

**From:** Beth Sluys <sluysb@aol.com>  
**Sent:** Monday, August 2, 2021 9:13 AM  
**To:** All Alders <allalders@cityofmadison.com>  
**Subject:** Agenda Items 13 and 72

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August 2, 2021

Project Address: 4000-4150 Packers Avenue and 4201 N. Sherman Avenue

District: District 12, President Abbas

Legistar File ID #: 65654 and 66222

AGENDA Items # 72 and 13

Prepared by: Beth Sluys, District 18

No Families Put in Harm's Way

## Summary

You are our elected Alders and should rely on public input as well as input from city staff when major development proposals come to the table. Recently, an old building slated for demolition was debated for several hours at a Plan Commission meeting. No threat to public health and safety was involved. The view of the lake? The historic nature of the building... were debated for hours. This project was tabled to save the building. An important pause was taken to allow for more discovery and better options.

Then came the land at the Raemisch Farm. This farm development, urban sprawl that puts people in harm's way, was discussed and voted through in less than one hour. It makes many of my neighbors concerned about the priorities of the Plan Commission members. Is it right to ignore the health and public safety issues tied to this project? Is it OK to tell the public, when concerns are raised related to the intense noise and vibrations of the F35 bomber jets, the unknown nature of the 65dB boundary line, and the impact on future residents on the north side, a policy offered was "**buyer beware**." (Cantrell, July 26, 2021)

If a 3-mile boundary line around the airport is required for building heights (see attached map), related to public safety, then why is there no such boundary related to the intense noise that will be impacting the lives of those that will be living in the flight path of the F35 bomber jets. This line for the entire property will not be determined until after the bomber jets arrive in 2023 and are studied for two years. In light of this, *the developer has put a residential building moratorium on the eastern portion of the property that is within the hypothetical boundary until Jan, 1 2027*. This will allow for the study to occur and the accurate 65 dB line to be put in place. ***To reflect reality, rather than a proposed line.***

This would also allow the President's Work Group on F35 Jets to create guidance on a residential building zoning district overlay and construction requirements for sound attenuation for areas within that boundary. This only makes sense once the F35 zone is confirmed for the actual 65dB boundary, rather than a hypothetical boundary.

This is urban farmland that should remain farmland (Agriculture zoning) at a minimum until we can better understand the boundaries of the impact from F35 Bomber jets. There is a line through the platted land (see images below), that represents the current *proposed* line of demarcation for the 65-decibel daytime and nighttime limit line. This is the line that determines habitability of residential areas that are impacted by the flight noise and vibrations from the F35 bomber jets. This proposed platted property has about 1/4 of the land designated as being within that 65 dB boundary, and so all residential construction within that portion of the plat, the Eastern portion along Packers Avenue has been postponed for consideration until Jan 1, 2027 at which point in time, a new study based on actual bomber jet flight time measurements will have been completed and the actual 65dB line boundary determined.



**The black line shown above corresponds to the proposed dB 65 DNL per city staff analysis of the F35 EIS.**

In states where the F35s are bedded and actually flying, the predicted boundary has been expanded greatly to include a wider area of impact. Until we know these actual boundaries, let us preserve this urban farmland that not only could serve as a local food producing truck farm and training program for area youth, but also helps to reduce our carbon footprint, offers surface

water infiltration and flood mitigation through the preservation of the wetland upland ecosystem in these days of climate change.

As it clearly states in our Comprehensive Plan, “Feedback through the Imagine Madison process highlighted the importance of infill/redevelopment and compact edge growth to reduce the loss of farmland...and to reduce the rate at which farmland is developed” (Strategy 6, Land Use and Transportation). The Comprehensive Plan clearly states “peripheral growth should first occur in areas already served by utilities, followed by other areas already within the Central Urban Service Area (CUSA).”

Not only does this proposed project destroy a major urban farm, the Department of Defense has decided upon the Truax Airport to house F 35 bomber jets and use the base for training for the pilots. The residents that worked so hard to develop the 2009 NWS Neighborhood Plan could not have, in any way, predicted the arrival of these F35 bomber jets, their incredible impact on the lives those that live in the flight path will have to endure. Existing housing in the area is already experiencing life on a flight path of F16 jets. They live in single-family homes, a mobile home park, condominiums and town homes. These too, will have horrible conditions under which to live, once the F35 bomber jets are flying overhead. Because mobile homes are not considered permanent housing, no sound mitigation funds will be provided for these homes should they be deemed as being within the 65dB boundary area.

