

NOISE LAND INVENTORY AND REUSE PLAN UPDATE BURLINGTON INTERNATIONAL AIRPORT (BTV)

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Burlington International Airport



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DRAFT

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EXECUTIVE SUMMARY

The Burlington International Airport (“BTV” or “the Airport”) has prepared an update to the Airport’s Noise Land Inventory and Reuse Plan to satisfy FAA planning requirements, and have retained the services of Clough Harbour & Associates LLP (“CHA”) to perform this study. The purpose of this project is to evaluate properties that have been acquired, and properties planned to be acquired with Airport Improvement Program (AIP) funds for land use and noise compatibility purposes. This has been part of an ongoing noise land acquisition program initiated in 1990 when the Airport’s first Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Planning Study was completed. The AIP program provides grants to public agencies for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS).

When airport owners or sponsors, planning agencies, or other organizations accept funds from FAA-administered airport financial assistance programs, they must agree to certain obligations (or assurances). These obligations require the recipients to maintain and operate their facilities safely and efficiently and in accordance with specified conditions. When property is acquired with AIP funds for land use and noise compatibility purposes, it is referred to as “noise land” and is subject to AIP Grant Assurance 31 – Disposal of Land. This assurance is based on 49 USC §47107(c)(2)(A), and is intended to assure that optimal use is made of the federal share of the proceeds from the disposal of the noise land property.

The noise land may no longer be needed once the incompatible use is removed; typically through purchasing homes, relocating the residents, and removing the houses (or other incompatible development). At this stage, the Airport must determine if the noise land is still needed for aviation related purposes or if it should be disposed of. The assurance requires that when noise land is no longer needed for noise compatibility or future airport development, the land will be disposed of and that the federal share of the proceeds will be either returned to the FAA’s Airport and Airway Trust Fund or will be used for another noise compatibility project. It is the Sponsor’s determination and decision whether noise land is sold, retained by the Airport, leased for a compatible use, or exchanged; however, the decision must be evaluated in a Noise Land Inventory and Reuse Plan and approved by the FAA.

The Burlington International Airport completed a previous Noise Land Inventory and Reuse Plan in 2009. The 2009 plan included determinations of the Noise Land acquired through the Voluntary Land Acquisition Program (VLAP). This update to the Noise Land Inventory and Reuse Plan will review the previous proposed disposition and future potential use of all noise land listed in the Inventory, as well as any additional properties that have been acquired.

Although the study is complete once it is approved by the FAA, the management of noise land will be a continuing process. An implementation plan will be developed and provide a step-by-step guide to the required actions, anticipated schedule, and associated costs of the disposal process. The implementation plan will:

1. Outline the areas of each category of disposal or retention
2. Identify any area for the assembly of parcels (i.e., bundling).
3. Illustrate properties that have potential for exchange for noise land.
4. Incorporate the planning activities of the City of South Burlington.
5. Provide a tentative schedule for future activities

The final piece of the plan is the Noise Land Inventory and Reuse Plan Report. This includes the preparation of the study report with appropriate graphics based on the completion of all the work leading up to this point. The report is submitted in draft form for review by BTV and the FAA, and Public Information Meetings will be held during this part of the process to discuss the Plan findings, implementation, reports, and remaining action items.

During the study effort, the City of South Burlington (“the City”) conducted the Chamberlin Neighborhood Study, a vision plan geared to guide land use and transportation goals and develop a vision by the residents and community stakeholders in the Chamberlin neighborhood in South Burlington. This neighborhood is bounded generally by Kirby Road to the north, Airport Drive to the East, Williston Road to the south, and Patchen Road to the West. The intent of the plan is to recommend neighborhood improvements that benefit its residents and the community as a whole. The airport and consultant team worked with the City to provide input from the airport’s perspective. The plan incorporates the Airport as an adjacent land use and work to be integrated with the Noise Land Inventory and Reuse Plan.

Detailed information describing how to satisfy the Grant Assurance No. 31 requirements is specified in the September 30, 2014 Airport Improvement Program Handbook (Order 5100.38D) and the August 5, 1983 Advisory Circular 150/5020-1 “Noise Compatibility Planning for Airports”. The FAA Office of Airport Planning and Programming’s *Noise Land Management and Requirements for Disposal of Noise Land or Development Land Funded with AIP* provides detailed program guidance with regard to Noise Land Management.

1.0 INTRODUCTION

Burlington International Airport (BTV) is a small hub commercial service airport owned by the City of Burlington and operated by the Burlington Airport Commission. According to the Federal Aviation Administration (FAA), Burlington International Airport had over 600,000 enplanements (passengers boarding aircraft) and over 70,000 total aircraft operations in 2015.

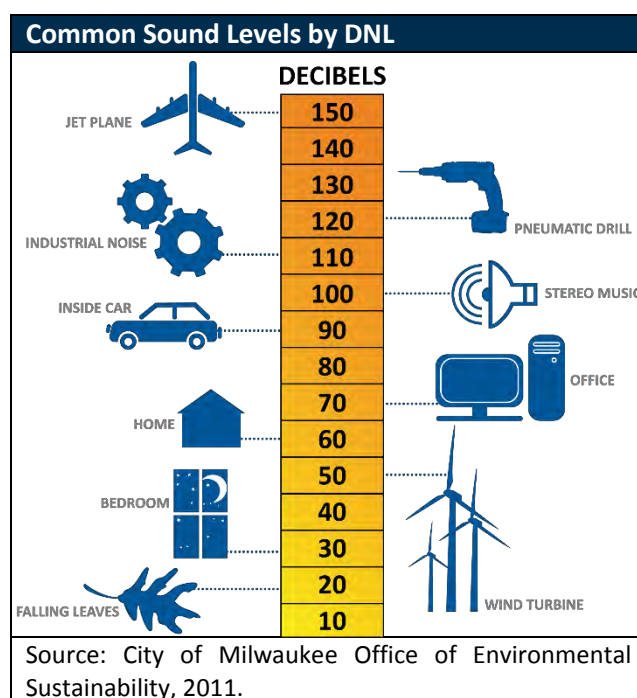
The Airport, located in the City of South Burlington, three miles southeast of Burlington, occupies over 950 acres of land. BTV has two runways, Runway 15-33 (8,319 feet) and the secondary, or crosswind runway, Runway 1-19 (4,112 feet). The passenger terminal includes ticketing, baggage claim, surface transportation areas, security services, multiple concession areas, two concourses, air service gates, and administrative offices. In addition to the terminal building, other airport facilities include hangars, a fuel farm, an air cargo facility, ground support facilities, the Aircraft Rescue and Fire Fighting Facility (ARFF) operated by the Air National Guard, an airfield maintenance facility, an air traffic control tower, in addition to an Army and Air National Guard facility. BTV has a large parking garage accommodating approximately 2,700 spaces and a small surface parking lot on airport property.

1.1 NOISE LAND & LAND USE COMPATIBILITY

“Noise land” is defined as property that an airport acquires for land use compatibility (i.e. noise) in a noise-impacted area surrounding an airport. Under federal land use compatibility guidelines, residences are generally not compatible with noise levels measured above certain levels or meeting specific criteria. The FAA's primary metric for aviation noise analysis and the level at which the FAA has determined that the cumulative noise exposure of individuals resulting from aviation activities has been established in terms of the day-night average sound level (DNL) in decibels (dB). The 65 DNL is the Federal significance threshold for aircraft noise exposure. In order to reduce or eliminate incompatible uses, an airport may acquire land or provide sound insulation to homes within a certain noise contour; the 65 dB DNL contour is the threshold for these types of action. These standards are defined by the FAA in the “Noise Control and Compatibility Planning for Airports” Advisory Circular (150/5020-1).

The FAA has adopted land use compatibility guidelines that specify the noise compatibility parameters for various land uses. As shown in **Table 1**, residences (along with other sensitive land uses such as churches, and schools) are generally not compatible with noise levels measured at 65 dB DNL or greater. The figure on the following page shows examples of various urban and suburban noises, classified by DNL.

TABLE 1 - RESIDENTIAL LAND USE COMPATIBILITY GUIDELINES				
Land Use	Yearly Day-Night Average Sound Levels (DNL) in decibels			
	Below 65	65-70	70-75	Over 75
Residential, other than mobile homes and transient lodgings	Yes	No*	No*	No
Mobile home parks	Yes	No	No	No
Transient lodgings	Yes	No*	No*	No*
<p>*Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes & be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10, or 15 dB over standard construction & normally assume mechanical ventilation and closed windows year round. The use of NLR criteria will not eliminate outdoor noise problems.</p>				
Source: Program Guidance Letter 8-02, Management of Acquired Noise Land: Inventory – Reuse-Disposal				



1.2 NOISE LAND MANAGEMENT

As noise land is acquired with AIP grant funds, it is subject to Grant Assurance 31, *Written Assurances on Acquiring Land*. The assurance requires that when noise land is no longer needed for noise compatibility purposes or for future airport development, the land will be disposed of and the federal share of the disposal proceeds will be either paid to the Airport and Airway Trust Fund or will be used for another noise compatibility project. The purpose of Grant Assurance 31, based on 49 USC §47107(c) (2) (A), is to assure that optimal use is made of the federal share of the proceeds from the disposal of noise land (disposal proceeds).

However, under any Noise Land Inventory and Reuse Plan, the sponsor is often obligated to retain sufficient interest in the land in order to ensure that the “converted” land uses remain compatible with the noise levels expected from the continued operation of the Airport. This is typically accomplished with a permanent aviation easement (i.e., a permanent deed restriction) placed on the property. It is at the discretion of the airport to sell, retain, lease or exchange the unneeded noise land. This decision is generally done in accordance with an FAA-approved Noise Land Inventory and Reuse Plan. A decision to retain the noise land property must be based on a documented need which is acceptable to the FAA.

After a complete review of existing noise land as described above, a recommendation of whether to retain or repurpose each area or parcel (as needed) is provided in the land reuse plan. If the future use of noise land includes disposal by sale, the property will be subject to the City of South Burlington’s land use and zoning regulations. In addition to compliance with the City zoning regulations the property will also contain an aviation easement preventing the development or reuse for any noise sensitive activity or other activities that conflict with the operation of an airport.

Under the FAA Program, BTV is required to identify appropriate repurposing for all noise land and obtain FAA approval through this study. There are several appropriate methods to retain or dispose of noise land. The approved methods are as follows:

- Retain Land for Noise Buffer
- Convert Land to AIP-Eligible Airport Development Land
- Exchange for Development Land
- Pending Disposal (Temporary)
- Sale In Fee and Repayment of the Fair Market Value

Noise land acquired by the airport typically falls into one of the categories outlined in **Table 2**. The table also provides a brief explanation of each method.

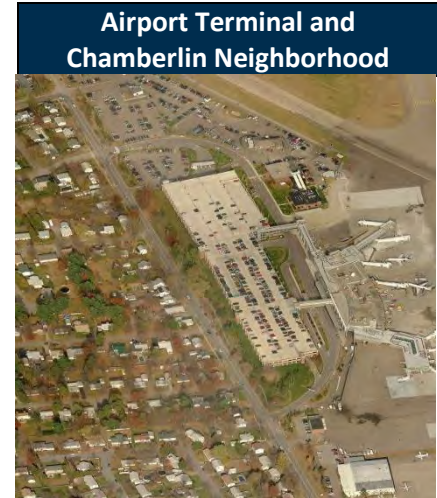


TABLE 2 - ACCEPTABLE RETENTION & DISPOSAL METHODS PER FAA GUIDANCE	
Retain Land for Noise Buffer	
Conversion to airport owned noise buffer. Per FAA guidance, a noise buffer may be left undeveloped or developed to compatible land use. Noise land developed to compatible land use must be leased on a long-term basis at the Fair Market Value (FMV) of the land. FMV lease proceeds are airport revenue.	
Convert Land to AIP-Eligible Airport Development Land	
Examples would be noise land within the Runway Protection Zone (RPZ), land needed access improvements, etc., which must be retained for airport control. Repayment of the FMV of the federal share is not required in this case.	
Exchange for Development Land	
Trade or transfer noise land for property needed for airport purposes. Repayment of the FMV of the federal share is not required if the exchanged value of the land meets or exceeds the value of the noise land. If the FMV of the development land is less than the FMV of the noise land exchanged, the Federal share of the difference is subject to repayment under Assurance 31.	
Pending Disposal (Temporary)	
An airport sponsor may have ongoing noise land acquisition projects and continue to acquire and assemble land for airport-compatible redevelopment. If these parcels are to be sold or exchanged for development land, once cleared of incompatible development, they may be leased out on an interim basis pending assemblage and disposal or conversion.	
Sale In Fee and Repayment of the FMV	
This is a common occurrence where adjacent property is exposed to noise levels not compatible with residential use, but would be compatible for commercial, industrial, recreational, and other activities.	

Source: *Noise Land Management and Requirements for Disposal of Noise Land or Development Land Funded with AIP*, FAA Office of Airports Planning and Programming (APP-400), June 2014.

The method chosen by BTV is specific to each parcel, based on several factors including:

- Adjacent land use, municipal zoning and the City of South Burlington Chamberlin Neighborhood Study (existing and updated);
- Airport buffer or other airport requirements;
- Airport airspace and FAA design standard requirements;
- Existing airport needs for the property (e.g., additional facilities, improved access, etc.); and
- Environmental constraints.

1.3 ACQUISITION PROGRAM HISTORY

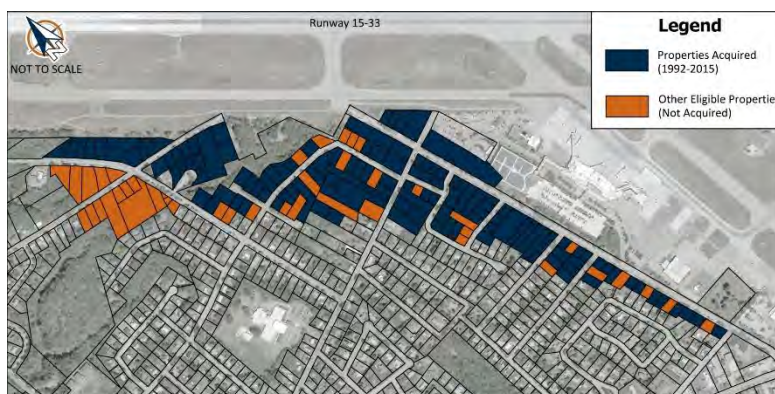
Burlington International Airport has been acquiring property for noise compatibility purposes under the FAA's Part 150 program since 1985. The FAA Part 150, Airport Noise Compatibility Planning outlines the procedures, standards, and methodology governing the development, submission, and review of airport noise exposure maps and airport noise compatibility programs. This includes the process for evaluating and approving or disapproving those programs. The original Part 150 Study was completed in 1990 and since that time, there have been several updates to the program. The most recent approved update to the Noise Compatibility Program (NCP) was July 2008, which was preceded by updated Noise Exposure Maps (NEM). The resulting 2009 Noise Land Inventory included the acquired properties of the BTV Voluntary Land Acquisition Program (VLAP). In November of 2015, a 2015/2020 NEM Update was presented for public comment and submitted to the FAA for formal review. On December 22, 2015, the FAA approved the new NEMs. **Table 3** outlines the Noise Program History starting with completion of the first Part 150 noise study in 1990.

TABLE 3 - ACQUISITION PROGRAM HISTORY	
Year	Action
1990	First Part 150 Noise Study Completed
1997	NEM Update (1997 and 2002 Contours)
2006	NEM Update (2006 and 2011 Contours)
2008	NCP Update
2009	Noise Land Inventory and Re-Use Plan
2010	Master Plan Update / Airport Layout Plan (ALP)
2015	NEM Update (2015 and 2020 Contours)
2016	Noise Land Inventory and Re-Use Plan Update (ongoing)

Source: Clough Harbour & Associates LLP, 2016.

