

SPECIAL COMMITTEE ON AIRPORT ACTIVITIES

May 17, 1999

5:30 PM

Chairman Pariseau called the meeting to order.

The Clerk called the roll.

Present: Aldermen Pariseau, Pinard, Shea, Rivard, Thibault

Messrs: M. Farren, R. Fixler, F. Thomas

Chairman Pariseau addressed Item 3 of the agenda:

Updates relative to soundproofing, land acquisition and any other related Airport activities.

Mr. Farren stated I have with me Mr. Fixler who is the Assistant Airport Director for Engineering and Planning. I have Mr. O'Neil who is our Assistant Airport Director for Marketing and Public Relations and I am the Acting Airport Director. In terms of sound insulation, I would like to give you an update on how we determine who is eligible for sound insulation and then I have a current status that you probably have already been given which tells you the program thus far, who has been done, how many have been done and how much money has been spent and the number of grants that we have received from the FAA. The Part 150 process determines the eligibility for sound insulation. That is accomplished through a Federal study that was done between 1995 and 1997 and has been recently updated based on sound curves of the Year 2003. To simplify a very complex issue, the sound curves generated determine who is eligible for sound insulation. Sound curves, contours, 65db or higher qualify for sound insulation. Those contours are determined by the consultant who is Griner and now we have Wylie working on the updates and basically if you fall within those contours you are eligible for Federal funding for sound insulation. A typical home here in the Manchester/Londonderry area costs between \$25,000 and \$30,000 a piece to accomplish the sound insulation. That money is provided by the Federal government through an FAA grant. We are currently waiting for the outcome of the Airport Improvement House/Senate Conference Committee to determine this year's funding from the FAA. Originally, when I talked to the Committee on Community Improvement, I thought that decision would be made by 5/31.

However, this past weekend the House/Senate Conference Committee put off until August 31, final resolution of this year's Airport Improvement Program funding. That does not mean that they will not issue a grant between now and then, but what it does mean is we have not received notification of any further Federal funding and we have about 30 homes in the current program awaiting that status of the grant. I mentioned the 2003 curves that were just recently done but not approved yet. That will open up additional homes in Manchester north of the Nutts Pond area, north of Titus Avenue, and will open up additional homes on the northeast side from our 0-6 departure end up towards 93. We have a program that is ongoing. It looks like it will be ongoing for quite some time. Who is eligible? If you are inside the contours, you are eligible. Where does the money come from? It comes from the Federal government when they decide to give it to us and they have each year. It is late this year and it could be just a little bit longer than we anticipated. Does that answer your questions regarding the overall program of sound insulation?

Chairman Pariseau stated I was just asked that you touch on the new study that was done. If you could give us an idea as to how far it would extend from the currently Titus Avenue northerly.

Mr. Farren replied the curves have not been approved. I have seen them, but they haven't received the blessing of the FAA yet. They go three or four streets north of Titus at least. There are some homeowners who have been calling...I by the way take all of the noise calls that come into the airport. I work closely with Wylie Labs who arrange here locally for the insulation of the various homes.

Alderman Rivard stated you say you have 30 homes that have not been done. That does not include the new zone, is that correct?

Mr. Farren replied that is correct.

Alderman Rivard responded so you are talking almost \$1 million needed for that and it is not available. You don't have the funding for that, right?

Mr. Farren replied 30 times about \$30,000. That is correct. That funding is not available yet. We certainly anticipate it. There has not been a year that has gone by where we have not received Federal grant funding for sound insulation.

Alderman Rivard asked what do you receive annually. What is the average?

Mr. Farren answered \$2.5 million is about what we get. We are very hopeful to keep the program going and we had planned to do 76 homes this year.

Alderman Rivard asked you are pretty confident that you are going to get the money.

Mr. Farren answered I am as confident as I dare to say to you in that it has happened in the past. On a national level, the noise program is very important. No noise money has been sent out across the country yet.

Chairman Pariseau stated at the last meeting we had, Mr. Testa advised us that he was 99.9% sure that the FAA would accept the new proposed soundproofing contours.

Mr. Farren replied I have talked to them and I echo that assurance.