There have been many decisions made in the past, prior to any knowledge of the F35 bombers arriving. While there is a map in the Oscar Mayer Special Area Plan that shows the 65-70-75 dB lines, no where in that plan is the issue of sound attenuation addressed for existing and new residential buildings as redevelopment occurs. This needs to be included in any residential proposals within a minimum of a three mile boundary of the airport, as we prepare for the F35s to arrive. This boundary will likely flex as the noise study concludes, as is the case in other states that have these bomber jets.

We now have the moral obligation to consider not putting any residential buildings on this land before we fully understand the boundaries of the 65dB day and night limits on the area. This parcel should set the precedent for all housing that is slated for land within the boundaries that will be negatively impacted by the F35 bomber jets.

Low income housing built by HUD in the Truax apartments, is not even built to standards that will be able to mitigate sound issues within those apartments once the F35s arrive, as these jets are 4 times as loud and impactful than the F16 jets. In a recent email from Mr. David Nuccio, Field Environmental Officer for HUD based in Minneapolis MN, when asked about the F35s coming to Madison and what they plan to do for the units that are near the airport, he stated “Looking at their (the airport) website there isn’t anything anticipating this new aircraft. I have sent an email to them, at the airport, to ask the question you have asked HUD. We are very interested in the concerns you have raised. I will be sure to let you know what I find out. Please share any information you receive as well. I am sure we will have more questions from concerned citizens like yourself that will come up regarding the change to the F-35 at Dane County Airport.”

The bomber jets arriving in Madison will be four times louder than the F16s, which now produce sound levels well over 120 dB. There will be a period of time where the F16 jets and the F35 bomber jets will both be at the Truax Field, only to increase the frequency of flights, the intensity of noise and pounding vibrations. Life on the flight path will cause harm to both the public health and safety of those living within the flight path area and in the adjacent areas. Sound does not stop at a proposed 65dB DNL boundary.

So while there may be a current line drawn through the East end of this parcel of land, and the developers are proposing to wait until Jan 1, 2027 before they build any residential buildings in that portion of the site, the other areas are slated for residential buildings, some single family, some multi-family, but in reality, NO residential should be allowed at this point in time.

I recently attended a meeting with someone who lives on Tennyson, renting. They are looking to purchase a home, someone who loves this area of town and has raised a family here. When asked if they will be staying in the area, they said that there was no way that they would buy a home in this area! They already experience 120+dB noise levels and the hell that is living on the flight path of the F16s. The F35s are much louder, and will have greater impact on the quality of life of anyone in the area. I was told that the noise is so loud, you feel it in your heart.

I ask, is it right that we give permission to build on this land when the Comprehensive Plan clearly supports urban farms, green space, fewer roads, and does not support urban sprawl? When we have experienced record heat waves in our state due to climate change and yet we have a park system that prefers to receive park impact fees rather than land dedications for parks? When city planners plan for yet more roads and cars when we need to be looking at bringing the BRT up Sherman Avenue, increasing bike and pedestrian pathways to connect the north side to all areas of Madison, off roadways on safe paths.

As you prepare for the upcoming Common Council meeting, please take **12 minutes** out of your busy day to watch a film called **Jet Line – Voices from the Flight Path**. It will give you a clear idea of what lies ahead for those citizens slated to live in the flight path of the F 35s, should you decide to approve this plat. It is the voice of residents who live in Vermont, a location that now has F35 bomber jets flying in and out of their regional airport. A look into the future for us.