1.4 MUNICIPAL AND PUBLIC OUTREACH

Public involvement is an integral part of any significant airport planning study. Key stakeholders for this project include the FAA, BTV, local residents, airport users and tenants, the City of Burlington, the City of South Burlington, and the Chittenden County Regional Planning Commission (CCRPC). In an effort to expand the outreach this project has been coordinated with the *Chamberlin Neighborhood Study*, conducted by the CCRPC in 2015 and 2016. The study is part of an ongoing effort to improve coordination between the Airport and the neighborhood in an effort to implement land use and transportation improvements for the neighborhood that work in conjunction with the Airport's Noise Land Inventory and Reuse Plan.



Municipal Coordination Meetings

During the study preparation, coordination meetings were held with the host community – South Burlington, the CCRPC, and the City of Burlington. In October 2015, the consultant team met with municipal officials and staff for the City of South Burlington and the City of Burlington. In addition to these meetings, the consultant team met with CCRPC throughout the study to address local planning issues, review report components, and integrate the study with ongoing municipal planning activities. A goal of Airport Leadership is to work with the CCRPC and City of South Burlington to coordinate and inform stakeholders of the activities and findings of the Airport Noise Land Inventory and Reuse Plan Update.

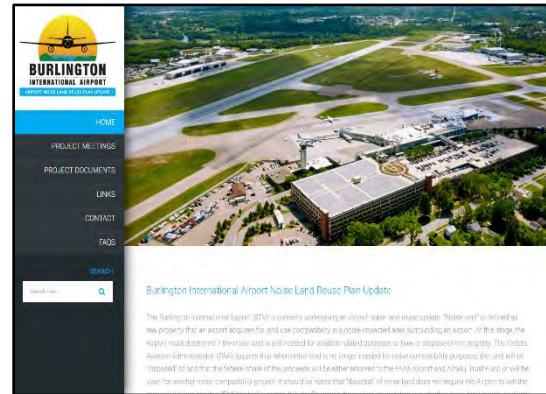
Public Informational Meeting

There were two Public Informational Meetings (PIM) held as part of the study process to provide the public with an opportunity to comment on the study process and recommendations. The PIMs provided an open forum for the presentation of study recommendations to the broad base of the public. The meetings covered the following topics:

- Program History
- Project Background
- Noise Land Disposition
- Project Implementation

Public Web Page

A public website was established to provide readily accessible project specific information, such as study reports, meeting agendas and minutes, meeting announcements, contact information, draft and final reports, and mailing list sign up. The website also enables local residents to comment electronically. The website is updated at regular intervals throughout the study duration and can be accessed at www.btvairportlandreuse.com and www.btvairportlandreuse.org.



The various Municipal Coordination and Public Informational Meetings to date are listed in **Table 4**.

TABLE 4 – PROJECT COORDINATION MEETINGS	
Date	Meeting
07/20/15	Project Kickoff Meeting
09/29/15	Meeting with City of Burlington
10/13//15	Meeting with City of South Burlington
02/18/16	Meeting with CNAPC
03/24/16	Public Informational Meeting Number 1
12/14/16	Public Informational Meeting Number 2

Source: Clough Harbour & Associates LLP, 2016.

2.0 NOISE LAND INVENTORY

The FAA requires airport sponsors keep an up-to-date Noise Land Inventory that accurately reflects all of the parcels that have been acquired with AIP funding. The inventory accounts for all grant-acquired noise land, and serves as a tool that will assist BTV with the management of noise land in compliance with the FAA Grant Assurance 31, which regulates the “disposal” of land.

Since 1985, Burlington International Airport has purchased 162 noise-impacted residential properties with AIP funds (as of August 2016), with an additional 37 parcels eligible for acquisition under the existing program. The ongoing program includes residential homes. There are no apartment buildings, schools, or other noise sensitive facilities planned for acquisition. All properties included in the program have been acquired through voluntary means, following the procedures in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act).

The primary subject area for acquisition has been the portion of the Chamberlin neighborhood closest to the Airport. The overall neighborhood is comprised of approximately 800 residential units, some commercial properties, and an elementary school. The neighborhood and general area is zoned R-4 Residential, and is mostly comprised of single-family and duplex housing (with density at four units per acre). Generally, the parcels acquired for noise compatibility are single-family, detached homes on one-quarter to one-half acre lots. Due to significant interest and a large number of potential participants, BTV requested that the South Burlington City Council accelerate the program for FY2010 and FY2011. As a result, the FAA agreed to increase the funding for acquisition of noise land for the subsequent two fiscal years, allowing for purchase of approximately 20 homes per year. An additional 97 parcels have been acquired since 2010, bringing the total number of acquired parcels to its current total of 162.

**Acquired and Cleared
Properties Along Dumont
Avenue**



Figure 1 shows a graphical depiction of the parcels in the VLAP, both acquired and eligible for future acquisition. **Appendix A** lists the properties acquired under the ongoing VLAP.

2.1 EXISTING NOISE EXPOSURE

The development of noise contours is not part of this Noise Land Inventory and Reuse Plan, but were previously developed in Noise Exposure Maps (NEM) prepared in 1997, 2006, and most recently in 2015. The 2006 NEM identifies 115 homes within the 65-70 dB DNL contour interval, many of which have since been purchased by the Airport. It is important to note that the updated 2015/2020 NEMs reflect larger noise contours. These new NEMs identify approximately 556 dwelling units within the 65-70 dB DNL contour interval, 372 units within the 70-75 dB DNL contour interval, and 33 units within the 75 dB or greater contour interval. This is largely driven by changes in the operating procedures of the Lockheed Martin/General Dynamics F-16 fighter jets operated by Vermont Air National Guard's (VTANG) 158th Fighter Wing that includes use of 'after burners' for takeoff. Future planned operations by F-35 fighter jets will result in additional changes in the noise contours.

3.0 NOISE LAND REUSE PLAN

The FAA Noise Land Use Program requires all identified noise land parcels to be evaluated for their disposal or potential repurposing. In addition to more general standards noted in **Section 1.2**, the following features and reference documents were reviewed as part of the disposition evaluation for the Noise Land:

- Local land use and zoning
- Street width, right-of-way width, & street geometry
- Access to arterials
- FAA-approved Airport Layout Plan (2012)
- 2006 and 2015 Noise Exposure Maps
- Chamberlin Neighborhood Study

In order to evaluate the existing and future needs of the Airport, the FAA's Terminal Area Forecast (TAF) for BTV was reviewed. The TAF is the official FAA forecast of aviation activity for U.S. airports. **Table 5** summarizes the TAF, showing historical and forecasted enplanements (the number of passengers boarding and aircraft) totals. While recent years have shown a decline in total enplanements, the FAA has forecasted enplanements to grow by the year 2020 and beyond. It should also be noted that, with the exception of 2012, each year's actual reported enplanements have exceeded the TAF projections.

Year	FAA Terminal Area Forecast (TAF)	Reported Enplanements
2010	639,323	651,280
2011	634,987	648,195
2012	629,653	623,604
2013	599,351	616,006
2014	605,273	611,805
2015	585,139	594,034
2020	670,947	N/A
2025	728,875	N/A
2030	781,216	N/A
Source: Burlington International Airport, FAA Terminal Area Forecast, 2016, Accessed 5/2016.		

Terminal area improvements such as additional automobile parking, expanded gate areas and new maintenance facilities are included in the FAA-approved Master Plan and Airport Layout Plan (ALP). Although airport traffic has seen a decrease in recent years, the TAF forecasts traffic growth to the year 2030 and beyond. The terminal area improvements depicted on the ALP will support the facilities necessary to accommodate this increased activity.

3.1 SHORT-TERM PLAN

In order to best prepare for the implementation of new facilities called for in the Master Plan, special consideration must be given to the repurposing of noise land parcels as well as airport access. The property within the 75 dB DNL contour should be reserved for future airport development as well as areas along Airport Drive which fall within the 70 dB – 75 dB DNL contour. This will allow adequate space for future parking expansion, access to the right-of-way, passenger terminal growth, and other aviation-related facilities.

Figure 2 depicts the recommended short-term reuse plan for the parcels and existing right-of-way. The short term plan calls for no immediate development of Airport facilities, however it does involve parcels being retained for one of the following purposes.

Retain Land for AIP-Eligible Development

The land immediately adjacent to the airfield should be reserved for future aviation-related facilities and activities. These areas are considered unsuitable for non-aviation development by the FAA. This is primarily due to the need for necessary expansion space for the terminal and there are few other uses allowed within the 75 dB DNL. Retention of the Noise Land adjacent to the Airport will provide the Airport with some flexibility as to the use of the property and give the Airport the potential to convert the property to AIP-eligible development land in the future. This would provide property for the improvement of the airport access roadway, public airport facilities, and other non-revenue generating improvements for the Airport should they be needed in the future. This option would also be available for the Airport to convert the land to non-AIP-eligible development land, for revenue-generating development purposes such as parking or a hotel.

Retain Land for Noise Buffer

Most of the properties in the VLAP that fall within the 65 – 75 dB DNL range will be retained for noise buffer between the Airport and Chamberlin neighborhood, and will include green space and open lands. Near-term development of these parcels would impede long-term development projects associated with the FAA-approved ALP. Retention of the Noise Land adjacent to the Chamberlin neighborhood will allow the land to later be converted a noise buffer. This type of land use consists of greenspace with little-to-no development, but often implements natural foliage to reduce noise between a noise-generating land use, such as an airport or major highway, and a surrounding residential area. This buffer would divide the Airport and access roadway from the Chamberlin Neighborhood.

3.2 MID/LONG-TERM VISION

Properties retained for future development will provide necessary space for airport expansion. This expansion would be consistent with the FAA-approved Master Plan and ALP should enplanement levels continue to rise in the future as forecasted in the TAF. These potential long-term improvements are described below.

Approved Airport Layout Plan

The 2030 Master Plan vision includes construction of a new limited-access road to reach the passenger terminal as a long-term scenario. Additional improvements include an expanded passenger terminal, additional parking, hotel, and expanded maintenance facilities. All airport access will be directed between Airport Parkway and Airport Drive, along the new access roadway. Additionally, an option for a new connector will link the existing portion of Airport Parkway with Interstate 89, allowing uniform traffic flow from both the Interstate to the north, and U.S. Highway 2, to the south. The FAA-approved ALP improvements are depicted in **Figure 3**.

Alternative Roadway Concepts

Figures 4 and 5 show alternative mid-term development scenarios of the Airport. These options provide interim, or scaled-back versions of the long-term development plan depicted in the ALP. A scaled-back development plan may be more financially feasible in consideration of the state and federal funding programs, and if the enplanement levels do not reach those forecasted in the Master Plan. In these scenarios, a new airport access road is built, linking the existing Airport Parkway with U.S. Route 2, providing direct access to the terminal. Lands to the north are reserved for airport development, and a parallel stretch of land to the immediate south is maintained as a noise buffer. The noise buffer area can include a proposed multi-use pedestrian trail. This interim approach is compatible with the 2030 Vision, as space is preserved for the future parking and terminal area improvements.

Figure 4 depicts the “Maintained Local Access” alternative. In this configuration, access is maintained between the Airport and the Chamberlin Neighborhood (as it is now). Links to the recommended new Airport Parkway and the neighborhood are preserved at Kirby Road, Hanover Street, White Street, and Maryland Street. This is the desired alternative of the City of South Burlington. It should also be noted that this road concept would need to be funded by the City or State, as new or improved roads serving the local community are not eligible for FAA funding. The right-of-way could be leased or transferred to the State or City. The multi-use pedestrian trail could be located on noise land property, but also cannot be FAA-funded. This concept includes a green-space buffer between the new roadway and the Chamberlin Neighborhood.

Figure 5 illustrates the same new roadway configuration as Figure 4, but is the “Airport Dedicated Alignment” alternative. In this configuration, direct access between the Airport and the Chamberlin Neighborhood is eliminated. This airport-dedicated new roadway would be eligible for FAA-funding, and the new road and right-of-way could remain as an airport-owned and maintenance facility. This scenario would remove airport automobile traffic from the neighborhood, providing access only at Kirby Road and Williston Road (US Route 2). Although eligible for FAA funding, based on recent trends in Airport Improvement Program (AIP) funding levels and current federal funding priorities, the probability of obtaining FAA funding for the road improvements is very low in the foreseeable future.

4.0 IMPLEMENTATION PLAN

Once all noise land is inventoried and a proper reuse plan is recommended, steps for implementation of the plan must be developed by the Airport, which a schedule and method for disposal or retention of Airport-owned noise land.

4.1 NOISE LAND REUSE PLAN RECOMMENDATIONS

As detailed in **Section 1**, the acquired noise lands have been evaluated using the FAA's five disposal categories to determine the appropriate land use management method. Based on this evaluation, the noise land at BTV fall within the categories described in **Table 6**:

TABLE 6 – 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

Source: Clough Harbour & Associates LLP, 2016.

Short Term (3-5 Years)

Thus far, the Airport has acquired 162 different parcels, each with a unique street address. There are an additional 37 parcels in the VLAP. It is recommended that the Airport continue its ongoing Noise Land Acquisition Program by acquiring the remaining, eligible properties and as parcels are continuously being acquired by the Airport, non-compatible land uses should be removed. This primarily involves continued removal of existing residences. It is recommended that all lands be retained in the Short-Term planning phase. The land will be retained for future AIP-eligible developments, or for future noise buffer.

Recommendations:

Complete VLAP by acquiring remaining, eligible Noise Land parcels and removing incompatible land uses

Retain Noise Land for AIP-Eligible Development including include terminal expansion projects, maintenance facilities, and other improvements recommended on the FAA-approved ALP.

Retain Noise Land for Noise Buffer including greenspace and open lands separating the Airport from the Chamberlin neighborhood.

Beyond Five Years

As the remaining parcels in the VLAP are acquired and the program comes to an end, it is recommended that the acquired properties are bundled into larger tracts of land. **Figure 6** depicts a potential bundling of noise land parcels, including parcels previously acquired by the airport and eligible for the VLAP, into 17 tracts of land. Bundling include combining multiple parcels into larger tracts, to simplify the redeveloped or release process.

At this time, the Airport should also begin the acquisition of road right-of-ways that no longer contain any homes. In this case, once the VLAP is complete, there would be no homes located on several City streets including, North Henry Court, Dumont Avenue, Delaware Street, etc., thus the road surface can be removed, and the property acquired by the airport. In other locations, some 'through-roads' may be converted to cul-de-sacs, such as Elizabeth and Patrick Streets.

For this process, the Airport would acquire these unused and unoccupied right-of-ways from the City of South Burlington, as part of the noise land program. For BTV, **Figures 4 and 5** illustrate the potential road closures and associated right-of-way acquisitions, which make up an area of approximately nine acres. The acquisition price would be set by an appraised and negotiated fair market value (FMV) at the time of acquisition. Thereafter, in addition to removal of curbs and pavements where applicable, the process involves closing off or removal above and below ground utilities. In some cases, the road pavement may be retained where it would assist with future redevelopment. Upon acquisition of the right-of-ways, further bundling is possible to combine the right-of-way acreage into the other parcels bundles. It is noted that similarly to the VLAP, the acquisition of City road property is voluntary, and can only occur through coordination between the Airport and the City, and with concurrence on the FMV. The nine acres of right-of-way acquisition would be in addition to the approximately 70 acres included in VLAP.

As an alternative to the acquisition of the road right-of-ways from the City, a Property Exchange is also possible. In lieu of the City selling the road right-of-way property to the Airport, an exchange of property is permitted under the noise land program, where the City would transfer the property of the roads to the Airport, in exchange for an equal value of noise land property transferred to the City. Candidate locations for property exchange may include locations to the southwest of the proposed access road. These areas are recommended to be retained for noise buffer land, but could be transferred to the City instead. As part of the transfer (or any release of noise land), the FAA requires that a permanent deed restriction on the released parcels to insure that the City, or any subsequent owner, does not use the property for a noise sensitive purpose.