Chairman Pariseau asked do we or could we get an idea of what that contour is or maybe even though it hasn't been approved yet.

Mr. Farren answered I would be happy to share that with you. I don't have it here with me.

Chairman Pariseau notified people in the audience that their questions be submitted in writing so that the Committee can address them with Mr. Farren.

Tracy Miller, Hunter's Village Way, Manchester, NH stated all of Seawall was soundproofed. My application went in before theirs did. I am not soundproofed. The original way it went, they put the entrance to my street further away on the map. Now I am hearing Titus Avenue is being soundproofed and I have dishes shaking in my house now, which I have never had before. Why am I still not soundproofed after all these years? Seawall has been soundproofed?

Chairman Pariseau asked what number on Seawall.

Ms. Miller answered I am not on Seawall. My street is off of Seawall.

Chairman Pariseau asked what street is that.

Ms. Miller answered Hunter's Village Way.

Chairman Pariseau stated that, I think, is being considered as a multi-family and it was going to be done later. I don't know if all of them are going to be done.

Ms. Miller stated we are all single family homes.

Chairman Pariseau replied but you have townhouses or something.

Ms. Miller stated we are individual. I am taxed individually.

Chairman Pariseau stated but you didn't submit a question to the City Clerk for this meeting.

Ms. Miller replied we have been submitting questions over the years. I have been going to soundproofing meetings and we were assured that we would be soundproofed.

Chairman Pariseau stated we will have Mr. Farren address your concerns.

Mr. Farren stated prior to this new study, the Federal Aviation Administration determined who was eligible and who was not eligible based on where the sound curves fell. They did allow the continuation of neighborhoods even though they did not fall exactly in the contour. Hunter's Village Way, I believe, is on the new curve. I feel quite confident on that. I just don't know all the names of the streets. I take a lot of calls from Hunter's Village Way.

Ms. Miller asked so we are going to be soundproofed.

Mr. Farren answered subject to the approval of the FAA of the curves.

Ms. Miller asked could you explain how the curves work if Hunter's Village Way is closer to the Airport than Titus Avenue.

Mr. Farren answered it has to do with the sideline. Titus goes up straight north and it is the width of the curve that determines who is eligible.

Ms. Miller asked in what time frame will we know. It has been five years now.

Mr. Farren answered I believe you will know as soon as we know because the curves will be published and accepted by the FAA I would say within the next three months. That does not mean that your home will be done within the next three months. It goes on the list as eligible.

Ms. Miller replied I know that. I have already been told that I am going to be soundproofed. Do you have us on the correct part of the map now? The map that the Airport had before had us at the top of Seawall.

Mr. Farren responded I will check on that.

Mr. Gelinas asked I would like to know when we are going to see charts on the new contours in the area of Mystic Street north. What are the results of that survey?

Chairman Pariseau answered I believe that after the last neighborhood meeting we had, people were going to go back and redo the sound contours. Once they were approved by the FAA, we again will have a neighborhood meeting to address those concerns. Originally, it was scheduled for sometime in March and then went into April and May and the FAA still has not approved it.

Mr. Gelinas stated I don't understand why we haven't seen any charts about this at all.

Chairman Pariseau replied Mr. Farren will get me a copy of the proposed contours. They haven't been officially accepted yet. I will make sure that you get a copy.

Mr. Gelinas stated I hear that they are still thinking that the houses on Nutt's Pond aren't in it. That is a crock. The planes are right over our damn house. Why do we hear all this stuff? Nobody can give us true answers.

Chairman Pariseau replied it is like every government thing. You have to wait until you get the approval. The work has been done and the FAA is reviewing the revised noise contours and once that is done, we will have a meeting. As I said, we thought that we would have another neighborhood meeting in March and here it is May and the FAA hasn't approved it yet.

Mr. Farren stated I certainly share Mr. Gelinas' concerns and we are very hopeful to get it very soon.

Chairman Pariseau stated lets go to land acquisition and deal with the widening of Brown Avenue. I believe we have letters from those six abutters that are affected and also they have submitted questions. I don't know which way you want to do it. Do you want to give a brief overview?

