

Record of Meeting

Purpose of Meeting: Burlington International Airport - Noise Land Inventory and Reuse Plan update
Date: 12/14/2016 **Location:** Burlington International Airport, Burlington, VT
Time Started: 6:00pm **Time Ended:** 7:45 pm

Participants

See enclosed sign in sheet.

Topics to be discussed

1. Introductions
2. Project Background
3. Noise Land Disposition
4. Maps of property acquisition, short-term program, 2030 master plan, and alternate development
5. Project Implementation
6. Participants divided into two groups to answer questions

Topic #	
1.	<p>Introductions Meeting participants introduced themselves.</p> <ul style="list-style-type: none"> • Gene Richards (BTV): Tonight’s meeting is about noise land reuse. After our consultants go through their presentation, we will break out into groups. I want to thank everyone for coming out tonight, and I appreciate you being here. • Nic Longo (BTV): Thank you again for coming this evening. This is to evaluate the future use of the land that we have acquired to date. It is a required FAA study that we need to complete to proceed. We did our initial presentation back in March, earlier this year, but you will find some updates with today’s plan. When we break up into groups we want your feedback and dialogue. You can also fill out a comment card to place in the comment card box or submit at a later time via mail. After the presentation, we are going to open up the public comment period through January 31st. We then proceed to the FAA in submitting our packet, our presentations, our communication and comments. A little bit of housekeeping – for parking we can validate your parking, and help yourself to the light refreshments. I will now hand it over to CHA. • Paul Puckli (CHA): I want to thank all of you for coming out this evening. We look forward to receiving your input. There is a sign in sheet next to the cookies, and please sign in. There are comment cards and we will keep the comment period open through the end of January, 2017. We have a short presentation on the draft program for the land reuse plan that has already been acquired.

Presented by Paul Puckli

2. **Program Overview**

The last Noise Land Inventory and Reuse Plan for BTV was completed in 2009. The current property acquisitions are part of a continuing noise land acquisition program at BTV. Public Information Meeting #1 was held on March 24, 2016. This meeting collected comments regarding the disposition of noise land properties. I see some familiar faces from our last meeting in March. Again, we will break up into groups to answer one-on-one questions.

Paul describes the project timeline shown on the presentation:

ACQUISITION PROGRAM HISTORY	
Year	Action
1990	First Part 150 Noise Study
1997	NEM Update (1997 and 2002 Contours)
2006	NEM Update (2006 and 2011 Contours)
2008	NCP Update
2009	Noise Land Inventory and Reuse Plan
2010	Master Plan Update / Airport Layout Plan (ALP)
2015	NEM Update (2015 and 2020 Contours)
2016	Noise Land Inventory and Reuse Plan Update (ongoing)

This project is an update to the *Noise Land Inventory and Reuse Plan* that was originally created in 2009. We are not addressing the 2016 Noise Land Inventory.

Project Background

The purpose of the *Noise Land Inventory and Reuse Plan* update is to evaluate future use of airport noise lands and the disposition of properties. Property acquired for compatibility is referred to as “noise land”. Once noise land is acquired, FAA Grant Assurance 31 requires airports to alleviate incompatible use of this land. The Land Reuse Plan must be updated every five years, and document if the noise land:

- Should be retained for noise compatibility purposes or noise buffer,
- Is needed for other aviation-related purposes, or
- Can be transferred, exchanged, or sold for non-aviation purposes.

3. **Noise Land Disposition**

Disposition of noise land may include “retention” or “disposal”. Retention may include conversion to Airport Development Land or conversion to Noise Buffer. Disposal may include exchange of the

noise land for airport development property or market sale of the noise land. Airports cannot profit from exchange or sale of noise land (proceeds are returned to FAA).