The exact location and size of the exchanged parcels would need to be determined through negotiation with the City, and would include FMV appraisals. Any land exchanged with the City would be located outside of the 75 dB DNL, as FAA guidance prohibits most non-airport activities, including recreation and parks, within that noise level. **Figure 7** shows the location of the possible locations for land to be exchanged with the City. If land exchange is not advanced, the subject parcels would be retained by BTV indefinitely as noise buffer land.

Currently, a small area of airport noise land is being leased to the City for public Dog Park on Kirby Road (approximately 1.5 acres). The dog park currently located on east end of Kirby Road, adjacent to the airport security fence and within close proximity of the Airfield Operations Area (AOA). As such, security is a concern, prompting a recommendation for relocation for the park. The existing dog park is in a location better suited for aviation-related development.

Figure 7 includes several potential areas have been identified for potential exchange with the City. These locations may be considered for relocation of the Dog Park. Note that neither the Airport nor the City is obligated to exchange property. If these areas are not exchanges, the airport would retain the property as noise buffer.

Existing Dog Park located on Kirby Road



Recommendations:

Assemble Noise Land by bundling parcels into larger tracts

Acquire Road Right-of-Ways, add right-of-way to bundled property, which may include Exchange of noise land.

Execute Mid/Long-Term Improvements such as airport road improvements and development of Terminal area facilities included on FAA-approved ALP

4.2 IMPLEMENTATION STEPS

The process explained above, the short-term and mid/longer-term, can be organized into steps, based on parties involved and priority of action. These steps are outlined below and provide a general guideline for the order of actions.

1. **Retain existing Noise Land** and reserve for either noise buffer or future Airport development
2. **Acquire remaining properties in VLAP** by purchasing 37 eligible Noise Land parcels
3. **Remove incompatible Land Uses** by removing residential buildings
4. **Acquire 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**, such as creation of potential new access road
8. **Re-assess Noise Land for disposal** by updating Noise Land Inventory and Reuse Plan
9. **Implement Master Plan improvements** as recommended on the FAA-approved ALP

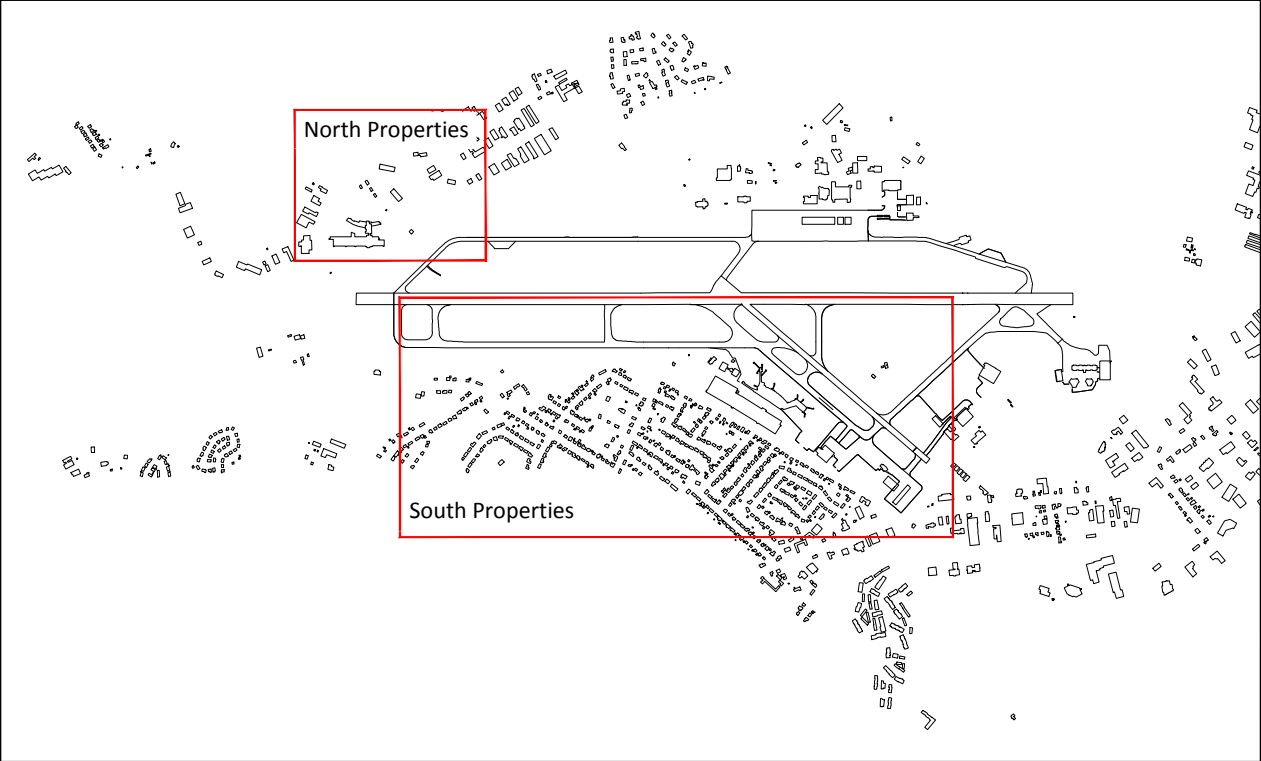
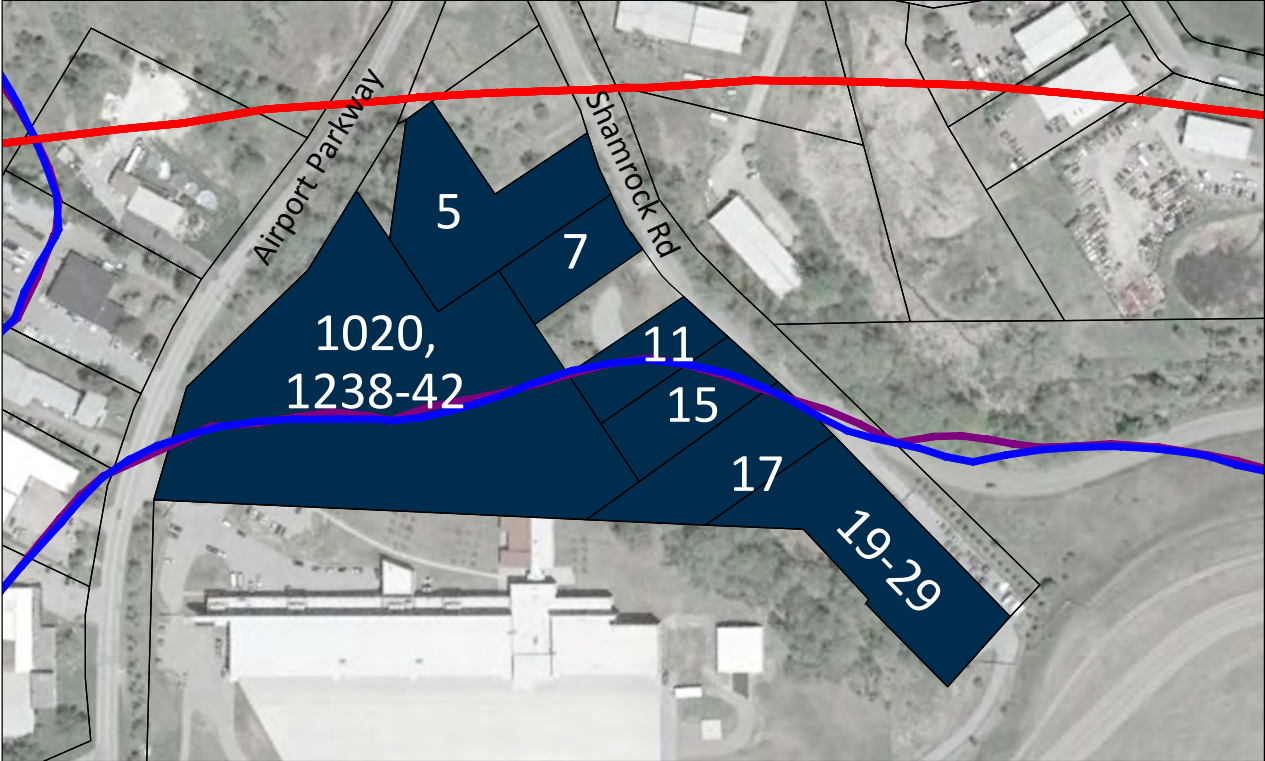
4.3 POTENTIAL IMPLEMENTATION SCHEDULE

The graph below depicts a potential schedule for implementation phasing of the Noise Land Inventory and Reuse Plan. This schedule is tentative and relies on extensive coordination between the Airport and the City, FAA and other funding, as well as implementation of the Airport Master Plan.

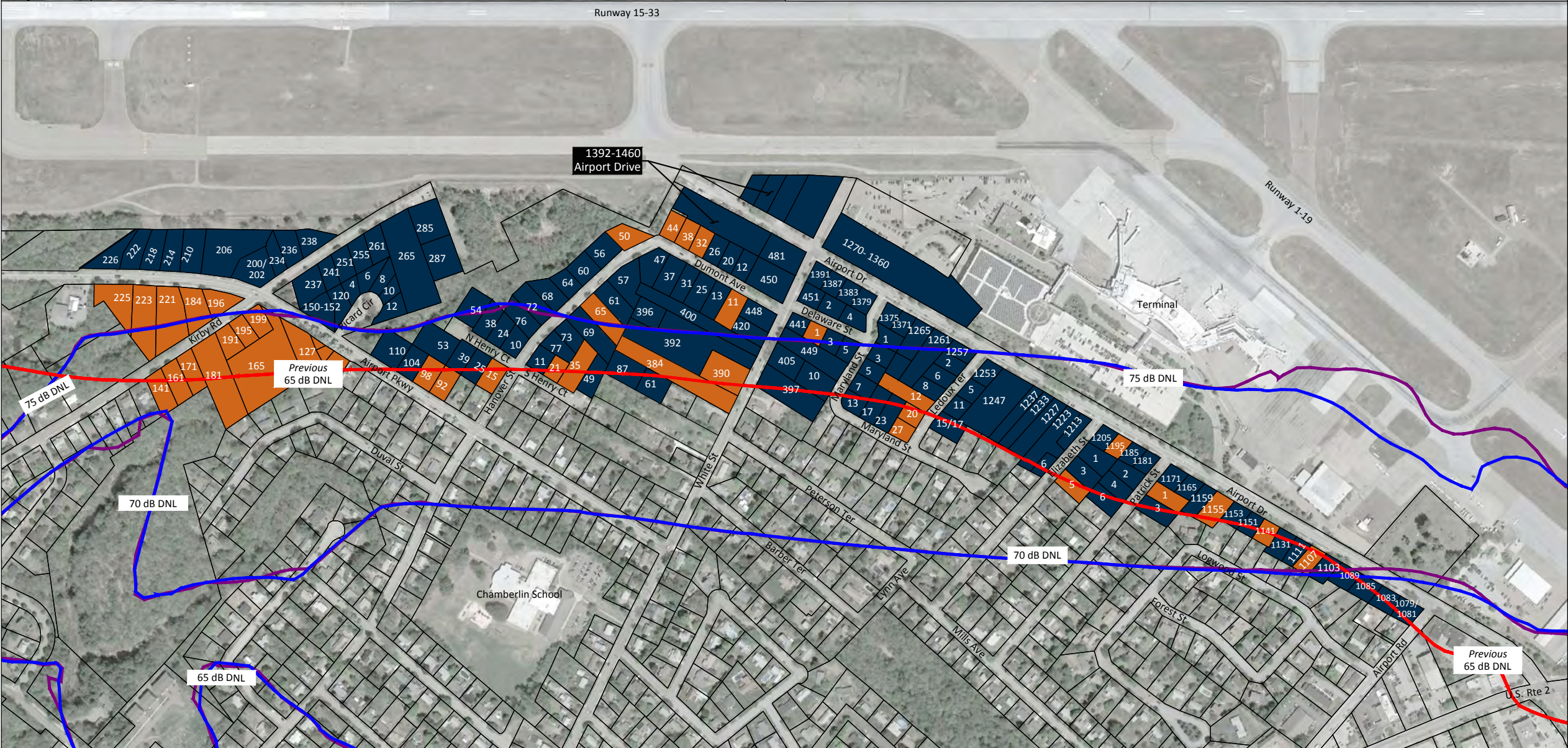
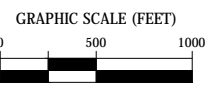
TENTATIVE PROJECT PHASING SCHEDULE										
Task	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
2. Acquire Remaining Eligible Properties										
3. Remove Non-Compatible Land Uses										
4. Acquire City Right-of-Ways										
5. Road Removal										
6. Bundle Acquired Properties									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

SECTION 5.0

REPORT FIGURES



Airport Noise Land Reuse Plan Update



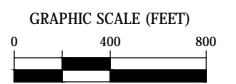
-  Properties Acquired (1992-2015)
-  Other Eligible Properties (Not Acquired)
-  2015 Noise Contours
-  2020 Noise Contours
-  Previous Noise Contours

Figure 1
Noise Land Inventory





Airport Noise Land Reuse Plan Update



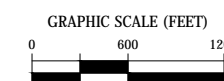
- Roadway Closure
- Roadway Improvement
- 2015 Noise Contours
- 2020 Noise Contours
- Land Use Areas
- Parcels Acquired in VLAP
- Eligible Parcels for Acquisition



Figure 2
Short-Term Plan



Airport Noise Land Reuse Plan Update



- 2015 Noise Contours
- 2020 Noise Contours
- Parcels Acquired in VLAP
- Eligible Parcels for Acquisition
- Existing Structures
- Future Roadways
- Future Structures

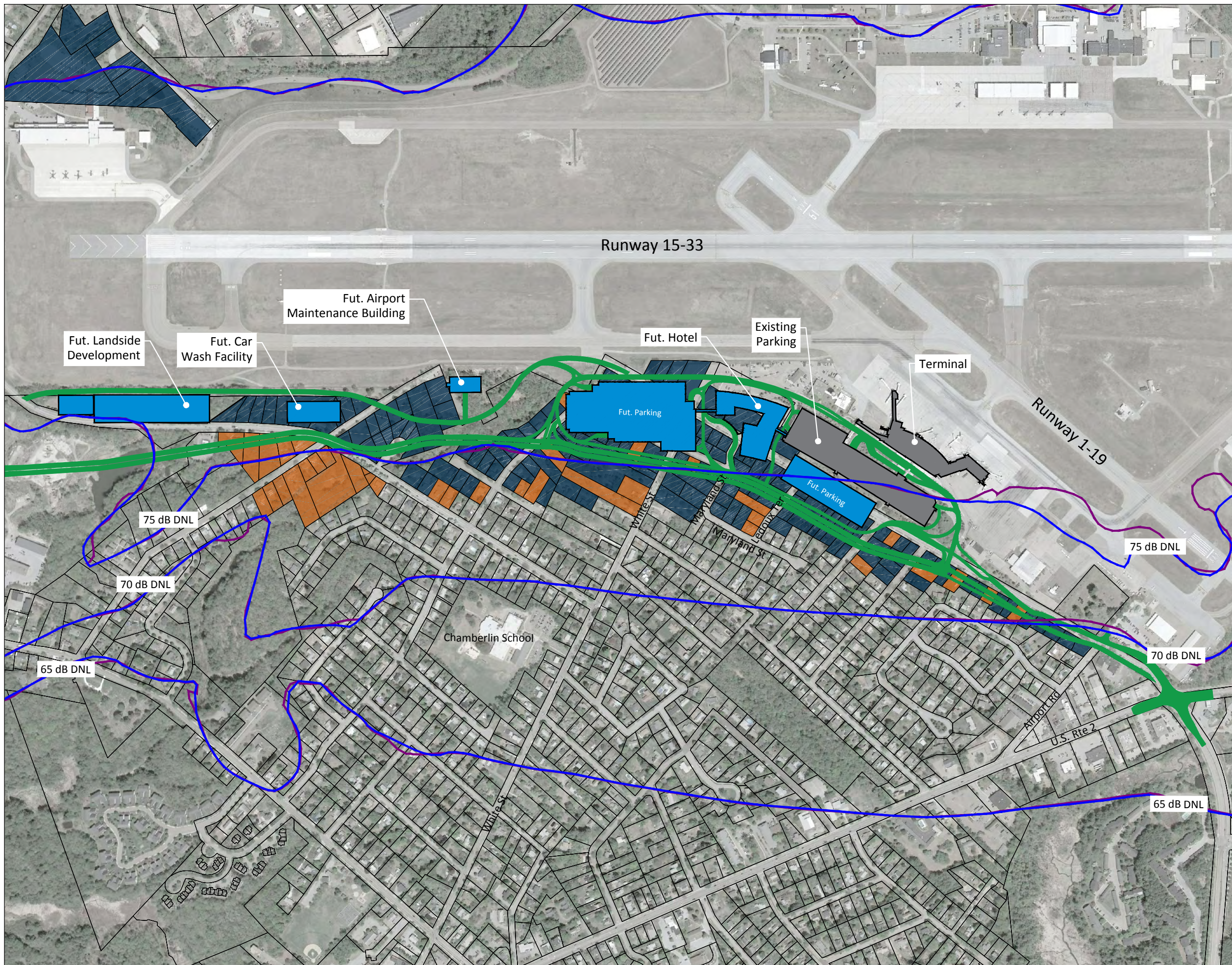
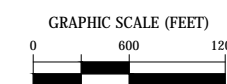