Mr. Farren replied why don't we do that first. I have copies of the questions. We have an update on the home acquisition program as it currently stands that I would like to pass out. For the benefit of the many homeowners who are here, what we are talking about is the Phase I and Phase III acquisition process. The coversheet talks about more than \$13 million in bond financing that has been earmarked for 107 parcels in the Brown Avenue area. O.R. Colan who is our acquisition consultant, has acquired 38 homes for approximately \$3.7 million to date. The majority of these homes fall with the RPZ, the Runway Protection Zone, and it is

for this reason and this reason alone that they have been considered for acquisition by the airport. Approximately 20 homes fall immediately outside of the RPZ and north of the natural boundary of Cohas Brook. These homes have also been included for acquisition because of their proximity to the RPZ. The last paragraph of the handout describes the process used by O.R. Colan in achieving equitable agreement on values. I won't go into that unless you have some specific questions, but I would like to call your attention to the parcel status portion which is the second page of your handout that gives you the status of the numbers of different offers made, considered, contested appraisals and Phase III those awaiting appraisals. The limits of the project are Brown Avenue from 3081 on the north to 3600 on the south; Hazelton from 116 on the north to 288 on the south; all of Broadhead, all of Olmstead, all of Pamela Circle, all of Devonshire Street, all of Devon, all of Lyons, all of Caroline and all of Midland. Included with your package is a sheet that is not as current as the rest of the package but it highlights the homes being acquired and being considered for acquisition. This does not address, I believe, the homeowners that are north of Goffs Falls Road who have addressed their questions to us. That is the update. There are a lot of homes under consideration and a lot of homes that have been previously identified. Some have been purchased already and some have been demolished already. The questions that I think you are most interested in and the homeowners here tonight are the folks that live west of Brown Avenue between Tessier and Goffs Falls Road. If I am incorrect in that, and I don't believe I am, they wrote a letter to the Mayor and because I was not present at the previous meetings that were held in this regard we asked the previous director, Mr. Testa, to respond in writing to these concerns. What he responded and you have copies of this letter in front of you, I believe, I will just excerpt from that. The second paragraph, "during the development of the Airport Master Plan, between 1995 through 1997, one of the projects being contemplated was the purchase of approximately 17 homes" and I believe it was actually 19 according to the EIS, on the west side of Brown Avenue, the river side, roughly from the airport entrance to the intersection of Goffs Falls Road. This is a section of Brown Avenue that drops from four lanes to two lanes and then goes to three lanes at the Airport. It is the section that doesn't work very well. Mr. Testa and the Airport had every intention of trying to acquire these homes, but the FAA refused to allow the Airport to purchase any property north of the present intersection of Airport Road for the express purpose of widening Brown Avenue. Now these homes are not the homes that these folks are talking about. Their homes are further north on Brown Avenue. As much as I empathize with them, if the FAA will not purchase the ones closer to the Airport, they certainly will not purchase the ones farther away from the Airport. We participated with the City, with CLD Engineers of Manchester to do a study of the intersection and Mr. Testa goes through a lot of rationale in this letter talking about where the traffic is coming from. Certainly some of it does come from the Airport or go to the Airport, but a lot of it has to do with folks coming up Hazelton and Brown Avenue

and going off to 293 or to South Willow, going to work in Manchester. A lot of it has to do with the emptying of the industrial firms on Manchester Airport at their shift end times, as well as a number of other things. Brown Avenue is a tough road to come and go on. There is no doubt about that. Unfortunately, I don't see any way for the Airport to purchase those homes. It is not allowed under the Federal rules that we live by. We are not allowed to use Airport funds nor can we receive grants for that purpose.

Alderman Rivard stated I am assuming that the regulations that you are talking about are in place because these property owners are too far away from the main entrance to the Airport. We are looking here at Hazelton Avenue and Broadhead and what does green mean, that those houses are going on this map that you gave us?

Mr. Farren replied green is interviewed and awaiting appraisal. None of the homes we are talking about are on this map.

Alderman Rivard asked but those are potential houses that are going to go.

Mr. Farren answered yes.

Alderman Rivard asked all of these houses with the different colors on them are going to go because of the entrance to the Airport.