*The link to this film can be found at: [Jetlinefilm.com](http://Jetlinefilm.com)*

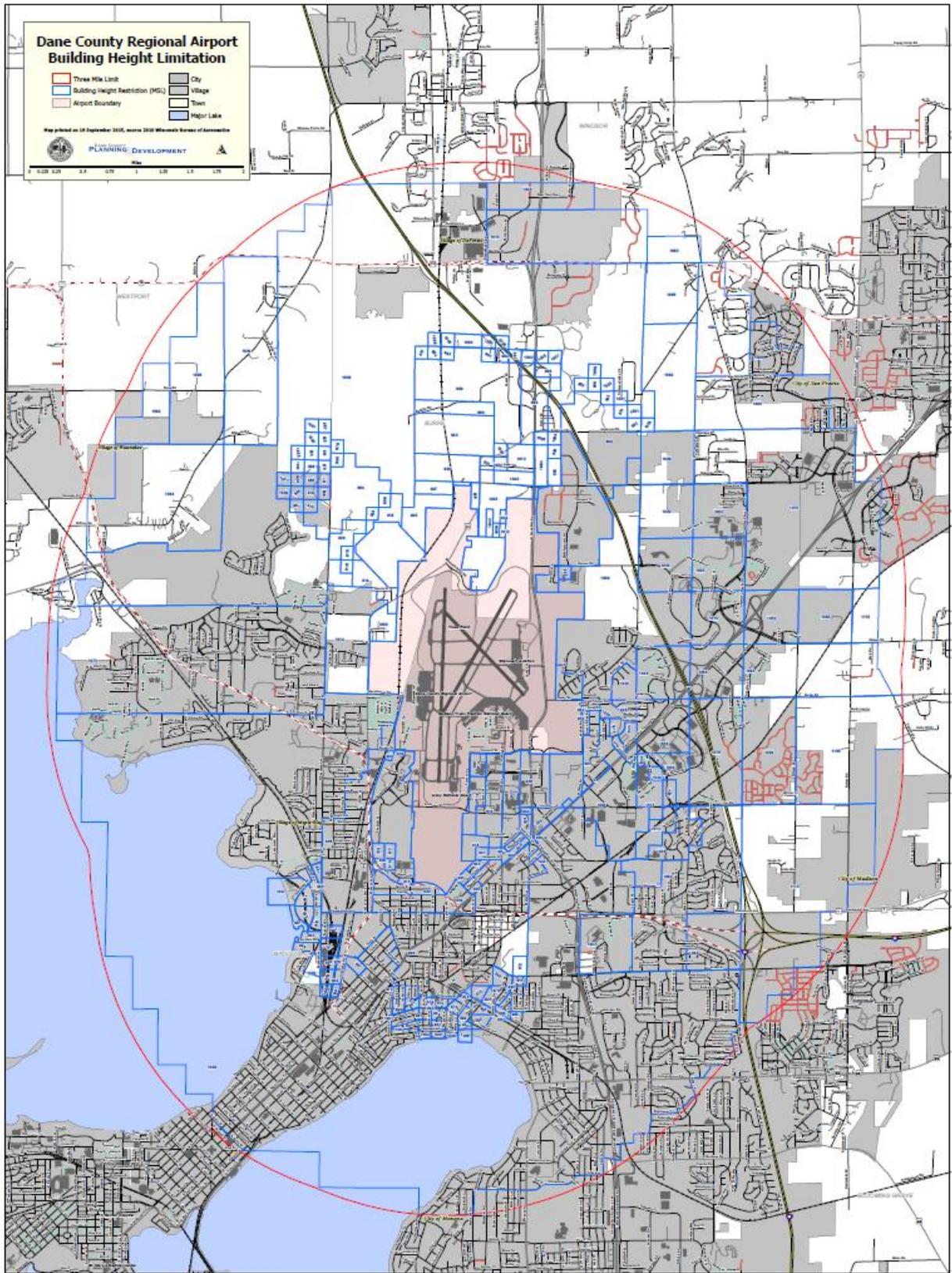
I hope that you will hear my concerns, and serve the community in a way that makes sense to all of us.

We can and must do better.

Thank you.