Figure 3
Vision 2030
(From Airport Master Plan)



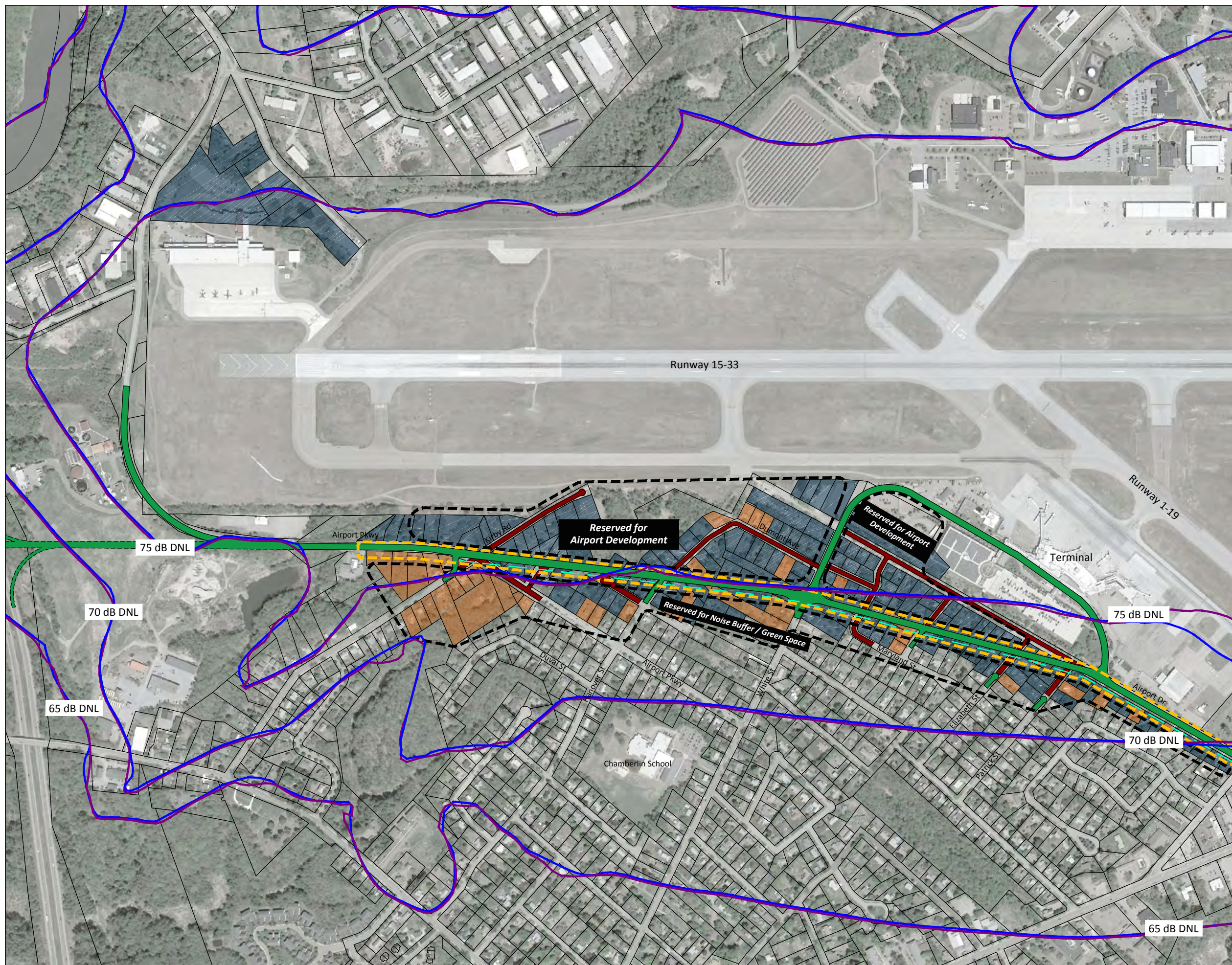


Airport Noise Land Reuse Plan Update



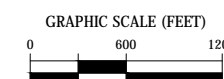
- Roadway Closure
- Roadway Improvement
- 2015 Noise Contours
- 2020 Noise Contours
- Multi-Use Path
- Airport Land Use Areas
- Airport Drive Right-of-Way
- Parcels Acquired in VLAP
- Eligible Parcels for Acquisition

Figure 4
Mid-Term Roadway Alignment -
Maintain Local Access





Airport Noise Land Reuse Plan Update



- Roadway Closure
- Roadway Improvement
- 2015 Noise Contours
- 2020 Noise Contours
- Multi-Use Path
- Airport Land Use Areas
- Airport Drive Right-of-Way
- Parcels Acquired in VLAP
- Eligible Parcels for Acquisition

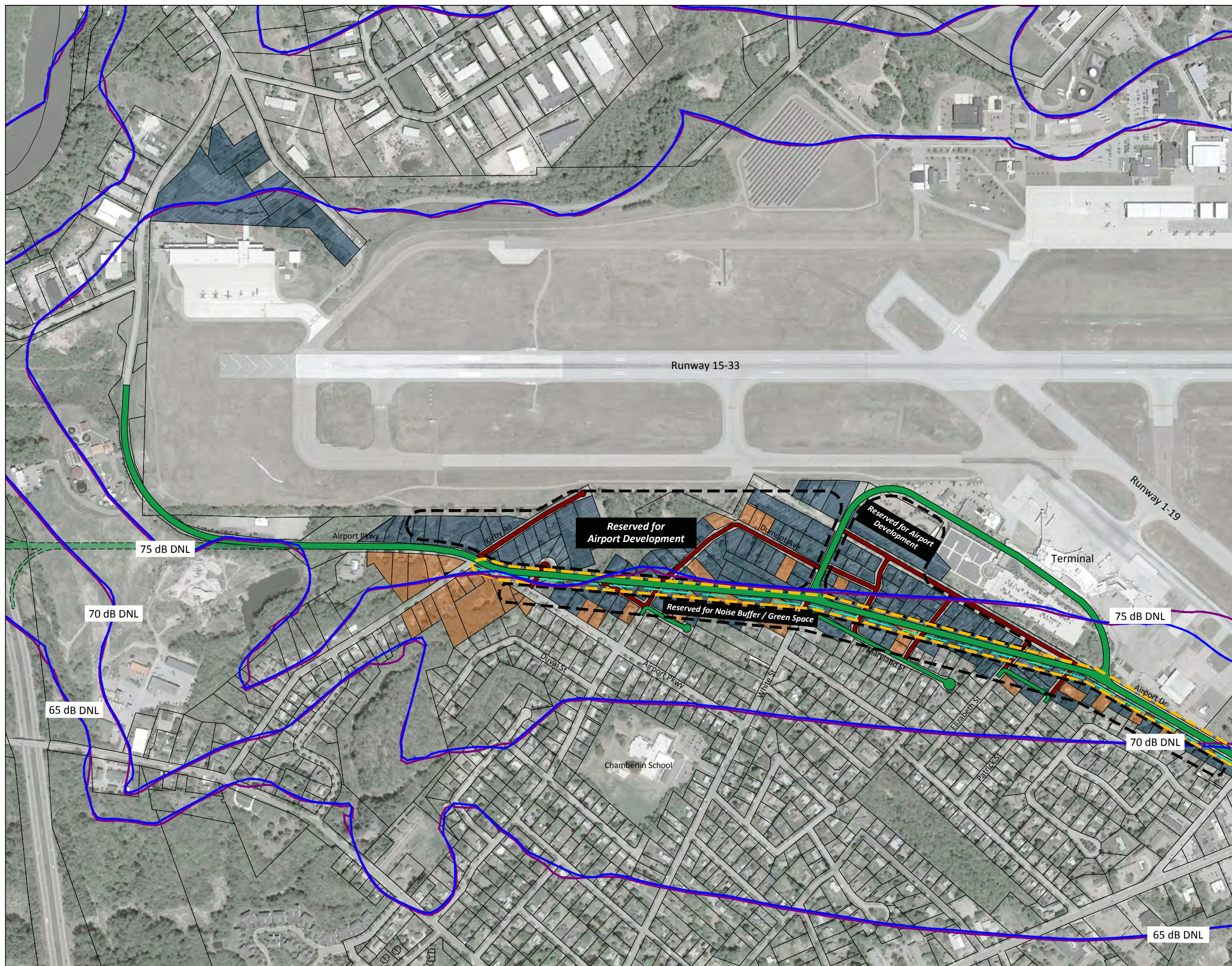
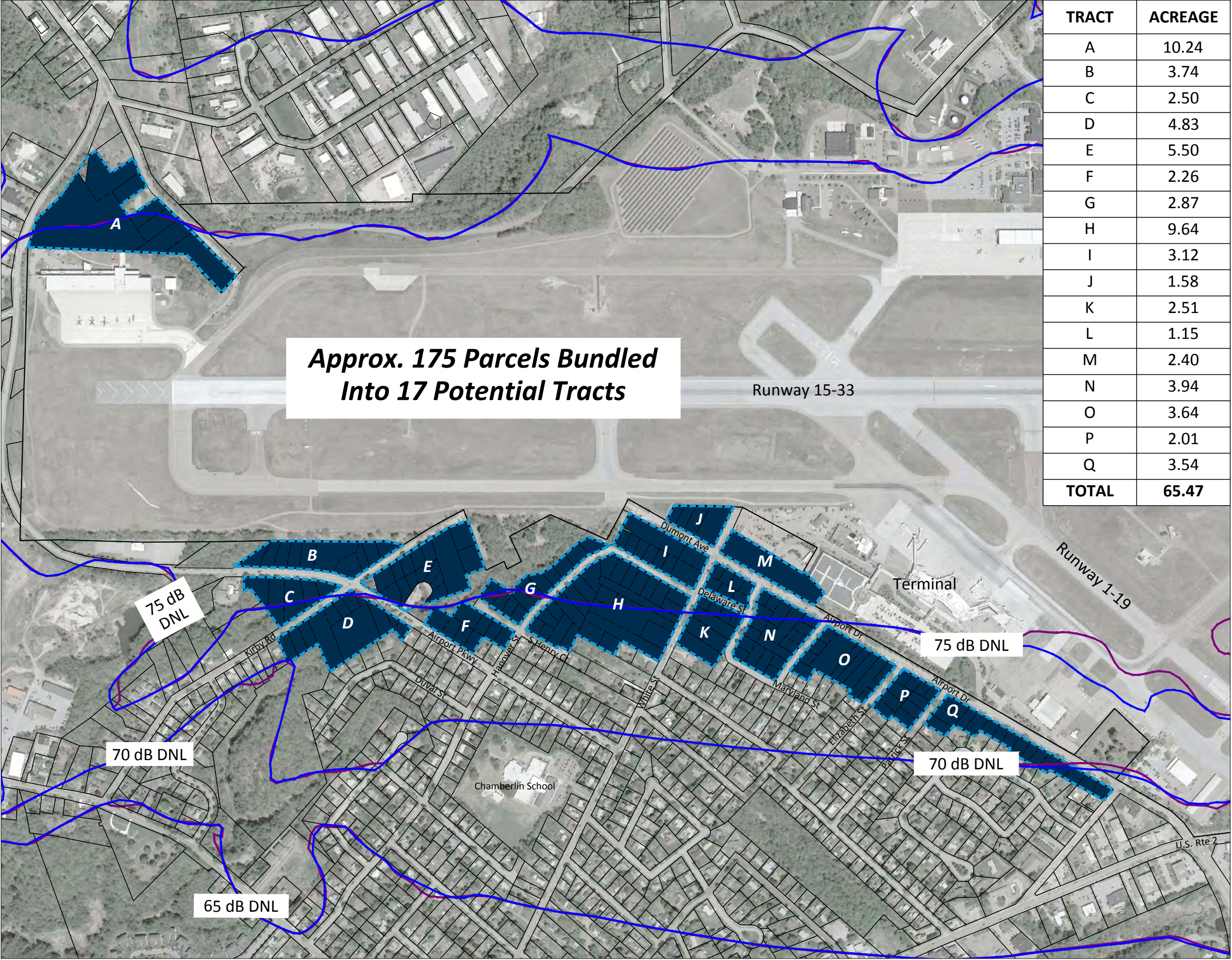


Figure 5
Mid-Term Roadway Alignment -
Airport Dedicated Access

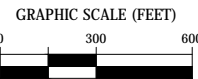






TRACT	ACREAGE
A	10.24
B	3.74
C	2.50
D	4.83
E	5.50
F	2.26
G	2.87
H	9.64
I	3.12
J	1.58
K	2.51
L	1.15
M	2.40
N	3.94
O	3.64
P	2.01
Q	3.54
TOTAL	65.47




Airport Noise Land Reuse Plan Update



 All VLAP Properties (Eligible and Acquired)