Mr. Farren answered no; because they fall within the Airport Runway Protection Zone. Safety matters drive that.

Alderman Rivard stated we have another issue. Entrance of the Airport. It has been moved from the church and the daycare center southerly approximately half a mile or so. There is a draft for a new entrance. Is that correct?

Mr. Fixler replied there is a plan in place right now that is a preferred plan by the Airport that we are in the process of bringing through Planning and Engineering and Traffic within the City to make sure that everybody is comfortable with that plan. Yes, that plan does move the entrance south from the original plan.

Alderman Rivard asked and there are going to be some homes purchased, is that correct, because of this entrance that were not in the original acquisition plan.

Mr. Fixler answered most likely, yes. We had tried to purchase the homes anyway because of the reasons that Mr. Farren gave you.

Alderman Rivard stated I have looked at this new proposal and there are homes that are going to be purchased because of the new location. The answer to that question is yes, isn't it?

Mr. Fixler replied what we are trying to do is purchase all of the homes.

Alderman Rivard asked if the Airport entrance was where it was originally planned and you moved it back a half a mile then there are other homes that would be in that particular area that would probably be purchased that won't be purchased now.

Mr. Fixler answered no, there are no homes in the area where the original entrance road was. That is where the church was additionally. There are some other homes in that area that fall within the Runway Protection Zone or are adjacent to the Highway Protection Zone and those would be purchased regardless.

Alderman Rivard asked Little Cohas Brook is going to be the southern boundary of this entrance to the Airport from what I saw.

Mr. Fixler answered that is correct.

Alderman Rivard stated there are homes in that area that obviously would not have been bought if we used the school and the church for a main entrance. That is correct.

Mr. Fixler replied that is not necessarily correct because those homes were either in the Runway Protection Zone or in the area adjacent to the Runway Protection Zone and we got a lot of calls from those homeowners asking if they could be purchased and we went back to the FAA and got approval to purchase those homes as an extension of the Runway Protection Zone. Beyond that, we knew we were trying to relocate the road. We still don't have an approved location that everybody has agreed to although we think we do. We haven't gone through the entire process at this point.

Alderman Rivard responded I thought that I probably would have seen it being an interested party in the ward and representing several people who live there. I ran into it by mistake. I got it by mistake. Nobody offered it to me. I had to go looking for it and I found out that in my review of that document there are houses that are not in the Runway Protection Zone on the left hand side in that development that are slated to be purchased.

Mr. Fixler replied that is right. They are outside the Runway Protection Zone.

Alderman Rivard stated so they wouldn't be purchased if that new entrance wasn't being put there.

Mr. Fixler replied that is not the case. We had gone back to the FAA because we heard from a lot of those folks who are adjacent. They are part of contiguous neighborhoods and the FAA has given us permission to purchase those homes, regardless of the entrance road. It is more of a Runway Protection Zone issue. In terms of you not seeing it, we met with Frank Thomas last week to show it to him and he was to set-up a meeting with you to show it to you and make sure that you saw it. We are not trying to avoid you.

Mr. Farren stated this handout that you have before you, where my left hand is, the far right hand side is the Little Cohas Brook boundary. All of those homes that you see in color on this map are being acquired for Runway Protection Zone or proximity to Runway Protection Zone purposes.

Alderman Rivard stated I will buy part of it.

Mr. Farren replied the bottom line is that it is a dual purpose.

Alderman Rivard stated I am suggesting that if, in fact, the original entrance to the Airport was still at the church, there would be homes purchased north that don't qualify now because they are not in close proximity or whatever word you chose to use and it would be contiguous or whatever word you were using backwards. So now we have lost half a mile and there are houses that have been eliminated and those houses that have been eliminated are back where they are widening Brown Avenue and that is where the problem is.

Mr. Farren replied at the risk of prolonging this debate, I would like to say that this is part of the original BIS that contemplated the entrance road being right where it typically is right now, close to St. Francis. These homes have not changed as candidates for acquisition. Except for what Mr. Fixler said. Those that are to the south close to Little Cohas Brook that are in close proximity to the RPZ.

Alderman Rivard asked so the total number of homes remains the same, 100.

Mr. Farren answered it is about 107 now.

