the right of the

entry area is an open expanse called the Farmer's Market where the kiosk is located. "We have a focus on perishable products," Shaffer explained, "and this is the area where customers can see all of the produce being prepped." The right side of the store also includes a

prepared sandwich area, coffee bar, bakery, pasta and pizza section and a neighborhood deli. The left side of the store includes the grocery aisles, frozen foods, dairy, beer and meats.

Opening day will be marked by a

See SUPERSTORE, page 2

BULK RATE
POSTAGE PAID
MORRISVILLE, N.C.
PERMIT #23

Delivered expressly
to the residents of
Morrisville and Preston