 Bundled Property Tracts

 2015 Noise Contours



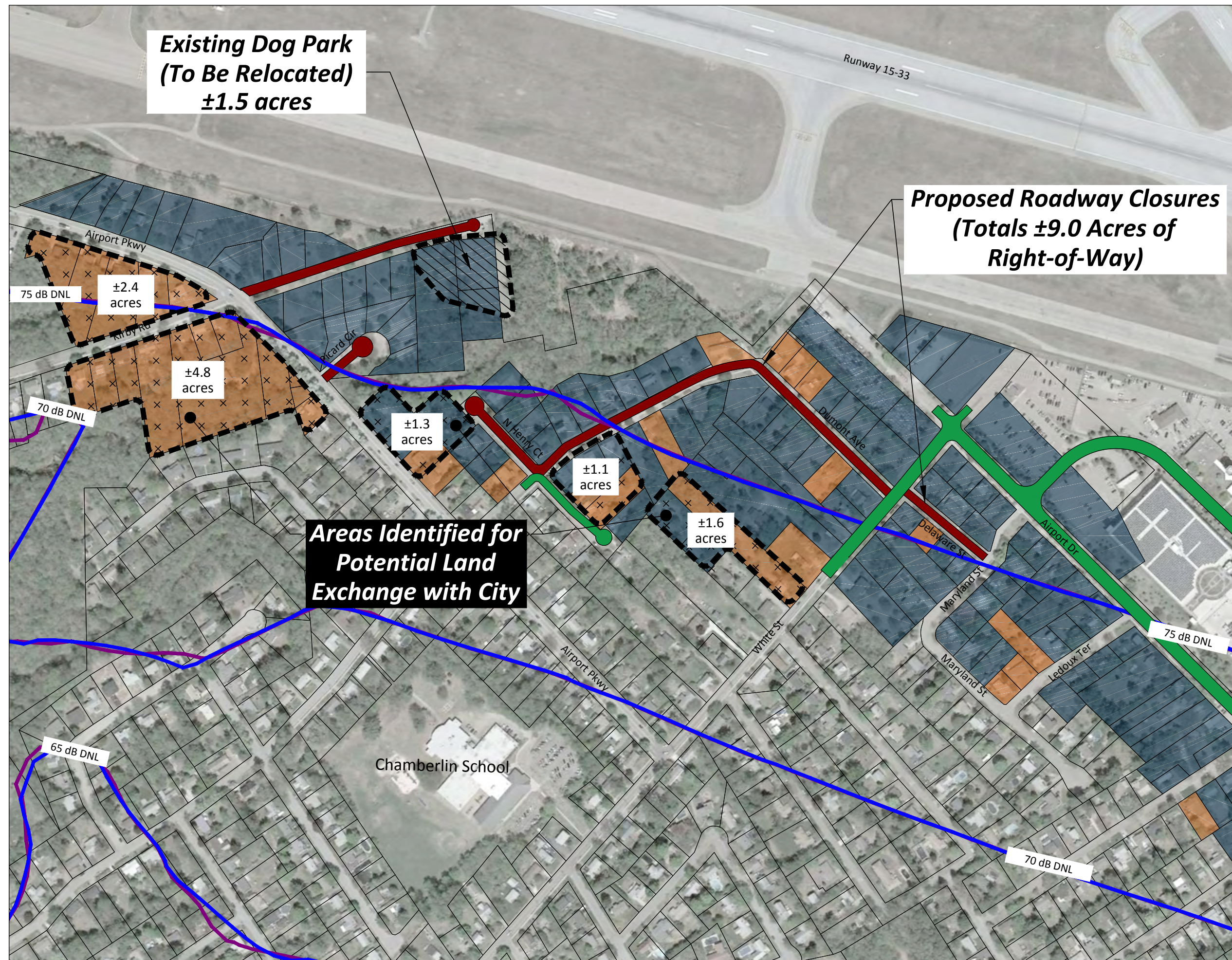
 2020 Noise Contours

Figure 6
Property Bundling




Airport Noise Land Reuse Plan Update



GRAPHIC SCALE (FEET)
0 300 600

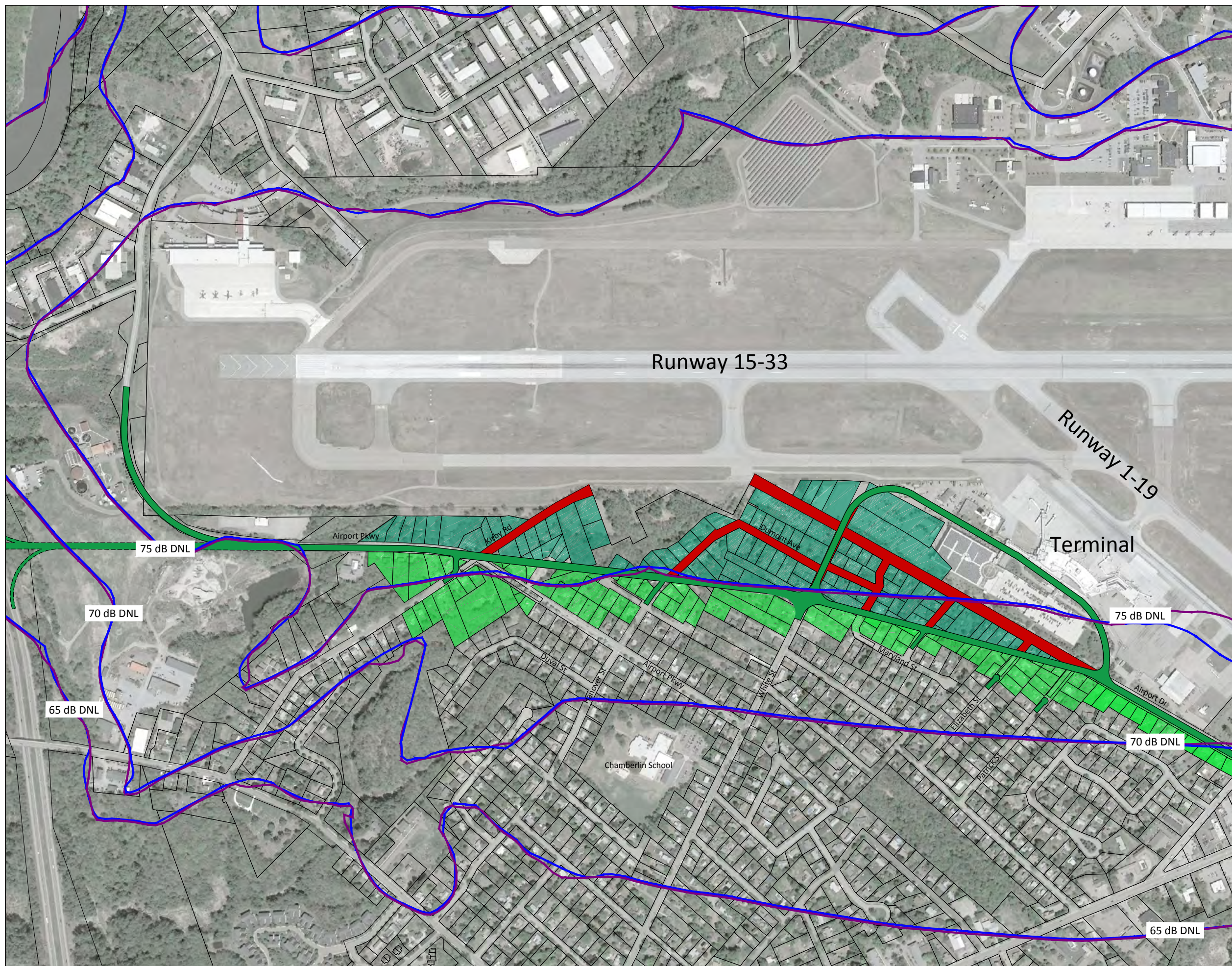
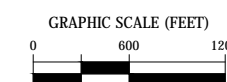
- Potential Land Exchange Sites
- Existing Dog Park (To Be Relocated)
- Roadway Improvement
- Roadway Closure
- 2015 Noise Contours
- 2020 Noise Contours
- Parcels Acquired in VLAP
- Eligible Parcels for Acquisition

Figure 7
Potential Land Exchange Sites





Airport Noise Land Reuse Plan Update



- Proposed Roadways
- Acquire and Convert to Airport Development Land
- Retain and Convert to Airport Development Land
- Retain and Convert to Airport Noise Buffer
- 2015 Noise Contours
- 2020 Noise Contours

Figure 8
Land Disposition



APPENDIX A
BURLINGTON INTERNATIONAL AIRPORT NOISE LAND
INVENTORY (1985-2016)

APPENDIX A - BURLINGTON INTERNATIONAL AIRPORT LAND INVENTORY (1985-2016)		
LOCATION	DATE OF ACQUISITION	RECORDING
1079/1081 Airport Drive	11/23/2011	BK 1040, PG 278
1083 Airport Drive	7/28/16	BK 1334, PG 311
1085 Airport Drive	6/25/2013	BK 1168, PG 197-198
1089 Airport Drive	9/18/2013	BK 1186, PG 127-128
1181 Airport Drive	7/23/2013	BK 1174, PG 132-133
1103 Airport Drive	5/17/2006	BK 749, PG 204-205
1107A/B Airport Drive	9/1/2004	BK 681, PG 135-356
1111 Airport Drive	5/12/2003	BK 610, PG 663-664
1131 Airport Drive	1/20/2004	BK 695, PG 315-316
1151 Airport Drive	9/25/2007	BK 796, PG 617-618
1153 Airport Drive	3/20/2008	BK 810, PG 26-27
1159 Airport Drive	4/16/2003	BK 606, PG 129-130
1165 Airport Drive	10/6/2010	BK 962, PG 193-194
1171 Airport Drive	10/24/2003	BK 644, PG 367-368
1185 Airport Drive	11/15/2010	BK 972, PG 19-20
1205 Airport Drive	5/29/2003	BK 613, PG 476-478
1213 Airport Drive	9/18/2007	BK 796, PG 131-133
1223 Airport Drive	7/14/2010	BK 944, PG 181-182
1227 Airport Drive	4/2/2010	BK 926, PG 266-267
1233 Airport Drive	11/9/2013	BK 1194, PG 65-67
1237 Airport Drive	4/28/2004	BK 664, PG 336-337
1247 Airport Drive	6/15/2010	BK 939, PG 216-217
1253 Airport Drive	6/28/2012	BK 1085, PG 331-332
1257 Airport Drive	7/24/2003	BK 625, PG 749-750
1261 Airport Drive	2/17/2010	BK 921, PG 15-16
1265 Airport Drive	12/7/2009	BK 909, PG 248-249
1270 Airport Drive	3/25/1992	BK 321, PG 218
1272 Airport Drive	1/17/1996	BK 388, PG 209
1276 Airport Drive	4/21/1992	BK 322, PG 647
1320 Airport Drive	4/22/1992	BK 323, PG 86
1330 Airport Drive	10/24/1994	BK 369, PG 687-688
1340 Airport Drive	10/31/1994	BK 370, PG 199-200
1350 Airport Drive	7/6/1994	BK 364, PG 461-462
1360 Airport Drive	7/16/1985	BK 212, PG 504
1371 Airport Drive	1/26/2012	BK 1054, PG 64-65
1375 Airport Drive	10/21/2009	BK 900, PG 251-252
1379 Airport Drive	9/17/2009	BK 895, PG 50-51
1383 Airport Drive	5/14/2014	BK 1215, PG 310
1387 Airport Drive	12/7/2009	BK 909, PG 251-252
1391 Airport Drive	1/16/2008	BK 805, PG 130-131
1392 Airport Drive	2/6/1997	BK 403, PG 648-649
1396 Airport Drive	12/23/2003	BK 651, PG 534-535
1399 Airport Drive	9/13/1999	BK 188, PG 492-494
1400 Airport Drive	8/25/2005	BK 237, PG 306-307
1401 Airport Drive	6/10/2002	BK 554, PG 408
1407 Airport Drive	7/28/1999	BK 56, PG 378
1412 Airport Drive	10/23/1991	BK 312, PG 218
1413 Airport Drive	12/21/1998	BK 443, PG 568-569

LOCATION	DATE OF ACQUISITION	RECORDING
1419 Airport Drive	5/16/1998	BK 428, PG 484-485
1425 Airport Drive	9/4/1998	BK 436, PG 524-525
1429 Airport Drive	8/7/1998	BK 436, PG 283-284
12 Dumont Ave	11/1/2005	BK 209, PG 487
13 Dumont Ave	8/11/2011	BK 1020, PG 219-220
20 Dumont Ave	6/28/2005	BK 715, PG 469-470
25 Dumont Ave	1/29/2008	BK 809, PG 574-575
26 Dumont Ave	3/11/2008	BK 809, PG 172-173
31 Dumont Ave	9/10/2009	BK 892, PG 242-243
37 Dumont Ave	6/08/2016	BK 1326, PG 241
47 Dumont Ave	7/30/2007	BK 790, PG 654-655
56 Dumont Ave	6/29/2007	BK 788, PG116-117
57 Dumont Ave	8/2/2011	BK 1019, PG 112-113
60 Dumont Ave	2/18/2016	BK 1309, PG 226
61 Dumont Ave	7/8/2009	BK 877, PG 309-310
64 Dumont Ave	2/12/2010	BK 920, PG254-255
68 Dumont Ave	10/28/2009	BK 902, PG 202-204
69 Dumont Ave	12/19/2013	BK 1199, PG 65-66
72 Dumont Ave	9/16/2011	BK 1026, PG 121-122
73 Dumont Ave	3/9/2010	BK 923, PG 146-147
76 Dumont Ave	4/29/2009	BK 857, PG 305-306
77 Dumont Ave	1/28/2010	BK 917, PG 256-257
392 White Street	9/2/2011	BK 1024, PG 210-211
396 White Street	3/15/2010	BK 924, PG 21-23
397 White Street	10/24/2014	BK 1239, PG 320
400 White Street	4/13/2009	BK 853, PG 337-338
405 White Street	9/11/2015	BK 1288, PG 95-96
420 White Street	7/10/2014	BK 1224, PG 140
441 White Street	4/8/2013	BK 1151, 335-336
448 White Street	7/19/2013	BK 1173, PG 104-105
449 White Street	5/2/2013	BK 1158, PG 94-95
450 White Street	11/5/2004	BK 687, PG 543-544
451 White Street	11/15/2013	BK 1192, PG 91-92
481 White St. Ext.	2/6/1997	BK 403, PG 644-645
1936 Williston Road	11/30/1995	BK 385 PG 250-251
3060 Williston Road	6/28/01	BK 509, PG 338
3062-4 Williston Road	7/6/1994	BK 369, PG 685-686
3080-3092 Williston Road	6/30/2000	Bk478, PG 133
234 Kirby Road	11/18/2004	BK 688, PG 688-689
236 Kirby Road	8/7/2003	BK 628, PG 721-722
237 Kirby Road	5/25/2006	Bk 750 , PG 145
238 Kirby Road	9/30/2005	BK 728, PG 523-524
241 Kirby Road	7/29/2004	BK 677, PG 92-93
251 Kirby Road	6/28/2005	BK 715, PG 648-649
255 Kirby Road	8/1/2006	BK 756 , PG 680
261 Kirby Road	3/10/2006	BK 743, PG 116
265 Kirby Road	7/17/2006	BK 755, PG 600
285 Kirby Road	10/22/2002	BK 575, PG 5-6
287 Kirby Road	8/1/2005	BK 422, PG 124

LOCATION	DATE OF ACQUISITION	RECORDING
4 Picard Circle	8/29/2008	BK 824, PG 581-583
6 Picard Circle	4/13/2009	BK 853, PG 334-336
8 Picard Circle	10/15/2009	BK 899, PG 275-276
10 Picard Circle	8/14/2008	BK 823, PG 157-158
12 Picard Circle	9/4/2008	BK 825, PG 180-181
104 Airport Parkway	4/12/2013	BK 1152, PG 39-40
110 Airport Parkway	9/1/2009	BK 891, PG 169-170
120 Airport Parkway	8/18/2009	BK 889, PG 49-50
150-152 Airport Parkway	3/14/2008	BK 809, PG 495,496
200-202 Airport Parkway	12/23/2009	BK 912, PG 318-319
206 Airport Parkway	6/18/2004	BK 672, PG 113-114
214 Airport Parkway	10/30/2002	BK 574, PG 776-7
210 Airport Parkway	1/28/2005	BK 696, PG 128-129
218 Airport Parkway	10/22/2002	BK 573, PG 1-2
222 Airport Parkway	5/25/2005	BK 167, PG 464
226 Airport Parkway	8/31/2007	BK 794, PG 422-423
700 Airport Parkway	7/17/2012	BK 1090, PG 136-137
1020 Airport Parkway	8/15/1997	BK 413, PG 297-298
1238-42 Airport Pkwy	2/28/2002	BK 542, PG 242-243
5 Shamrock Road	9/24/2008	BK 819, PG 250-251
7 Shamrock Road	6/29/2009	BK 875, PG 195-196
11 Shamrock Road	7/9/2003	BK 621, PG 746-747
15 Shamrock Road	5/18/2000	BK 139, PG 554-555
17 Shamrock Road	11/18/1999	BK 465, PG 421
19 Shamrock Road	10/18/1998	BK 439, PG 266-267
21 Shamrock Road	8/24/1998	BK 435, PG 347-348
23/25 Shamrock Road	10/16/1998	BK 441, PG 190-191
27/29 Shamrock Road	4/22/1999	BK 435, PG 24-25
2 Delaware Street	5/19/2011	BK 1008, PG 178-179
3 Delaware Street	11/22/2011	BK 1040, PG 248-249
4 Delaware Street	11/30/2011	BK 1038, PG 109-110
5 Delaware Street	3/24/2011	BK 999, PG 279-280
1 Elizabeth Street	12/18/2012	BK 1126, PG 337-338
3 Elizabeth Street	1/20/2010	BK 916, PG 238-239
6 Elizabeth Street	3/25/2011	BK 1001, PG 46-47
1 Maryland Street	3/17/2014	BK 1207, PG 185-187
3 Maryland Street	3/28/2013	BK 1149, PG 192-193
5 Maryland Street	1/27/2010	BK 917, PG 179-80
7 Maryland Street	6/12/2013	BK 1165, PG 202-203
10 Maryland Street	9/11/2015	BK 1288, PG 92-94
13 Maryland Street	12/11/2013	BK 1198, PG 114-115
17 Maryland Street	9/13/2013	BK 1185, PG 20-21
23 Maryland Street	7/14/2012	BK 1015, PG 314-315
2 Patrick Street	4/27/2011	BK 4001, PG 334-335
3 Patrick Street	10/12/2010	BK 963, PG 309-310
4 Patrick Street	8/23/2010	BK 951, PG 319-320
6 Patrick Street	5/3/2011	BK 1005, PG 252-253
87 Pump Lane	4/2/2013	BK 1150, PG 115-116
10 N. Henry Court	4/5/2011	BK 1002, PG 178-180