Noise Land Disposal Requirements

Disposal of noise land first requires determination that property is not needed by airport, removal of incompatible uses (i.e., homes), assembly of parcels (i.e., bundling), and reserving adequate rights to prevent incompatible development. Bundling includes putting several parcels into a bundle prior to selling. Airport retains an easement on disposed properties for land use compatibility, height restrictions (as applicable), and “right to fly”. Disposal/exchange must be at Fair Market Value (FMV). Removal of incompatible uses includes homes. See the comparison photos of 2004 and 2015:

2004



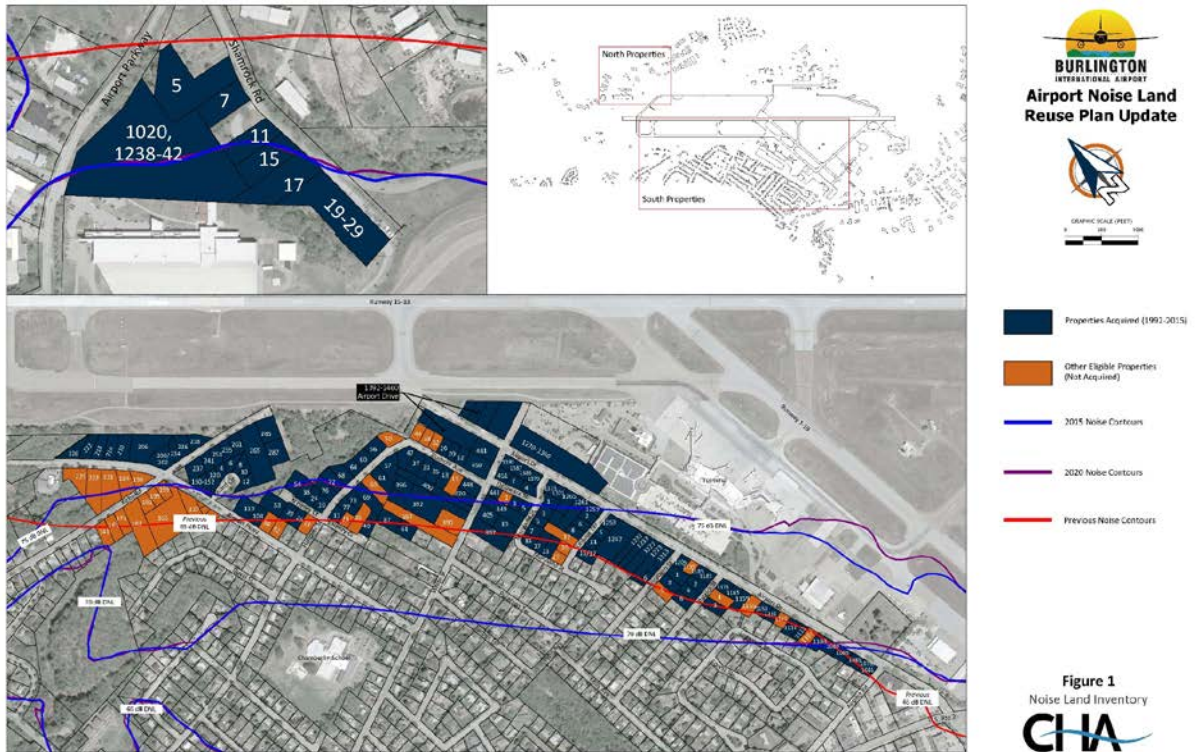
2015



4.

Property Overview

The land areas shown in blue have already been acquired. The land areas shown in orange are included within the program but have not yet been acquired.