Mr. Fixler stated it was originally about 80 homes and it was increased. We did not delete any homes. We added homes.

Alderman Rivard stated the new Airport entrance location has not got a final stamp of approval has it.

Mr. Farren replied that is correct.

Alderman Thibault stated I got a letter from somebody in the area telling me that they have a major discrepancy with some of the houses that were evaluated, lets say in 1995 or 1996 and now they are looking at a new home for them. Evaluation has gone up by \$10,000 or \$15,000 and these people are now, for the same home as they had if you will, are going to have to pay \$10,000 or \$15,000 and they were very concerned about that. Is there a way that you people have of adjusting that.

Mr. Fixler stated I can tell you that our appraisers and our contract consultant, O.R. Colan, use the latest data and try to adjust. The first appraisal is viewed by another appraiser to see if it is in line with what the local property values are. I am not an expert and one of us are.

Alderman Thibault replied I just want to make sure that you understand the question. In other words, a house that was evaluated in 1995 at the present valuation in 1995 and today in 1999 they are looking to give them a comparable house, the valuation is going to be quite a bit higher so these people are, in fact, having to put out \$10,000, \$12,000 or \$15,000. The discrepancy here is that in 1995 valuation was such and in 1999 it is such. What I am looking at is if, in fact, you told a person in 1995 that you were going to buy their home for \$115,000 and valuation has gone up, do you graduate that method in that equation? That is what I want to know.

Mr. Fixler responded we did not do any appraisals on homes back in 1995. Even a year ago. The appraisals that we are basing our offer prices on are all very recent appraisals. They are all done within six months or less of the time we make the offer. We do try to adjust if house prices have gone up even more recently that than.

Alderman Thibault replied well maybe they didn't understand that because that seems to be the major question I get. Maybe as you talk to some of these people you can review that.

Mr. Fixler stated we do try to encourage our homeowners to bring the latest and most relevant data to the table.

Chairman Pariseau asked, Mr. Farren, was your explanation in response to the questions that we got or do you want to answer those individually.

Mr. Farren answered the first question was based on the phases and is this still the proposed schedule for property acquisition. I think most of the homeowners here tonight are concerned about Phase II that is the 19 homes. That is certainly on an indefinite schedule because the FAA would now allow purchase of those homes.

Chairman Pariseau asked were those six homes...

Mr. Farren interjected there were 19 homes.

Chairman Pariseau stated they were part of the process originally.

Mr. Farren replied the six homes were never part of the process. They were never identified.

Chairman Pariseau responded because the FAA said that they are not eligible, they don't fall under the Runway Protection Zone.

Mr. Farren stated they were never addressed under the EIS because they were so far north on Brown Avenue that the extent of the homes on Brown Avenue west of Brown Avenue and north of Goffs Falls Road were these 19 homes and they are not the homes we are talking about tonight. Those homes are still further north.

Chairman asked what about the second question.

Mr. Farren answered the second question is why were these six houses not included in the acquisition schedule and shouldn't they be acquired now as construction is beginning. I believe that I addressed why they were not because they were so far north it was never a part of what the Airport considered eligible for its funds. Shouldn't they be acquired now as construction is beginning? That might be a good idea but the Airport can't pay for it.

Chairman Pariseau asked would it be fair to say that with the D.O.T. or whoever is making those adjustments on Brown Avenue, shouldn't they be responsible for acquiring these six homes.

Mr. Farren answered I cannot speak for anyone else other than the Airport and I would not presume to do that.

Chairman Pariseau stated but the D.O.T. has acquired homes that were in the...

Mr. Farren interjected are you talking about the State of NH D.O.T.

Chairman Pariseau replied yes. That is a State highway.

Mr. Farren stated the widening of the road is a City project I am told.

Chairman Pariseau asked the State D.O.T. wouldn't be involved in that.

Mr. Farren answered I don't believe so, Sir.

Chairman Pariseau asked what are we doing fixing a State road or repairing a State road.

Mr. Farren responded I can't answer that question.

Chairman Pariseau asked, Mr. Thomas, can you answer that question for us.

