

SPECIAL COMMITTEE ON AIRPORT ACTIVITIES

July 12, 2000

6:30 PM

Chairman Pariseau called the meeting to order.

The Clerk called the roll.

Present: Aldermen Pariseau, Pinard, Shea, Thibault

Absent: Alderman Vaillancourt

Messrs.: Kevin Dillon, Mr. Gelinas

Chairman Pariseau addressed item 3 of the agenda:

3. Residential Sound Insulation Program Update.

Mr. Dillon stated we wanted to give you a quick update as to where we're at. You might have read that we recently got a \$2.5 million grant to continue our Soundproofing Program and that was great news because we didn't get a grant last year and we weren't able to progress any of the homes. In total...if you go to the start of the program...we had 1, 279 homes were eligible for soundproofing...to-date we have completed 333, so we certainly have a long way to go, but we are committed to doing all of them. The \$2.5 million that we got will basically be used to do up front 30 homes that we already have designed. We designed them under the last grant that we had, so these folks have been waiting about a year-and-a-half now to progress into the program. The grant will also allow us to design another 40 and do the construction of those homes in this spring and then the remaining piece of the grant will be used to design another 40 that we will hold for when we get the next grant. I am hopeful, although I certainly can't commit that we will get another grant before the end of this federal fiscal year. I am pushing the FAA to try to receive some additional funding so that we can do even more. I'm optimistic, but I can't commit that we'll get it...but, we do have the \$2.5 million for the grant right now. As you recall, the contours were recently redone. In fact, we presented them to the community, I believe it was last September and these contours which you see reflected up here today...you have the red contours - the 75 decibel (DB) level, the blue contour - 70 decibel level, and the green contour is the 65 decibel level. These contours were put together based on what the projected activity at the Airport will be in 2003. So, it's taking into

consideration of the completion of the Stage III switch over and it also takes into consideration any future growth that we projected at the Airport up to 2003. What has happened and a lot of times I know you get concerns expressed by the community...at one time these contours were much larger and a lot more people were told that they were eligible, but because of the Stage III phase-out as well as our future plans to rotate the traffic onto Runway 6-24 as well as 17-35 the contours actually shrink. Again, it's a complex formula that's used to develop these contours...you can't just put a sound monitor out there at this location and say what the decibel level because the decibel level is developed or the contours are developed by a whole host of factors (dwell and persistence of noise, time of day the noise) and they're all assigned different values that are computed to come up with these contour levels. One thing I should point out, in terms of the contours the FAA signed off on these contours this past September. What we have done, is we have been negotiating with them since then to include additional homes that fall outside of these contours on the basis of...it's unrealistic of us to go into a neighborhood...do three houses on a street, so we've gotten the approval from the FAA to include a number of homes and actually fall outside the contour to make them eligible. However, in doing that we have agreed with the FAA that the homes that actually fall outside of the 65 decibel will be the last to be done under the program. So, that means our priority is for anything that's inside of the 65 decibel level. We have completed everything that was within the 70 to 75 level. So, the only homes that are still out there are the ones that are within the 65 decibel or outside, the ones that we made eligible because they are contiguous. There's a color coded legend. This purple color are the ones that are actually done already. They make up the 333 that have been completed. The yellow homes that you see and they are in a lot of different locations, off of different runway ends are the homes that are in the next group of 30, the ones that have already been designed. The ones that are red are homes that are within the 65 decibel and are eligible...the ones that are green are outside the 65 decibel and are eligible, but will be the ones that are last under the program.

Alderman Thibault asked does that address all of the local questions.

Mr. Dillon replied there are a couple of things that I wanted to talk about some of the issues that some of the folks have out there. I just want to explain how we're planning to use the \$2.5, if I could do that first. As I said, if you looked at this the yellow dots are the next houses to be done. They will start construction, hopefully, within the next month. Where we're focusing now for the design work are what we consider the next highest noise impact homes that haven't been done. We're also taking into consideration their relationship to the runway ends that are used the most. What I mean by that is...we have a contour out here that says 65 decibels, just like this contour says 65 DB, but in reality it's my opinion that these

people are more noise impacted than these people because this runway is used more often. So, what we're focusing on are the runway ends north and south of Runway 35 which would basically (I guess most of this is Wards 8 & 9), but to tell you the streets that fall into those areas would be Mystic Street and that area would fall into here and certainly there are some down in Londonderry that become eligible off the end of Runway 17 and as a lesser priority although qualified would be the homes off the end of Runway 24 (east/west); that is how we're looking at it. We are pretty much prepared to go forward and notify the next 40 people that we will begin the design work on their homes with the actual construction to start in the spring and be completed in the spring. We will then also notify another 40...

Chairman Pariseau asked are you saying that the next 40 would be those in the vicinity of Mystic.