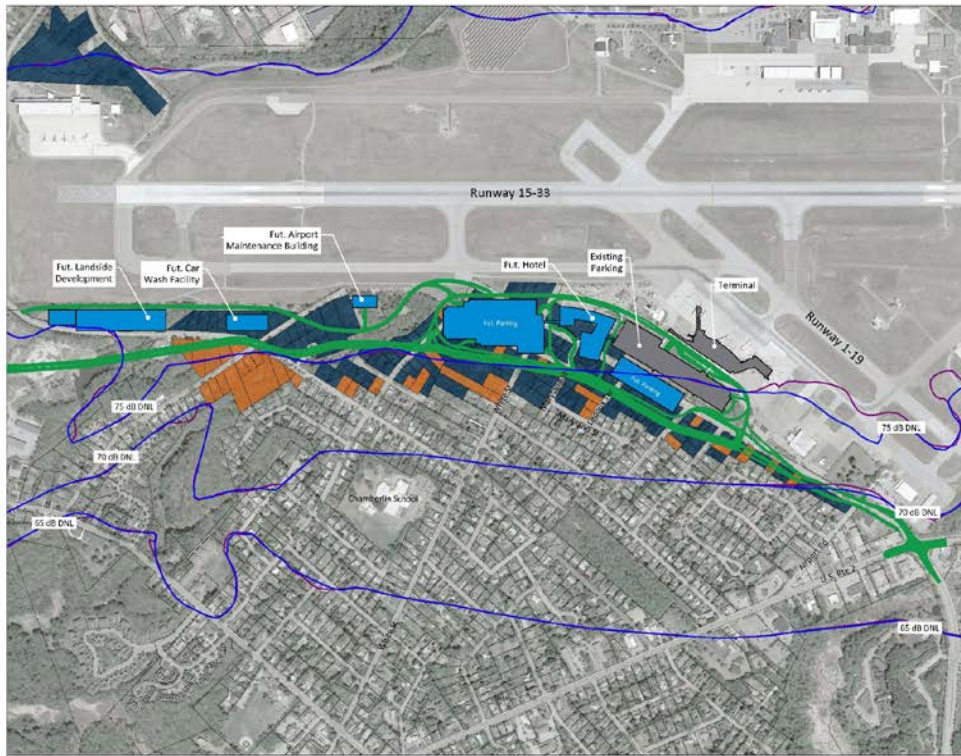
Short Term Plan

Road closures are shown in red. There will also be road improvements (shown in green), and in the dotted lines, the noise buffer area is shown.



2030 Master Plan

This was originally created in 2010. You can see extensive roadway improvements and airport improvements. The market has changed since then and may be adjusted based on new information. We want to show you what has been shown.



- 2015 Noise Contours
- 2030 Noise Contours
- Parcels Acquired in VMAP
- Eligible Parcels for Acquisition
- Existing Structures
- Future Roadways
- Future Structures

Figure 3
Vision 2030
(From Airport Master Plan)
CIA

Paul McDonnell

Mid-Term Roadway Alignment – Local Access

During this year, the airport has worked with the City of South Burlington. We have some comments within the draft report from the City of South Burlington. One of the key issues is future road access. This project is not a road project but this was part of the discussion. This is an overall area of noise land. This is the mid-term roadway alignment for local access. This is not proposed in our plan, but we are using this in our study because it has some practical issues in regards to disposition on the property. The existing airport drive is here and this is the loop that goes through the terminal, the city and the airport could consider a new access road. We are showing an alignment that is consistent with the 2030 plan. This concept shows one lane in each direction. If this road was to be pursued by the airport, then the City would like to have local access maintained. This has a funding issue with the FAA given that it is not owned by the airport. Nothing is planned or funded at this time. The draft study also has the same alignment with an airport dedicated access. This completely segregates this from the public. An airport road like this could be airport owned and maintained. There is also no funding for this. There is talk of more infrastructure spending. When I talk about the road it's only for land use purposes, and note that it is included in our plan. We won't make a determination at this time whether it will be airport dedicated only or local access, but simply use this information for land use purposes.

Property Bundling

Property Bundling simplifies things for the City of South Burlington and the airport, where multiple parcels are combined into one.

Potential Land exchanges

There are several areas of existing City streets that only have a few homes (roads shown in red) where these roads will have no functional benefit. These areas could be acquired from the City of South Burlington. This also allows for an exchange, where the airport could acquire this property and exchange this for other property with the City of South Burlington, i.e. for protection of open space, etc. The study stops and does not provide location recommendations.

5.

Project Implementation

Acquired noise lands have been evaluated using the FAA’s five disposal categories to determine the appropriate land use management method. Based on the study evaluation, the noise land at BTV falls within the categories below:

RECOMMENDED DISPOSITION OF NOISE LAND	
Noise Land Management Category	Acreage
Retain Land for Noise Buffer	±20 acres*
Convert Land to AIP-Eligible Airport Development Land	±50 acres*
Acquire City Road Right-of-Ways (or Exchange for Development Land)	±9 acres
Pending Disposal	None
Sale In Fee and Repayment of the FMV	None

Airport dependent development includes uses such as additional parking, airport hotel, etc.