Mr. Thomas stated it is a State routed road but it is in the City's compact area. The road was turned over to the City's maintenance quite some time ago so any improvements along that area, unless it is a programmed State project, is the responsibility of the City. We provide full maintenance on that section of roadway.

Chairman Pariseau stated but they still have control over the traffic lights at Brown Avenue where the overpass is.

Mr. Thomas replied the interchange is under the State jurisdiction that is correct.

Alderman Rivard asked, Mr. Thomas, the traffic study indicated that there is a problem at this intersection obviously, is that correct.

Mr. Thomas answered yes. A traffic study was conducted of that whole corridor and there was a recommendation to make improvements at the intersection at Goffs Falls Road. If you remember, we looked at or the consultants looked at both the existing entrance and that whole corridor right up to the by-pass of the State roadway.

Alderman Rivard asked from this traffic study came a recommendation to do some widening in that particular area where Goffs Falls Road intersects with Brown Avenue is that correct.

Mr. Thomas answered along with signal improvements at Goffs Falls Road, it was recommended to widen that stretch to a four-lane road to tie into the four lanes at the Brown Avenue Industrial Park. That is correct.

Alderman Rivard asked the Airport was involved in the discussion and the Airport is contributing money to relieve these problems or to address these problems. Is that correct?

Mr. Thomas answered that is correct. There was a project identified at the existing entrance to improve the flow of traffic in the southbound direction. If you remember, the Airport put in a double left at that location. That was a concern of yours in particular and that was the basis of why the study was originally conducted. In order to solve the problem at the existing entrance, there was a project identified that took that old store that is in that intersection and make some widening there. That was estimated to cost \$250,000. The Airport made a decision that that was a short-term solution because of the new entrance road being proposed down the road in a couple of years and turned that money over to the City to go towards making the improvements at Goffs Falls Road that was identified in the study.

Alderman Rivard asked but the Airport wouldn't be contributing money to improve that intersection if it wasn't Airport related. They wouldn't be just donating money to eliminate a problem that the City has if it wasn't Airport-related.

Mr. Thomas answered obviously some of the congestion that is at that intersection of Goffs Falls Road is directly related to the increased growth of the Airport.

Alderman Rivard stated the message that I hear from some of the members of management is that if it is Airport related it would be the safety landing zone or the expansion of the contiguous areas and things of this nature that the Airport pays and if it is not Airport related then the FAA won't allow them to. If the FAA allowed them to make road improvements that have been created by the Airport, then they should also consider buying the houses that are being impacted by the Airport. I can't see how on one side of the coin it is not related and on the other side of the coin it is directly related to the Airport. If we didn't have the Airport and all this traffic, we wouldn't be having this meeting here this evening. Everything that happens on Brown Avenue is directly related to the Airport, whether you believe it or you don't believe it that is what it is all about. For years, I lived in Manchester and for years I was involved in Public Works activities and for years we never had any problems on Brown Avenue. For someone to say that the Airport is not impacting the traffic and it has nothing to do with buying the land and it is a City problem and not an Airport problem is ludicrous. I rest my case.

Alderman Shea stated a letter was received from the Hudons who live on Brown Avenue and I know Alderman Thibault addressed that but if they get their own appraiser and their appraiser differs from your appraiser, whose figures do you follow.

Mr. Fixler replied we are in consultation with the Hudons right now to arrive at an equitable solution to the problem. In response to Alderman Rivard, if I could have a second, certainly some of the traffic is Airport related but a great deal of it is not. I refer you to the letter that Mr. Testa wrote because it provides the engineer's rationale for where the traffic is coming and going from. I won't debate that the Airport certainly has expanded and we have had more activity and we certainly have more cars coming. The issue has to do with whether homes are being allowed to be purchased and homes are not allowed to be purchased for that purpose.