LOCATION	DATE OF ACQUISITION	RECORDING
24 N. Henry Court	11/6/2014	BK 1241, PG 125 BK 1241, PG 123
25 N. Henry Court	1/27/2015	BK 1252, PG 126
38 N Henry Court	10/18/2010	BK 965, PG 22-23
39 N Henry Court	12/2/2010	BK 977, PG 266-267
53 N Henry Court	4/9/2012	BK 1070, PG 66-68
54 N Henry Court	3/28/2013	BK 1149, PG 190-191
11 S Henry Court	11/30/2011	BK 1042, PG 286-287
49 S Henry Court	4/6/2012	BK 1069, PG 192-193
2 Ledoux Terrace	10/28/2010	BK 967, PG 291-292
5 Ledoux Terrace	12/13/2013	BK 1203, PG 279-280
6 Ledoux Terrace	2/4/2014	BK 1204, PG 323-324
8 Ledoux Terrace	7/22/2014	BK 1225, PG 210
11 Ledoux Terrace	9/24/2013	BK 1186, PG 304-305
15/17 Ledoux Terrace	10/2/2013	BK 1188, PG 243-244
Poor Farm Road	10/9/2008	BK 827, PG 107-111
National Guard Ave	10/9/2008	BK 827, PG 112-114

APPENDIX B MEETING PRESENTATION

Noise Land Inventory and Reuse Plan Update

Burlington International Airport
Public Informational Meeting #1
March 24, 2016



Program History

- 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.
- The Land Reuse study findings will be presented to the City of South Burlington and the general public for comment (Public Meeting #2), prior to consideration for approval by the FAA.

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 Re-Use Plan
2010	Master Plan Update / Airport Layout Plan (ALP)
2015	NEM Update (2015 and 2020 Contours)
2016	Noise Land Inventory and Re-Use Plan Update (ongoing)



Project Background

- Traditionally, the objective of airport-related land use planning is to encourage land uses that are compatible with aviation operations in the airport environs.
- The purpose of the *Noise Land Inventory and Reuse Plan* update is to evaluate future use of airport noise lands and disposition of properties acquired for noise compatibility purposes.
- Property acquired for compatibility is commonly 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 then document if the noise land:
 - Should be retained for noise compatibility purposes,
 - Is needed for other aviation-related purposes, or
 - If the property can be transferred, exchanged, or sold for non-aviation purposes.



Noise Land Disposition

- Disposition of property is referred to as “disposal” of the noise land.
- “Disposal” of noise land does not require the Airport to sell the property if there are other aviation purposes.
- Nationwide, the most common form of disposal is conversion of the noise land for airport purposes or buffer zones.
- Assurance 31 prevents airports from profiting from transfer or sale of the property, as any proceeds must be returned to the FAA or used for airport-related purposes.

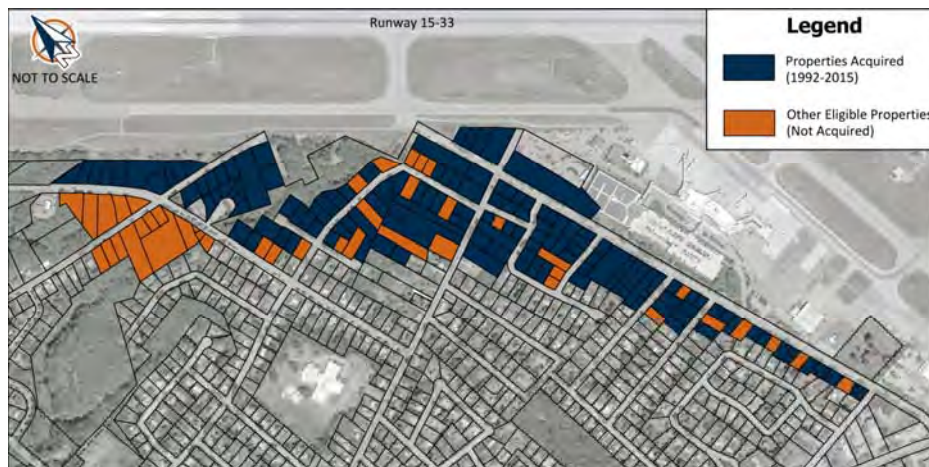


Project Implementation

- The study will include an implementation plan with a step-by-step guide of the required actions, anticipated schedule, and associated costs.
- The implementation plan could include:
 - Recommended disposition for each parcel by category of disposal.
 - Identify any area for the assembly of parcels (i.e., bundling or combining properties).
 - Consider if any properties have potential for exchange for noise land.
 - Consider the planning activities of the City of South Burlington.
 - Provide a tentative schedule for implementation.



Noise Land Inventory



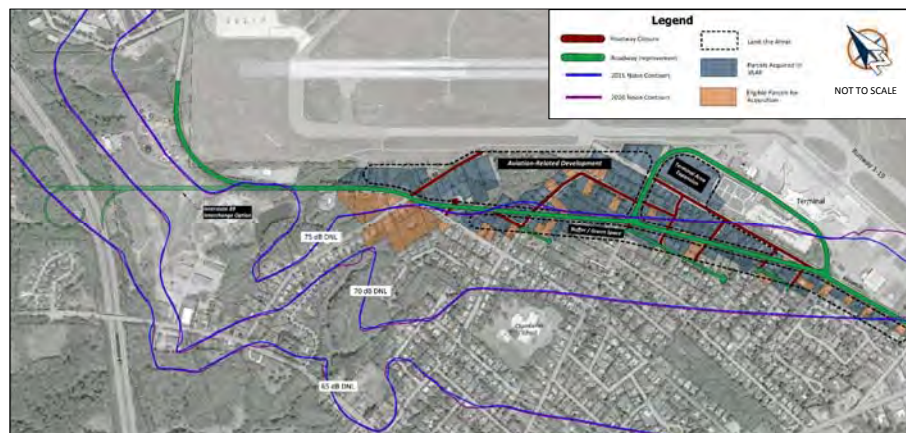
Proposed Short-Term Program



2030 Master Plan Vision



Alternate Development Scenario



Thank You

Any questions or comments regarding the BTV Noise Land Reuse Plan Update or any of the information discussed tonight, please contact:

Gene Richards
 Director of Aviation
grichards@btv.aero
 (802) 863-2874, ext. 200

Nicolas Longo
 Director of Planning & Development
nlongo@btv.aero
 (802) 863-2874, ext. 236

Project Website: <http://www.btvairportlandreuse.com/>



APPENDIX C

AGENCY CORRESPONDENCE



MAY 20 2016

May 17, 2016

Mr. Gene Richards
Director of Aviation
Burlington International Airport
1200 Airport Drive
South Burlington, VT 05401

re: Feedback on draft 2016 Burlington International Airport Re-Use Plan / Noise Compatibility Plan

Dear Gene,

The City of South Burlington (the City) welcomes the opportunity to provide input on the Burlington International Airport's (BIA) draft 2016 Re-Use Plan. The following questions and policy positions are provided to you in the spirit of collaboration and clarity.

The items in this letter related to the Draft Re-Use plan are based on the presentation and displays provided to the community at BIA's March 23rd community meeting.

The City also recognizes that some of the feedback and questions below may not be *directly* related to the Re-Use Plan itself. It is our hope that BIA will make use of this feedback in its overall planning efforts whether for this Plan or others.

Feedback on the draft Re-Use Plan are divided into several categories for ease of reading, and are further broken into themes of questions, feedback, and policy positions of the City.

I. Development Scenarios

Questions:

1. Please elaborate on what the intent, potential uses, scale, and functions envisioned for the various designations are on each development scenario. Specifically:
 1. On the "Proposed Short-Term Program" map:
 - i. Reserved for Terminal Area Expansion
 - ii. Reserved for Airport Road Improvements
 - iii. Noise Buffer Area / Reserved for Aviation-Related Development
 2. On the "Alternative Development Scenario" map:
 - i. Aviation-Related Development
 - ii. Terminal Area Expansions
 - iii. Buffer / Green Space
2. To what is the "Alternative Development Scenario" Map an alternative? Is it an "alternative" to the Master Plan?

3. Is the Airport seeking input on the elements of the “2030 Master Plan” versus the “Alternative Development Scenario”?
4. What type / level / feel of Buffer/Green Space is envisioned in the “Alternative scenario?”

Airport Drive – Airport Parkway Connector

City Policy Positions:

1. The City of South Burlington supports a new road segment connecting Airport Drive to Airport Parkway. The City supports a roadway that:
 - a. Connects the section of Airport Drive near the terminal to the section of Airport Parkway near Kirby Road
 - b. Is a two-lane roadway, one in each direction. The City does not support a 4-lane configuration.
 - c. Is adequately separated from and buffered from the Chamberlin Neighborhood (for noise generated by traffic on the road, and for visibility)
 - d. Includes attractive spaces for public enjoyment of the traveling public along and adjacent to the roadway
 - e. Follows complete streets principles and include a 10’ recreation path and sidewalk
 - f. Meets all City street design standards

Discussion: The City supports a new roadway connection to remove through-traffic from the local street network and provide more clear access to the Airport. Any such roadway, though, must be consistent with the City’s goals and objectives related to transportation and neighborhood quality of life.

2. The City of South Burlington supports a publicly-accessible linear park, art park, park-like, or other inviting landscape design benefitting the traveling public, running south-north to build upon the winding recreation path that exists adjacent to the parking garage, to including amenities such as landscaping, a recreation path, artwork, and benches. The City supports this as part of both short-term plan and long-term plans involving reconstruction & re-alignment of Airport Drive / Airport Parkway
3. The City of South Burlington supports continued links of White Street and Richard Terrace/ Hanover Street into Airport Parkway. The City does not wish to make Kirby Road the only option for connections.
4. The City of South Burlington has not yet taken a position on the “looping” of Elizabeth and Patrick. Alternatives are being examined and consequences must be evaluated before such a policy position is advanced. The City would be willing to partner in one or more “trials” if the neighborhood wishes to try and evaluate them, however.
5. The City of South Burlington cannot and will not close any roadways that provide exclusive access to homes or other buildings unless other access is established.
6. The City of South Burlington has no formal position on the concept for the “Exit 14N” I-89 interchange presented in the Airport’s 2030 Master Plan. It is not included in the 2016 South Burlington Comprehensive Plan.

7. The City of South Burlington does not support an Airport-only road access network, separated from the collector and airport-access street network, as shown on the "2030 Master Plan Vision." The City prefers the concepts for how the "Alternative Development Scenario" connects to the existing street network and any possible Exit 14N.

Use of Acquired Land in addition to Roadway

1. As noted above, the City of South Burlington supports a new Airport Drive to Airport Parkway connection.
2. The City of South Burlington supports use of the acquired land for creating an attractive and context-sensitive gateway to Vermont, Chittenden County, and South Burlington.
3. The City of South Burlington supports attractive features designed to mitigate noise generated from the Airport and/or Roadway.
4. The City of South Burlington supports the maintenance of views of the Green Mountains, and Mount Mansfield in particular, accessible from the neighborhood.
5. The City of South Burlington supports the location of a public dog park and other public spaces and parks, and pedestrian accesses benefitting the traveling public in the acquired land area.
6. Any future changes to the acquired land should support goals of:
 - a. Providing mitigation to the sounds and other impacts of the Airport
 - b. Creating a safe and attractive transition from a thriving residential neighborhood to an exceptional international airport
7. The City of South Burlington has not taken a position of new buildings or development within the acquired land. The City notes that any such development would likely require a change in the zoning and would be evaluated at that time. In considering any such possibility, the City would be considering,
 - a. The context of the neighborhood and quality of life of residents
 - b. Attractiveness of additions to the neighborhood
 - c. Noise buffering effects of the actions
8. The City of South Burlington supports the maintenance and enhancement of significant landscaping serving as a buffer from Airport and an attractive amenity to the Airport.

On behalf of the South Burlington City Council, who approved this letter on May 16, 2016, thank you for the opportunity to comment on the draft Re-Use Plan.

Sincerely,



Kevin Dorn
City Manager



BURLINGTON INTERNATIONAL AIRPORT

November 10, 2016

Kevin Dorn, City Manager
City of South Burlington
575 Dorset Street
South Burlington, VT 05403

Dear Kevin,

Thank you for your letter dated May 17, 2016. Your comments are being incorporated into the Draft Re-use Plan, additionally your letter and this response will be included in their entirety in an Appendix. Once the full draft report is released to the FAA and the public, the Airport will again welcome input from the City of South Burlington (the City) and the general public. An additional public meeting will also be scheduled at the Airport (anticipated in December).

Provided below are responses and general information regarding your letter.

Development Scenario Questions:

1. The various designations on the maps are intended to be general and flexible as the Voluntary Land Acquisition Program (VLAP) is ongoing, and approval and funding for related projects has not been advanced at this point. Nevertheless, the designations generally refer to the following (but remain subject to change):
 - Reserved for Terminal Area Development – may include any facilities needed by the airport for existing and future passenger service. Although all facilities depicted in the Airport Master Plan and 2030 vision may not be needed, they represent the type of facilities envisioned by this designation (e.g., terminal, roadway, parking, hotel, etc.).
 - Reserved for Airport Road Improvements – road right-of-way and associated facilities for improved access to the airport.

1200 Airport Drive, #1
South Burlington, Vermont 05403

Phone: (802) 863-2874 (TTY)
Fax: (802) 863-7947
www.btv.aero

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- Noise Buffer Area / Reserved for Aviation-Related Development – As this area is large, a portion may be needed for Terminal Area Development, for support facilities, and for airport-dependent tenants (i.e., airport maintenance facility, rental car support, etc.) in the future. However, until such time the property would be retained by the airport as undeveloped buffer from residential land use and other developments.

The other designations are similar to those described above. Again, note that the Airport's goal is to support future facilities required by the Airport, and to retain the property undeveloped until such time that it is needed.

2. The term "Alternative Development Scenario" will likely be altered in the full Draft Report. The Master Plan remains the Airport's approved long term plan. However, it is recognized that many of the facilities depicted will not be needed in the near future, and full implementation may not be realized. Thus, the other illustrations will be presented as potential short or mid-term plans, consistent with the master plan, but at a lesser scale based on current needs.
3. The Airport will be releasing the full Draft Airport Noise Land Inventory and Reuse Plan, as an update to the 2009 Reuse Plan. That will be the formal draft document released for comment/input.
4. The type of green space / buffer envisioned by the airport is undeveloped open space. Public facilities or other accommodations are not planned.