Mr. Dillon replied I hesitate to say and why I want to be a little bit cryptic about this is so that I can spend some time and show some actual drawings here, but you need to keep in mind when you say Mystic...Mystic falls inside and outside of the 65 DB, so while there are homes that are eligible on Mystic there are some that are not, there are others that are eligible but they will be done at the end because they're outside the 65 DB and then there are others that are going to be done right away. It's like saying this street is eligible without understanding exactly where on the street you fall. But, these are the areas that we're focusing in. As you can see, this is all within Londonderry here, there are very few homes in Londonderry that actually qualify. Most of this area is industrial area, but there are some homes that are still left within there. What we're anticipating, right now, is as I said 30 are already done and I believe three of them are in Londonderry, the rest are in Manchester of the 30 that are going next month. The next package is a little bit larger...we put together a package of 43 homes...out of the 43 five are in Londonderry and the rest are in Manchester. Again, they're all disbursed between these runway ends. What we'll do then...we'll also notify another 40 above that 43 that will predominantly be located in this area and be told that we'll do the design work on their home. If I get the additional grant then I can do the construction as well. The design work with actually start next month.

Chairman Pariseau stated I don't know if it was while I was a member of this Board of Aldermen or if it was when I was on the Planning Board, but there was some discussion relative to new construction that these contractors would be advised to soundproof their homes.

Mr. Dillon stated any home...

Chairman Pariseau stated apparently that's not being done. Are you privy to any of that.

Mr. Dillon replied any home that was constructed after October 21, 1993 is not eligible.

Chairman Pariseau stated we have a new home on Mystic that was maybe completed six or seven months ago and it hadn't been soundproofed during construction.

Mr. Dillon stated the unfortunate plot and one of the things that the Airport is going to be working towards is to submit a proposal that there be a geographic area developed and probably work in conjunction with the contours where it becomes mandatory for any building...it is not. It is a proposal that's out there and I think...

Alderman Thibault asked why wouldn't the Planning Board be aware of that and approve building permits based on that.

Chairman Pariseau stated that's been discussed, Hank.

Alderman Pinard asked why can't there be a follow-up now.

Mr. Dillon stated it's certainly a concern to me that I'd much rather...folks that are falling right outside the contour...if homes are being built right outside those areas or inside of those areas you'd like to think that it's going to be picked up because right now under the Federal guidelines we do not have the ability to do those homes.

Alderman Thibault asked wouldn't it be right for us as a Committee to send to Planning Board to make any developer of that area aware of "there's a problem here and if you do build here you'll have to do this."

Mr. Dillon interjected there is something that I believe is making it's way through the Planning Department, Bob MacKenzie's office...

Chairman Pariseau stated I haven't been on the Planning Board in four years and this was discussed then.

Mr. Dillon stated I'm not speaking to the timing of this, I'm talking about something that I'm aware of now that in some proposed zoning changes and I think he's going to take forward to the full Board there is something that deals with requirements within these contours although as it's been explained to me I'm going to recommend some added suggestions. I believe what's being proposed is that within these different levels of contours the requirements for soundproofing be stricter depending on how close you are to the Airport. I would much rather see that a geographic area be mapped out at all points to this contour within a half-a-mile...homes that are built have to be soundproofed period. But, that will take a long discussion, I think.

Chairman Pariseau stated in anticipation of the new construction on South Mammoth Road, the 135 homes, the 11 homes on Karin Street...I think they should be automatically soundproofed.

Mr. Dillon stated there is no regulation to do that right now, not that I'm aware of.

Alderman Pinard stated I think if you read the proposed zoning changes, maybe you should step into that because that's going to be coming up to the Board very, very shortly. I don't know if you as Chairman of the Committee or you as Director of the Airport to hit base with MacKenzie tomorrow and tell him about the discussion we had here tonight.

Alderman Thibault stated I think if we as a Committee send a directive to Bob MacKenzie that anything that's built in that area needs to look at all of the stringent matters that may be happening.

Alderman Pinard asked would that have to go to the Building Department also.

Chairman Pariseau replied yes, but you have to start at Planning.

Alderman Thibault moved to direct the Planning Department to work with the Airport to work out a criteria as to what geographic areas soundproof issues should be raised. Alderman Shea duly seconded the motion. There being none opposed, the motion carried.

Mr. Dillon stated I'll show you the Manchester plan. These are the yellow ones that are being done right away...some on Kenberma, one on Pepperidge Drive, a couple of Seawall, a couple up on Titus. Mr. Gelinas is part of package 10 which will be the next package that will be designed within the next week or two, next month they'll be contacted to design his home. Does anybody want to ask me about any specific addresses. Like 19 Ruggles...that's in Group 2, will be designed next month and constructed in the spring -- 295 Mystic, that will be designed next month and included in the spring and 333 Mystic Street will be designed next month and done in the spring.