Alderman Rivard stated with all due respect there is only a few things in life we can't do. One of them is get out of this world alive and the other one is not getting away with not paying taxes. Everything else is negotiable so I think we need to take a hard look at this and find out what the impact is on these people who have lived in that area for many, many years and again I am not here to be argumentative all I can tell you is that in 21 years in the Highway Department we didn't have any problems with Brown Avenue until the Airport came here. Why are we building a parking garage? Because we don't have any cars at the Airport and there is no traffic? We are building it because there is a lot of activity there and it has created a lot of problems for these people who live on Brown Avenue and we need to be sensitive to that and we need to do everything we can and maybe even back up the entrance to the Airport so that these people will qualify because they are closer to the entrance now and maybe somebody with common sense would say gee whiz these people are being impacted. Whatever it takes to buy those houses, maybe we have to consider doing it. I know that is what I am going to consider doing. I am going consider helping these people as much as I can and if you folks can't buy the houses maybe we will be able to move the project back half a mile and that will move the starting point another half a mile back and maybe these people will be able to go into a home where they can sleep at night and get out of their driveway without fear for their life. That is my concern. They are second class citizens. If you live south of 293, you are a second class citizen in Ward 8.

Mr. Farren replied I understand your position and I certainly understand theirs and anything that we can do we will be glad to help you with.

Lynn McCarrey, 325 Hazelton Avenue, Manchester, NH stated I recently spoke with Mr. Fixler and Chairman Pariseau you left a message on my phone the other day. As I understand it, tonight there is a revised Airport entrance. When are we going to see an illustration of that? That is my first question and my second question is focused towards the growth of the buyout of the homes. When I went to all of these meetings a couple of years ago and I got all of my paperwork, Phase I, II and III, these homes that were supposed to be purchased north of my parents who live at 297 and my property was limited to the 80 homes. Now you have adjusted it to add another 30 homes. Is that going to stop? Is that going to grow? Is that going to affect my home and property and my neighbors that are sitting over here tonight? I just want to make sure because I have addressed the Mayor's Office and the Airport Office with a letter stating that we would like a meeting. We want to see the new Airport entrance and when is that going to happen and it has to happen on my schedule because I am very busy.

Mr. Farren replied I did receive a copy of that request today and I believe it was addressed to the Mayor and then referred to the CIP Committee but yes we will be happy to have a public meeting when the plans are closer to being finalized and yes her home is in that area and yes we will work with her.

Alderman Rivard asked what is a reasonable time. A month? Two months? Three months? We can't have this thing drag on for two or three years. These folks have to know what is going on in their neighborhoods. A clear understanding avoids a misunderstanding and right now there is no clear understanding and I get phone calls at all hours of the day and evening trying to figure out if there houses are going to be sold. There all kinds of rumors being circulated and I know that you can't stop the rumors but I think it would be helpful if you had a public meeting, even if it is not finalized.

Mr. Farren answered we intend to do that. I think we are fairly close to having it so that we can present it.

Mr. Fixler stated our intent is to get the plans to the City Traffic Department and City Planning this week. At this point it is just a layout plan. We haven't done any detailed engineering. It is the plan that I believe you saw, Alderman. Once they are on board with that plan then we can bring it to the public at that point which hopefully will be within 30 to 60 days. I really don't want it to take any longer than that because we need to get moving.

Alderman Rivard stated I would like to have some kind of a commitment from the management at the Airport that they are going to set-up a day when we are going to do this so we all know what we are going to do. It doesn't have to be in its final draft because maybe we are going to change it anyhow so lets not make it too final

because it may not be final. If I can help it, it may not be final. I don't know what role I can play but I am not sure I can support the plan as I saw it the other day. Maybe I will get a lot of support but I don't know what good that does in this day of government but we will see what we can do to do what is right for the people in Ward 8. The sooner, the better because the longer we put it off, the more rumors are being circulated.

Mr. Farren replied we commit to you that we will get it as soon as we possibly can and if it means we will just get the City's feedback first, then we will do it as quickly as we can.

Chairman Pariseau asked would you rattle John Silva's cage too so we can have a meeting at the same time.

Mr. Farren answered I talk to John Silva on a daily basis. He is working hard at reviewing our noise curves and that is what you are talking about, I think. He is the FAA environmental person. He is looking at a number of things that involve Manchester as well as the sound curves. He is pretty much involved with an airport south of us also.

There being no further business to come before the Committee, on motion of Alderman Rivard, duly seconded by Alderman Shea, it was voted to adjourn.

A True Record. Attest.

Clerk of Committee