An exchange is considered a disposal of the property where the airport would no longer own the property.

Draft Recommended Plan

This simplifies what I just discussed on the project implementation slide. This shows the existing airport road and the loop to the terminal. If we put in a new road, this is approximately where it could be located. Southbound of that road would be noise buffer, which would also be maintained by the airport.

Implementation Process

The implementation process for BTV is organized into the following steps:

1. Retain existing noise land - *reserve for noise buffer or future Airport development*
2. Acquire remaining properties in VLAP – *purchase remaining eligible parcels*
3. Remove incompatible land uses - *by removing residential buildings*
4. Acquire former road right-of-ways from City - *may include exchange for land*
5. Implement road removals - *may include creation of cul-de-sacs*
6. Bundle acquired noise lands and former City-owned property *into larger tracts of Airport-owned land*
7. Implement road improvements - *potential new access road*
8. Re-assess noise land for disposal- *five year update of Noise Land Reuse Plan*
9. Implement Master Plan improvements- *recommended on the FAA-approved ALP*
- 10.

The first new item is #4. We don't have a timeline for #5. Even without new roads #6 is recommended.

Implementation steps

This table (below) depicts a potential schedule for implementation phasing of the Noise Land Inventory and Reuse Plan:

TENTATIVE PROJECT PHASING SCHEDULE										
Task	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
<i>2. Acquire Remaining Eligible Properties</i>										
<i>3. Remove Non-Compatible Land Uses</i>										
<i>4. Acquire City Right-of-Ways</i>										
<i>5. Road Removal</i>										
<i>6. Bundle Acquired Properties</i>										
<i>7. Implement Road Improvements</i>										
<i>8. Re-assess Noise Land for Disposal</i>										
<i>9. Implement Airport Master Plan Development</i>										

Please note that these are not months, but years. Acquisitions take time. This schedule is tentative and relies on coordination between Airport, City, State, FAA, and availability of funding.

	<p>I wanted to highlight there is more than one study regarding noise, this again is only about the re-use of the noise land. The website only references this study, and you can send your comments through this website and the address is included in your handouts. We are looking to collect comments by the end of January, and we would prefer comments in writing. We will now break up into two separate groups. One group on the left and one on the right.</p>
<p>6.</p>	<p>The presentation is concluded and the attendees are asked to split up into two groups to further voice any questions the public may have.</p> <p>Group #1 Questions and Comments:</p> <p><i>Participant:</i> What is the status with this ROW?</p> <p><i>CHA:</i> We asked FAA in writing if acquiring this ROW would be applicable to the plan. FAA will not give funding just to acquire that right-of-way, and an empty right-of-way does not have a noise mitigation.</p> <p><i>Participant:</i> So, the airport doesn't have to pay?</p> <p><i>CHA:</i> No, 90% is coming from the FAA for funding acquisitions. If the airport had additional budget, then they could buy the empty ROW with their own budget, but FAA can't. Each year the airport gets a certain amount of funding from the FAA called entitlement funding. And this is included in their capital improvement fund.</p> <p><i>Amanda Hanaway, BTV:</i> What we have learned from FAA is that although we are entitled to this funding, it has to be allocated to the highest priority of items for the airport, we can't be discretionary in how we use it.</p> <p><i>Participant:</i> Is there any place for funding for noise mitigation but also noise barrier? So where would you go for funding for a noise barrier? The money that you have, that comes out of your passenger charge?</p> <p><i>CHA:</i> In order to obtain funding for a noise barrier it has to be recommended in the Noise Compatibility Program. The current program does not recommend barriers as they are not expected to provide an overall noise reduction benefit. As for PFC being used to fund noise mitigation, airlines would like not support this because the noise is primarily caused by the guard.</p> <p><i>Amanda Hanaway, BTV:</i> FAA decides the priorities for the airport. We provide our recommendations and they decide. Because of that we are coming up with the exchange of land uses.</p> <p><i>CHA:</i> The one benefit from the City of South Burlington no longer owning this land is that they are relieved from maintaining this.</p>

Participant: If by chance the City of South Burlington entertained an exchange, knowing that there is a fair amount of infrastructure (water, sewer, etc.) that needs to stay in place for the main community how would this be tied off? And the plan for commercial?