Airport Drive – Airport Parkway Connector – Policy Positions

1. Many of the comments in Position 1 are consistent with the Airport's goals, including the connection of Airport Drive to Airport Parkway. The number of lanes would be based on traffic volume; currently two lanes would likely be adequate. Buffer areas and appropriate landscaping would be incorporated, as well as accommodation of bicycle and pedestrians.

However, if the improved new roadway is built as an "airport road" (on airport property), with funding supported by FAA, then appropriate federal/FAA guidelines would likely have to be followed. These guidelines may include both consistencies with and differences from City design standards. We will be better able to address those issues at that time, but appreciate being made aware of the City's concerns.

2. Position 2 seems consistent with airport uses, but Airport funds will not be available to pay for any design or amenities, as FAA grant assurances prohibit airport financial support for non-aeronautical facilities.
3. Retaining connections to White Street and Richard Terrace/Hanover Street to a new airport road also may be a possibility, but Airport and FAA participation in

road development requires the road to be dedicated to airport use. The draft Reuse Plan may explore a layout with connections to White Street and Richard Terrace/Hanover Street, but the funding, ownership, and maintenance of the road would need to be determined.

4. The draft Reuse Plan will illustrate looping or other options for Elizabeth and Patrick Streets. These are just preliminary ideas and are not intended to represent a design or formal plan. As the VLAP includes acquisition of the homes at the northeast end of these streets, looping, cul-de-sacs, or retaining existing connection are each a possibility, and the Airport would welcome residents input.
5. The airport concurs that closing roadways providing exclusive access to homes or other buildings would not be considered without appropriate accommodation to affected residents.
6. A dedicated I-89 airport exit remains a goal of the airport. The current study does not include planning for this exit.
7. The airport understands that the City's current administration does not support an airport-only access road. The airport is not against a new roadway that provides access to both the airport and the local street network, but the airport and FAA cannot financially participate in a road that is integrated to the local network. Other funding means would be necessary.

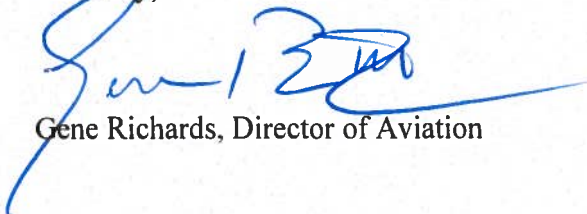
Use of Acquired Land in Addition to Roadway – Policy Positions

General response to the City's positions.

The airport shares many of the City's stated goals and objectives. As you know, however, the Airport's legal (and financial) ability to support neighborhood and community improvements is limited. While the airport may be able to allow improvements that are consistent with airport use on acquired properties that benefit the community as a whole, assuming receipt of FAA approvals, existing regulations prevent the use of airport or FAA funding for such items.

On behalf of the Airport, we appreciate your comments and look forward to working with you as the Re-use Plan develops.

Sincerely,

A handwritten signature in blue ink, appearing to read "Gene Richards", with a long horizontal flourish extending to the right.

Gene Richards, Director of Aviation



MEETING NOTES

From: Jeremy Martelle, ACE

SUBJECT: Project Kick-Off Meeting
BTV Airport Noise Land Reuse Plan

DATE: July 20, 2015

ATTENDEES: See attached Sign in Sheet

AGENDA

- 1) Team Introductions
- 2) Airport Overview, Project Background
- 3) Airport Noise Land Reuse Plan Objectives
- 4) Scope of Work
- 5) Describe Next Steps
- 6) Meet with Staff to collect/review inventory data

MEETING NOTES

The overall purpose of the meeting on July 9, 2015 was to officially kick off the Burlington International Airport's Noise Land Reuse Plan Update.

1. Team Introductions

- 1.1 The members of the CHA Team and BTV staff were introduced. Points of primary contact were established and the overall communications between the CHA project Team and BTV Management were confirmed. While N. Longo will be the primary contact for the project, he requested that all meeting attendees (attendance sheet attached) be copied on any correspondence in order to keep everyone in the loop.

2. Airport Overview, Project Background

- 2.1 The 2009 Part 150 Noise Land Reuse Plan was discussed, as well as the goals to this update. Keeping the resulting documentation simple and easy to understand will be a key objective.
- 2.2 A draft agenda was presented and discussed (attached). It was relayed that the project may move ahead of schedule but given our past experience this schedule should be the target.

3. Airport Noise Land Reuse Plan Objectives

- 3.1 It is the intention of the Airport to retain as much of the noise land as possible to ensure the continued viability of the Airport.
- 3.2 The Airport needs to acquire the road right of way within the acquisition areas. The Airport may consider an “exchange” of noise land with the City of South Burlington for this property.

4. Scope of Work

- 4.1 The scope of work (attached) was reviewed and discussed, there were no suggested changes to the scope of work.
- 4.2 It was noted that Program Guidance Letter PGL 08-02 referenced in the scope has been updated to PGL 14-05 since the drafting of the document.

5. Next Steps

- 5.1 The development for the project website will begin. The website should be simple and easy to navigate. The Bradley International Airport website for a current project was provided as a sample. The web address is: <http://bradleyairport.caa-analysis.com/> . The scope suggests <http://www.BTVLandReuse.org>.
- 5.2 Document collection for the study materials will start immediately as this information will assist the project team with the next steps. The CHA Project team provided a documents request list for the Airport (attached). In addition to these items the Airport will provide the following electronically:
 - 5.2.1 BTV will provide updated land records and Exhibit A.
 - 5.2.2 Most recent master plan update.
 - 5.2.3 Most recent highway access study/plan.
 - 5.2.4 Base map with layers from most current ALP
 - 5.2.5 Airport Property Acquisition Plan mapping (2014?) and/or Part 150 Noise Compatibility Plan mapping.
 - 5.2.6 Summary of Property Purchases in Excel (12.15.2014)
 - 5.2.7 Vision 2030 Aerial Exhibit (2011?) Is this FAA approved?

6. Meet with Staff to collect/review inventory data

- 6.1 A field visit was conducted. The project team drove around the neighborhoods where property acquisition has taken place and observed some of the construction results.

Action Items

- 1. The Airport will provide the CHA Project team with documents from the documents request list (above).
- 2. CHA will provide BTV with the sample website for review. (Complete as of 7/9/2015).



Document Request

Airport Noise Land Reuse Plan
Burlington International Airport (BTV)
Project Kick-Off Meeting
Thursday, July, 9, 2015 9:00 AM

1. Base map with layers from most current ALP
2. Airport Property Acquisition Plan mapping (2014?) and/or Part 150 Noise Compatibility Plan mapping.
3. Summary of Property Purchases in Excel (12.15.2014)
4. Vision 2030 Aerial Exhibit (2011?) Is this FAA approved?

Burlington International Airport (BTV)
Noise Land Reuse Plan Update
SIGN-IN SHEET

Meeting	Project Kick-Off Meeting		
Location	Burlington International Airport-Conference Room 1		
Date	Thursday, July 9, 2015		
Time	9:00 am - 11:00 am		
	Name	Representing	Email Phone
	JENEMY MARTELLE	CHA	JMARTELLE@CHACOMPANIES.COM 518-453-3991
	Paul McDonnell	CHA	pmcdonnell@chacompanies 518-453-3989
	Nic Longo	BTV - DIRECTOR OF PLANNING/DEVELOPMENT	NLONGO@BTV.AERO 802-503-7368
	Kelly Colling	BTV - DIRECTOR OF OPERATIONS	Kcolling@BTV.AERO 802-316-2661
	Erin Knapp	BTV - DIRECTOR OF MARKETING	eknapp@BTV.AERO 802-503-7517
	Robert McEwing	BTV - NORTHEAST AIRPORT CONSULTANT	RMCEWING@BTV.AERO 802-777-9749
	PAUL PUCKLI	CHA	ppuckli@chacompanies.com 703 230-0300
	Marie Friedman	BTV - CFO	MFFRIEDMAN@BTV.AERO
	GENE RICHARDS	BTV - DIRECTOR OF AVIATION	GRICHARDS@BTV.AERO 802 343 9809
	NOT PRESENT:		
	ARANDA HANAWAY	BTV - DIRECTOR OF ENGINEERING	AHANAWAY@BTV.AERO



**NOISE LAND INVENTORY AND REUSE PLAN UPDATE
BURLINGTON INTERNATIONAL AIRPORT (BTV)
CITY OF BURLINGTON MEETING**

Date: September 29, 2015
Time: 1:00 PM
Location: Burlington City Hall

ATTENDEES

Mayor Miro Weinberger, City of Burlington
Brian Lowe, City of Burlington
Gene Richards, Burlington International Airport
Nicolas Longo, Burlington International Airport
Jeremy Martelle, CHA
Paul Puckli, CHA

MEETING NOTES

- The study team met with Mayor Weinberger and his staff to brief him on the project, its objectives, and address any concerns he and his staff may have.
- The Mayor expressed concerns regarding resident displacement and maintaining affordable housing.
- The project team explained the overall scope of the project and the potential outcomes.
- The airport staff stated they would keep the Mayor's office updated on the progress of the project.



**NOISE LAND INVENTORY AND REUSE PLAN UPDATE
BURLINGTON INTERNATIONAL AIRPORT (BTV)
CITY OF SOUTH BURLINGTON MEETING**

Date: September 29, 2015
Time: 3:30 PM
Location: Burlington International Airport

ATTENDEES

Pat Nowak, City of South Burlington Councilor
Kevin Dorn, City of South Burlington City Manager
Gene Richards, Burlington International Airport
Nicolas Longo, Burlington International Airport
Erin, Knaap, Burlington International Airport
Jeremy Martelle, CHA
Paul Puckli, CHA

MEETING NOTES

- The study team met with City Councilor Nowak and City Manager Dorn to brief both of them on the project, its objectives, and address any concern they may have.
- The project team explained the overall scope of the project and the potential outcomes.
- The airport staff stated they would keep the City of South Burlington updated on the progress of the project.
- The project team discussed the coordination and involvement with the Chamberlin Neighborhood Airport Planning Committee (CNAPC).
- The City asked the project team to meet with their consultants who are working on our Chamberlin Neighborhood study. The lead consultant is RSG.
- Mr. Dorn would also like bring in the Executive Director of the Regional Planning Commission, Charlie Baker into the loop as they are providing funding.



**NOISE LAND INVENTORY AND REUSE PLAN UPDATE
BURLINGTON INTERNATIONAL AIRPORT (BTV)
CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION MEETING (CCRPC)**

Date: October 13, 2015
Time: 3:30 PM
Location: Burlington International Airport

ATTENDEES

Pat Nowak, City of South Burlington Councilor
Paul Conner, City of South Burlington
Christine Forde, CCRPC
Lee Krohn, CCRPC
Pat Nowak, South Burlington
Bob Chamberlin, RSG
Charles Baker, CCRPC
Jeremy Martelle, CHA
Paul Puckli, CHA

MEETING NOTES

- The study team met with City Councilor Nowak and City Manager Dorn to brief both of them on the project, its objectives, and address any concern they may have.
- The project team discussed the various airport studies and how the Land Reuse Plan project is different and separate from the on-going Part 150 study.
- The project team suggested that all stakeholders need to work together to come up with a plan that meets BTV's needs, complies with FAA guidelines, and satisfies the community's needs to the greatest extent possible.
- They provided the project team with pertinent documentation that has been developed on their part to date. They have also asked the project team be present at the meeting when the new noise contours are presented – just so that we can get a sense about how the community feels about BTV and the noise issue.
- They asked if we can meet with the CNAP committee after that to hear what they are doing on their plan and so that we can share with them what is guiding our project (FAA guidelines and compatibility with airport operations and needs).



**NOISE LAND INVENTORY AND REUSE PLAN UPDATE
BURLINGTON INTERNATIONAL AIRPORT (BTV)**

**Chamberlin Neighborhood- Airport Planning Committee
Meeting Minutes**

Date: February 18, 2016
Time: 6:30 PM
Location: City Hall - South Burlington

The Airport and CHA participated and presented at this regular meeting of the Chamberlin Neighborhood – Airport Planning Committee. Full meeting attendees and minutes can be found at the follow in link: http://clerkshq.com/content/Attachments/SouthBurlington-vt/chamb0218_16d.pdf?clientSite=SouthBurlington-vt

ATTENDEES (Representing the Airport)

- Gene Richard, Airport Director
- Nicolas Longo, Director of Planning & Development
- Paul McDonnell, CHA

MEETING NOTES

Airport staff and consultant presented several slides (attached), and highlighted the following issues and goals of the Reuse study:

- Presented the study process, goals, and schedule of the Noise Land Inventory and Reuse Plan. The overall study purpose is to guide compatible land use on the noise land acquired by the airport
- Informed the committee of the two planned public meetings for the Noise Land Inventory and Reuse Plan (early 2016 and upon release of the Draft Report).
- Identified the Study website where study documents will be posted and comments can be submitted at any time.
- Study findings will identify the disposition of properties acquired for noise compatibility purposes. Recommendations will include retaining some property for future airport use, retaining other property for noise buffer, and could also include property exchanges and/or sale for compatible future development.
- The airport cannot profit from the sale of noise land; the federal share (90%) of any sale revenue must be returned to the FAA or reserved for other FAA eligible projects.
- The airport intends to continue to acquire properties through the existing program – a fixed deadline for completion has not been determined. Property acquisition offers will continue to eligible home owners based on the availability of FAA funding. In the interim, the existing acquire properties will be left undeveloped as noise buffer.

- It was highlighted the Noise Land Inventory and Reuse Plan is a separate effort from the Noise Compatibility Study / Noise Evaluation. The Reuse plan is focus solely on the short and long-term disposition of acquired noise land parcels.
- The Reuse Study is interested in the Committee's plans and recommendations for road improvements. Consistence in studies' efforts is beneficial where possible.
- Airport staff highlighted that although the airport is planning for roadway improvements (Airport Drive / Airport Parkway realignment), funding has become an issue. FAA and local Airport funding for road improvements will not be available in foreseeable future. As much of the traffic on Airport Drive and Airport Parkway is not airport traffic, road improvement could logically be a community effort (state and municipal).

Slide presented at the meeting by the Airport are provided below.

Noise Land Inventory and Reuse Plan

1. The objective of aviation-related land use planning is to guide incompatible land uses away from the airport and to encourage compatible land uses to locate around airport facilities.
2. Previous Noise Land Inventory and Reuse Plan was completed in 2009.
3. The purpose of this study is to evaluate the future use and disposition of properties acquired for noise compatibility purposes.
4. Federally Funded Project (FAA Airport Improvement Grant)-Grant Assurance 31
5. Property acquisitions are part of a continuing noise land acquisition program-1990 following the Airport's first Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Study.
6. Once noise land is acquired, the airport is required to remove the incompatible use; typically through relocating the residents and removing the houses (or other incompatible development). Then the reuse plan must document if the noise land:
 - Should be retained for noise compatibility purposes,
 - Is needed for other aviation-related purposes, or
 - If the property can be transferred, exchanged, or sold for non-aviation purposes.

Noise Land Inventory and Reuse Plan

1. Disposition of property is termed a 'disposal' of the noise land.
2. Nationwide, the most common form of disposal is conversion of the noise land to other necessary airport purposes.
3. The assurance prevents airports from profiting from transfer or sale of the property, as any proceeds must be returned to the FAA or used for another noise compatibility project.
4. "Disposal" of noise land does not require the Airport to sell the property if there are other "FAA-eligible" purposes.
5. CHA team is following the guidelines in FAA Program Guidance Letter (PGL) 08-02, the study will recommend whether the noise land is retained, sold, leased for a compatible use, exchanged, etc.
6. The study findings will be presented to the City of South Burlington and the general public for comment, prior to consideration for approval by the FAA.