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District 18



**From:** Steven Klafka <sklafka@wingraengineering.com>  
**Sent:** Tuesday, August 3, 2021 10:12 AM  
**To:** All Alders <allalders@cityofmadison.com>  
**Cc:** Safe Skies Coordinators <sscoordinators@googlegroups.com>  
**Subject:** Public Comment Opposing Rezoning (File #66222) and Opposing Approval of Preliminary Plat (File #65654) of Raemisch Farm Property

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## **Public Comment Opposing Rezoning (File #66222) and Opposing Approval of Preliminary Plat (File #65654) of Raemisch Farm Property**

Today, the Common Council will once again take up the development of the Raemisch Farm Property on Madison's north site adjacent to the Dane County Airport. As someone forced to live on the flight path of the airport for over 25 years, an environmental professional, and someone knowledgeable about the noise abatement program of the county airport, I ask that you reject the development of more housing near the county airport. Please do not approve development of the Raemisch Farm Property. No more people should be exposed to the ugly and unhealthy noise generated by airplanes.

A few additional points to consider:

1. The noise standard used by the county airport is over 50 years old. Only now has the FAA begun to review this standard. It's initial findings show the standard should be much lower. In the future, the area designated as "incompatible for residential housing" may include the Raemisch Farm property.
2. The county airport has done a terrible job protecting Madison residents from the ill effects of airplane noise. While other airports have relocated residents from locations with the worse noise levels, or added noise insulation on existing homes, our county airport has relied on aviation easements which provide an initial payment so the home owner cannot sue the airport for damages. In 2013, the [SASY Neighborhood Association](#) met with County Exec Joe Parisi and airport staff to discuss the continued airport noise problem and recommendations for improvements. The airport continues to show no interest in the best practice noise abatement procedures of other airports. More recently, at the April 14th meeting of the Dane County Airport Commission, [Commissioner Perry Armstrong](#) from suburban Verona responded to public concerns about the noise impacts of the F-35 fighter jets proposed for Truax Field in Madison, Wisconsin and told people if they don't like the noise they should move from Madison.
3. We should have a moratorium on all residential development on the east and north sides of Madison until we fully understand the extend of current airport noise problems in Madison, the increase in noise levels caused by the proposed F-35 fighter jets, and FAA completes its update of the airport noise standard.

4. The Environmental Impact Statement for the proposed F-35 fighter jets at Truax Field made it clear that the county airport is promoting environmental injustice and racism by forcing low-income and families of color to live near the airport. We should not promote further injustice and racism by building more housing near the airport.
5. The Dane County Airport is 80-years old and no longer suitable for the City of Madison. Rather than doubling down on poor land use planning by building more housing near the airport, we should find ways to encourage the county to relocate the airport out of Madison. For example, in 1994, Austin, Texas voted to move their 64-year old [Robert Mueller Municipal Airport](#). It was replaced with the [Mueller Community](#), reusing many of the former airport buildings. The [developer expects this planned community](#) to eventually be worth \$1.3 billion, including 4.2 million square feet of non-residential development, 650,000 square feet of retail space, 4,600 homes, and 140 acres of open space.
6. The county airport is a poster child for unsustainable living. [Air travel is the form of transportation with the greatest green house gas emissions](#). It is the least efficient travel method and aircraft emissions have 3 times the impact on global warming as other forms of transit. The county airport is one of the largest sources of greenhouse gas emissions in Madison.
7. Airport passenger fees paid by wealthy flyers can only be spent on airport improvements with nothing for adjacent low-income neighborhoods. Local residents have no vote or control over airport management by the independent airport commission which is staffed by pro-airport business representatives. This does not represent the progressive ideals of Madison residents.
8. The airport has contaminated our groundwater, Starkweather Creek and chain of lakes with PFAS from fire fighting foam. Compared to other PFAS contamination sites in the state, it has used a secretive and slow process to investigate and remediate the contamination. In Peshtigo, there have been 15 public meetings to discuss the investigation and cleanup of their PFAS contamination. Only now has the county airport begun to plan for a public meeting.
9. We've promoted the construction of low income housing next to the airport which promote environmental justice by exposing the poorest residents to the loudest noise levels.
10. The Air Force made a blatantly racist decision to select Truax Field for a squadron of F-35 fighter jets despite local objection by the Common County and School Board, or the fact that those hurt the most by the increased noise would be families of color living adjacent to the base.
11. Madison residents are proud of our music scene and festivals, but there are 60,000 people living on the east and north sides of Madison within 3 miles of the county airport who are exposed to the ugly noise of aircraft everyday.

Thank you for considering my comments and serving Madison residents.

Steven Klafka

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