CHA: It would not be commercial, it would be airport dedicated land use. If the gas line is going down here, then it is negotiated between the gas company and the parties of interest. The stormwater system may remain and may be of use to the airport. We asked FAA if utilities could be funded through the noise program. The only utility work would be for removal of the existing homes. FAA believes that noise barriers only help that immediate location directly behind that noise barrier and not for a larger range.

Participant: We feel that a noise barrier would help. A blast fence, which is only located on an airport next to a runway, you wouldn't have a blast fence in the community?

CHA: A blast fence may be funded by FAA, but only if you also needed it to protect against blast. I think a blast fence or additional barriers should be considered. Within the buffer area, it doesn't mean that natural walls or trees could not be installed, it just wouldn't be an FAA project.

Participant: What is a blast barrier?

CHA: A blast barrier or fence is intended to protect adjacent areas from jet blasts. None of the things from this study would include or recommend this.

Participant: I live on 378 Lime Kiln, and that is the north part of where I'm at where the national guard takes off, and I can smell the jets taking off and the windows vibrate. How did that get left out of this noise study?

CHA: Our work for this study is only for the land use classification for these specific parcels.

Gene Richards, BTV: We also have noise meetings once per quarter, it's really important to talk to us during these times, and we should be discussing that. Right now, we are going through the process of learning where the noise is coming from. Ask Nic Longo to be put on the list to be included on those meetings. We will then look for funding sources and how we can apply it. Your scenario could probably have something where we can apply solutions to these areas.

Participant: What is the next step for me?

Gene Richards, BTV: Please show up at the next noise meeting.

Participant: Can you talk about the 20 acres to be retained?

CHA: Noise buffer is not from an acoustical standpoint, they mean it as a land use, i.e. open space that is not developed between the community and the airport.

Participant: So, I should be thinking of physical earth – not acoustics.

CHA: Yes, this does not have to do with noise insulation or sound mitigation, simply space.

Participant: One item that comes up is the dog park. It is wretched for the dogs, the fumes and noise from the jets make it bad for the animals.

Gene Richards, BTV: For 3 years we have asked to move the dog park. We don't want to shut the door, but we think there are other opportunities. We have lots of great things that we can do for the neighborhood, there are just some things we need to work through in order to get there.

Participant: Right now, there is no plan in the works for expanding parking or a hotel on this land (east side of airport drive)?

CHA: The airport has discussed it. If something would be pursued, then it would be close to the existing facilities.

Participant: Is this property shown in light green an area where you can do anything you want?

CHA: It is currently zoned as residential, so it would have to go back to the S Burlington zoning board to be re-zoned.

Participant: So, you as a community control the use of that area.

Participant: If you were sitting in our seats, what would you be asking?

Gene Richards, BTV: I would always want to see the future. The plan that we are coming up with shows the limitations of funding, which has become more challenging, and the plan recommendations are similar or slightly scaled back from the 2009 study. The population around the surrounding area is generally stable and we don't see many changes.

Participant: I don't think that we are doing a good job at going after military funding for noise mitigation.

Gene Richards, BTV: That is handled through the noise committee. Once we have facts regarding an area of concern then we can move onto resources – such as funding.

Participant: I don't think that you need to do an in-depth study to know where the noise comes from.

Participant: When are we going to come up with solutions? It's not just about buildings, it's about buildings and structures that are being decimated. I would like our community to be better supported.

Gene Richards, BTV: The FAA is giving us the tools to be able to coexist, and we need to use them. We need to make sure we affect the most amount of people.

Participant: The houses that were built across from the airport, when they were built the airport was a shadow of it's current use. It wasn't people being foolish.

Gene Richards, BTV: We need to be thoughtful of what is possible.

Participant: Is it to be anticipated that another plan will need to be updated in another 5 years? **Gene Richards, BTV:** There would be a potential.