Noise Land Inventory and Reuse Plan

1. This update will review the previous proposed disposition and future potential use, as well as additional properties that have been acquired.
2. The study will also include an implementation plan with a step-by-step guide of the required actions, anticipated schedule, and associated costs.
3. The implementation plan will provide:
 - Outline the recommended disposition for each property. areas of each category of disposal.
 - Identify any area for the assembly of parcels (i.e., bundling or combining properties) .
 - Illustrate if any properties that have potential for exchange for noise land.
 - Incorporate the planning activities of the City of South Burlington.
 - Provide a tentative schedule implementation.

Record of Meeting

Purpose of Meeting: Burlington International Airport - Noise Land Inventory and Reuse Plan update

Date: 03/24/2016 **Location:** Burlington International Airport, Burlington, VT

Time Started: 6:00pm **Time Ended:** 8:00 pm

Participants

Gene Richards	Nicolas Longo	Paul Puckli	Paul McDonnell	Lee Krohn
Linda Brakel	Michael Ashton	Bernie Paquette	Tracey Harrington	Rich Joy
Carmine Sargent	Paul Conner	Gordon Lawrence	Kristn Schlenter	Meaghan Emery
Dough Klinefelter	Amanda Hanaway-Corrente	Judy Kearns	Miranda Jaswold	Gwen Kjelleren
Helen/Ted Riehle	Carolyn Chambers	Steven Marriott	Joel Clements	
George Maillo	Pat/Bob Nowak	Margaret Palumbo	Tim Barritt	

Topics to be discussed

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

Topic #	
1.	<p>Introductions</p> <p>Meeting participants signed in and were provided project handouts as they arrived. Participants are seated in groups at round tables.</p> <p>Paul McDonnell of CHA introduces himself to the group and begins the presentation. The meeting begins and speaker introduces himself to the group and gives an introduction of the program.</p>

2.

Project Background

Mr. McDonnell mentions that 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. The Land Reuse study findings will be presented to the City of South Burlington and the general public for comment (Public Meeting #2), prior to consideration for approval by the FAA.

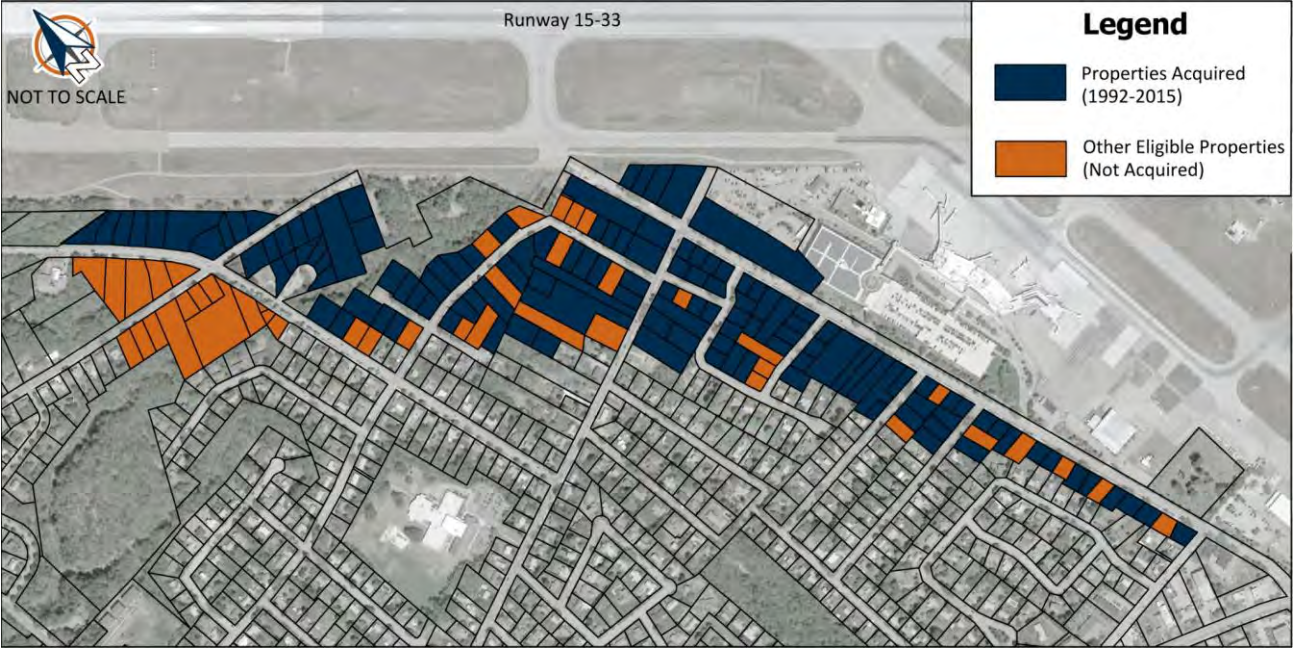
The following timeline is presented to participants:

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 Re-Use Plan
2010	Master Plan Update / Airport Layout Plan (ALP)
2015	NEM Update (2015 and 2020 Contours)
2016	Noise Land Inventory and Re-Use Plan Update (ongoing)

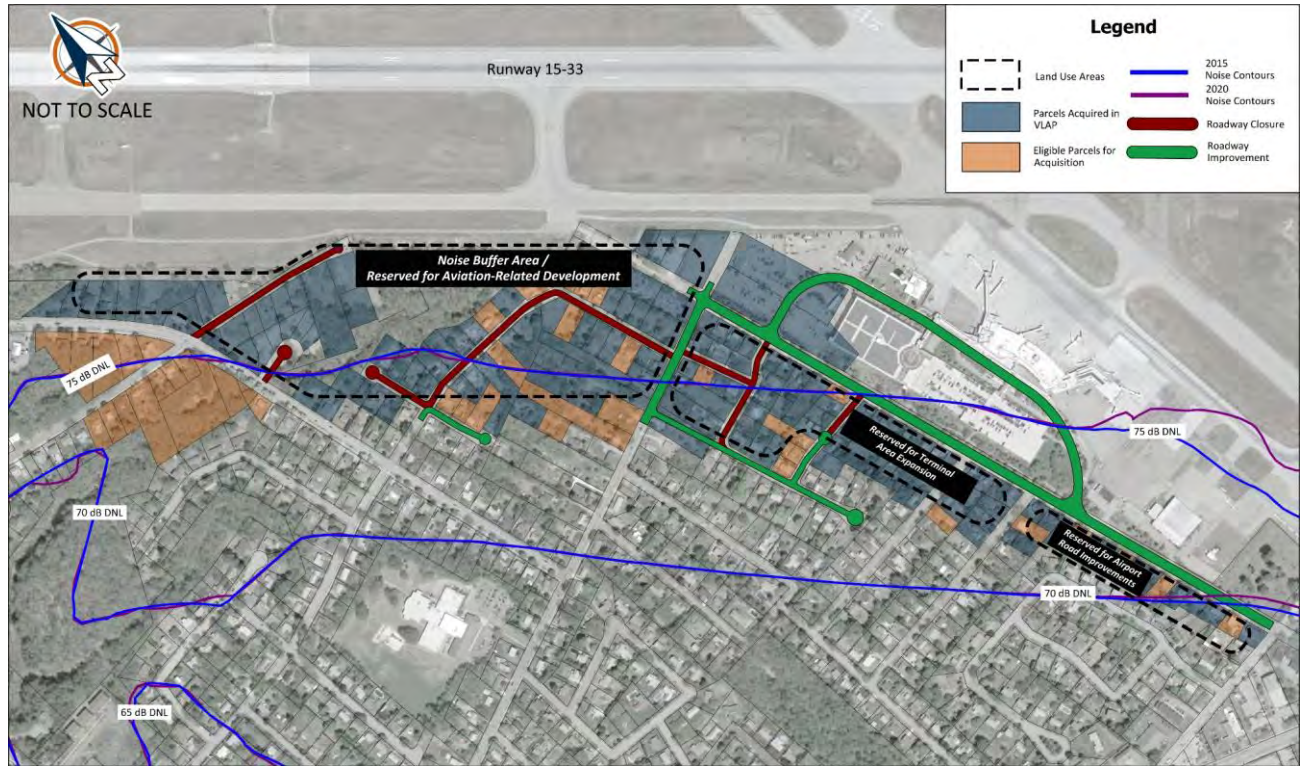
He then describes the reasons given for why the land is being purchased by the airport. Land purchased by the airport is to be used as what is referred to as “Noise Land”. This land is to be used in ways that are compatible with aviation operations. Typically, the Noise Land is used as buffer zones surrounding the airport which is known as Noise Land Disposal. Once noise land is acquired, FAA Grant Assurance 31 requires airports to alleviate incompatible use of this land.

The Land Reuse Plan must then document if the noise land:

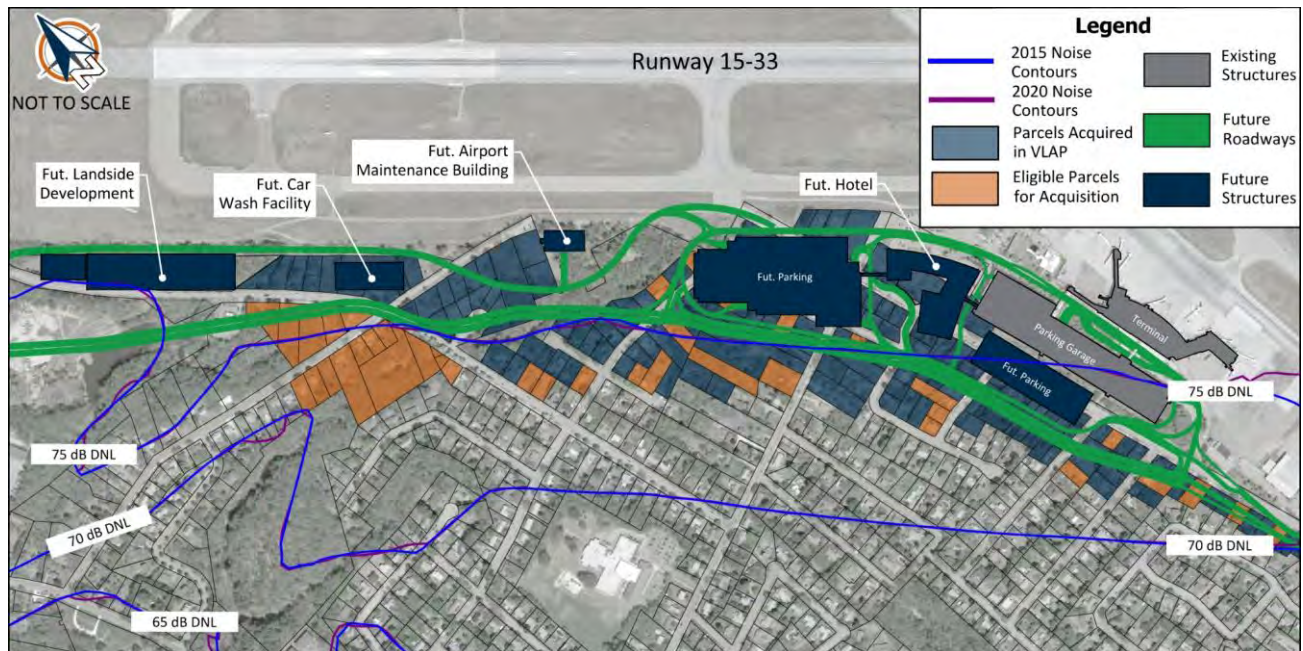
- Should be retained for noise compatibility purposes,
- Is needed for other aviation-related purposes, or
- If the property can be transferred, exchanged, or sold for non-aviation purposes

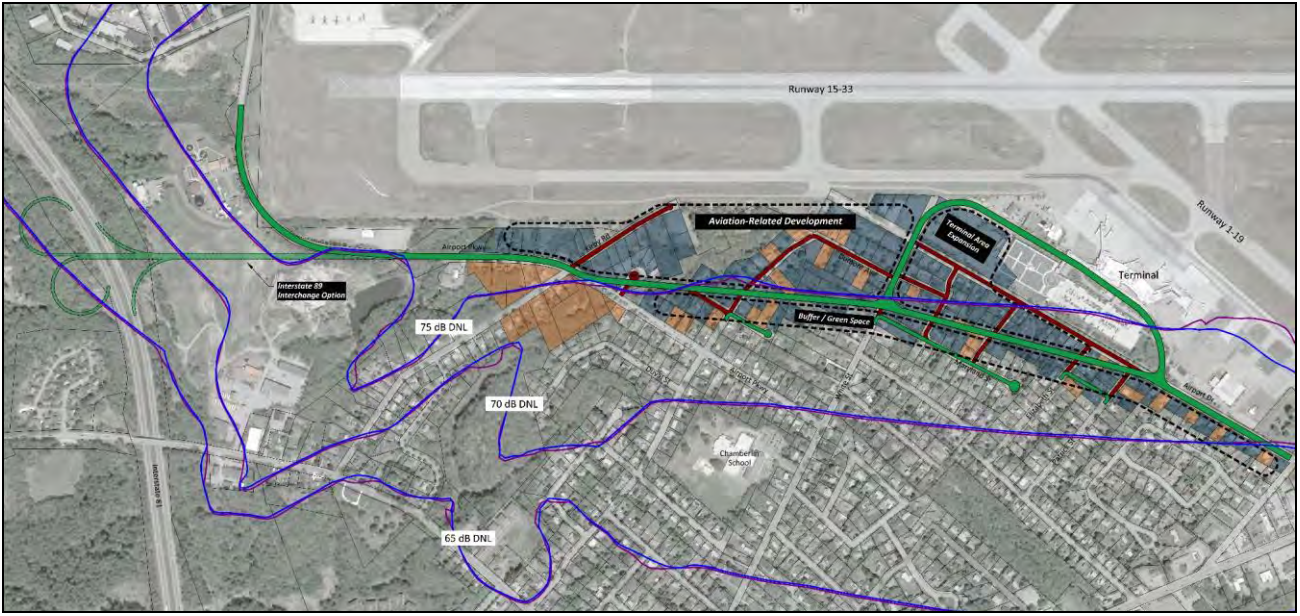
3.	<p>Noise Land Disposition</p> <p>Mr. McDonnell describes the disposition of property and notes that is referred to as “disposal” of the noise land. “Disposal” of noise land does not require the Airport to sell the property if there are other aviation purposes. Nationwide, the most common form of disposal is conversion of the noise land for airport purposes or buffer zones. Assurance 31 prevents airports from profiting from transfer or sale of the property, as any proceeds must be returned to the FAA or used for airport-related purposes.</p>
4.	<p>Project Implementation</p> <p>Mr. McDonnell explains that the study will include an implementation plan with a step-by-step guide of the required actions, anticipated schedule, and associated costs.</p> <p>The implementation plan could include:</p> <ul style="list-style-type: none"> • Recommended disposition for each parcel by category of disposal. • Identify any area for the assembly of parcels (i.e., bundling or combining properties). • Consider if any properties have potential for exchange for noise land. • Consider the planning activities of the City of South Burlington. • Provide a tentative schedule for implementation.
5.	<p>A map is shown of the properties adjacent to the airport labeling which ones have already been acquired and which are other eligible properties possible for acquisition.</p> 

6. A map of the proposed short-term program is shown:



7. The master plan is explained using a map overlay for assistance and is set to extend to 2030:



8.	<p>An alternative development scenario is also shown on a map overlay including which roadways could be closed and where buffer zones may be created adjacent to the airport:</p> 
9.	<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>Two groups are formed in front of sets of easels that contain maps and other plan details. Each group has representatives from the airport to answer any questions and to make clarifications regarding the plan and its impacts on the public.</p> <p>Meeting is adjourned and people are reminded to sign the sign in sheet if they have not yet done so. There are also comment cards at each table for participants to ask questions or submit comments within a comment box. There is also a mailing address on the comment cards so that participants may mail in questions at a later time.</p>