Group #2 Questions and Comments:

Participant: Light green area on proposed plan noted, area that is proposed to be retained as buffer land on the further side of the new proposed road from the airport. Looking to see how much protection the residents will have from noise after the potential exchange.

CHA: Clarified the purpose of the land and stated which roads are existing/proposed and which land will be buffer and which will be exchanged to the city of Burlington to better clarify the plan.

Participant: Who would control the road? The airport or the city? Would South Burlington retain access rights?

CHA: This would be a planning process with the City, and it would be a community asset and not airport property.

Participant: What would happen if the threat level changed to red? Could the roadway be closed down by the FAA for safety reasons effectively blocking off neighborhood access?

CHA: The road would never be shutdown unless a very extreme scenario were to occur however This roadway is not the main goal of the plan right now. No matter what happens this would be a community planned approach and not be decided by only one side (airport vs city/residents).

Participant: How realistic are these scenarios?

CHA: These plans are being presented to the FAA and although this is what they would like to do they are unsure of the actual funds/budget that would be allowed. Only after approval of funding could they provide a more exact plan of what would occur as far as changes to the roadway and the noise land.

Participant: Stated concerns regarding the cut through traffic that travels through the nearby neighborhood (White street was the main concern).

CHA: There would need to be engineering studies and roadway use assessment before any of these roads could be implemented.

Participant: What went into the thinking of how much land would be on the buffer side vs the development land on the other side of the dividing roadway?

CHA: This is based on comments from the local surroundings. This is the first shot as what they would propose but this is only a mid-term plan and figure 2 shows the most realistic plan.

Participant: What about the dividing of land? I would prefer to have more buffer land rather than less. The surrounding area is incredibly noisy. What can they do to reduce the noise impact to the residents in the neighborhood? Can noise walls or other physical buffers be installed to further

reduce the noise and possibly with better engineering can allow for a smaller buffer zone?

CHA: More studies will need to be done within the next 18 months to determine what would be the most effective but these comments are being considered carefully and all possibilities will be looked at although any walls would have to be very tall in order to protect against noise once the planes have taken off.

Participant: Will the parking garage be touched with this plan?

BTV: No, this plan is not specifically looking at this. We would really prefer to only use the existing footprint of the garage and we would prefer to expand up rather than out. Airport would need more recent data as this information is now 6 years old.

CHA: The economy is slowing and the garage does not need to be expanded for now or even the next 5 years. With future technologies, such as ride sharing and driverless cars there may be even less of a parking demand than what is needed today, and this will all have to be looked at more in depth before any changes occur.

Participant: Can you tell me if there are any immediate plans for the old parking lots north of the terminal?

CHA: They currently rent this lot out to car rental companies and some is used for employee parking lots. Currently they have no plans to expand on this area. The one big thing in plans is the QTA (quick turnaround facility for car rental business) and that would be located to the north of the terminal away from residents.

Comment made about signs for 89 to feed traffic back down airport drive out to Williston road rather than having cars cut down white street. Concerned about fuel tankers that cut down white street as well. Goes on to add that people get lost trying to get to the airport coming from the interstate. Maybe add overhead signage directing cars into the correct lanes and could help reduce traffic and confusion. Multiple people think that adding signage and making it more clear to find the airport and to leave the airport to get back to the main roadway will help lessen congestion and prevent cars from cutting through the neighborhoods to get back to I-89.

Comment made that there should be a sign on the retaining wall on the corner of Williston road and airport road that says Burlington international airport.

Participant: What is the “right to fly”?

CHA: It’s the right to fly over certain lands and this is dictated by the FAA.

Participant: What do we need to do to have a meeting addressing the rental property that has been left out of the acquisition process?

CHA: We can only use the FAA decibel contours and these can change over time and because they have changed this rental property is on the outside edge of the noise contour therefore not eligible

for purchase by the airport.

Participant (and landowner): This is the final property on the road where as all of the other properties have been bought for noise land except for this last parcel. The airport is severely depreciating my property because of being directly on the edge of the noise land use line. Humanized acquisition should have been considered.