Chairman Pariseau addressed items 4 & 5 of the agenda:

4. & 5. Project & Airport Activity Update

Mr. Dillon stated I've already explained quite a bit about what's going on at the Airport about the different projects. Unless you have a specific question the only one I really wanted to focus on tonight is the Airport entrance road. Again, I've talked to you about this in the past...it's a three-phase approach. The yellow phase is what we will do first. Just to orient you this is the existing entrance to the Airport here, the entrance comes down and goes through the St. Francis property. We will probably start demolition of the St. Frances property toward the later part of September. We have worked very closely with them on this. There is an issue on the property with the day care center as well as the rectory and have been able to work out an alternate plan and let the rectory and the day care center stay until the end of December and we'll work around them while they can work out their space requirements.

Chairman Pariseau stated make sure they pay rent.

Mr. Dillon stated the Diocese is a tough negotiator. We reached a nice agreement with them to accommodate them, we can commence with the program. In fact, tonight after this meeting I'll be going to the Londonderry Planning Board to hopefully get our last approvals as it relates to the roadway work and site plan related to the Executive Health and the Highlander. Now, the Highlander has been very easy to accommodate in this, but Executive Health quite frankly has been very difficult. The Executive Health...what's at stake there is some reconfiguration of his parking lots and there's a lot of history involved with this. The parking lots are actually Airport property that are leased to the Highlander and he subleases them to the Executive Health. Now, because of all of these different legal issues that are associated with the subleases it's been very difficult to try to get them both on the same page and come to these agreements. We have worked

out a charge with him. It is going to require the Airport to reconfigure all of the parking in those lots, redo almost every square inch of the parking there, but we think we've finally got it squared away. But, we'll know tonight whether we get the approval from the Londonderry Planning Board. What's really been involved with him, quite frankly, is he has tried to use the project and leverage us to actually transfer property over to them and I've repeatedly told the Executive Health that the Airport cannot sell Airport property to a private entity. But, I think that's what's behind what's it's made it very difficult to get this done because he continues to push for ownership of those lots.

Alderman Thibault asked is it the one immediately above the main parking lot where the street divides, is that the one.

Mr. Dillon replied actually all of them are impacted. If you were to look at it today this parking is there in what's called an overflow lot here. The roadway goes right through the overflow lot. This lot here is under a 46-year lease to the Highlander that he has subleased to the Executive Health. The overflow lot is on a year-to-year lease and we have notified him that no matter happened we were exercising our right to cancel that lease this October. We need that area to put the road. In terms of keeping him in business, we have agreed to reconfigure these lots for him. It's more of a moral obligation than a legal obligation...that's something that has been very difficult to get him to understand.

Alderman Shea asked who are you dealing with.

Mr. Dillon replied Michael Benton. To make a long story short we have gone through a whole lot of effort with him. I think we do have it at a point where he will agree to this and tonight will be at the Londonderry Planning Board trying to explain all of this. What you will see if we get the approval tonight is that we need to start setting up a temporary entrance road onto the Airport so that we can get into this area and do the work. So, what will happen is that folks will still come into the Airport as they do now, but once they get to this point we will be putting them onto a temporary road that runs around the end of the runway and we'll be staging the entrance onto this road at various points as we progress. It's going to be quite complex work that we're undergoing because, for example, this new taxiway will actually crossover...we have to excavate down as far as 30 feet, so there's an awful lot of work that is going to go on...it's right at the entrance to the Airport and we'll be going with a public campaign to advise people of what's happening and we're going to stay on top of this to make sure it doesn't cause a problem down out on Brown Avenue, but it's going to be an awful lot of work.

Alderman Thibault asked are far into the 46-year lease are we into.

Mr. Dillon replied we probably have about 35 years left. I think that at the time that these leases were let it made sense, but it is our philosophy now that we do not give anything more than month-to-month or year-to-year leases unless there is some kind of reason to do that. So, we're going to be pushing that. There are an awful lot of leases off of North Perimeter Road down near Willow Street and have the same kind of situations and trying to renegotiate as many as we can. As you know the State access road...I just wanted to notify you that there is going to be some substantial work occurring within the next month on this project. One other thing that I don't think you're fully aware of as it relates to this because we haven't fully worked it out is...but in order to redo a lot of this intersection, we have time before we progress into this phase...you won't see anything start until the earliest next spring. But, there are some homes here that have elected to remain that we are not going to purchase that we are going to have to work out access from this area back here...probably up to Midland Street to get out onto Brown Avenue. Today, Caroline Street and Alliance Street...they all come out onto Brown Avenue, but because of some of this grade differential the grade would be too steep for them to get up onto Brown Avenue...what we're going to do is work out a road which would basically be constructed to serve three residences that will tie them into Midland Street. Again, it also helps quite a bit in terms of minimizing the number of intersections going onto Brown Avenue, but we certainly need to work with those residents to make sure they're satisfied.

Chairman Pariseau inquired as to drainage.

Mr. Dillon stated there is going to be a lot of drainage changes here. We're working right now with the State DES to install a drainage pond which right now looks like it would be located on the St. Francis property. We didn't want to do it on the other side of Brown Avenue but because of this road we're talking about I don't think we're going to be able to fit it in. So, we're probably going to have to use most of St. Francis property which will basically be a pond created, like a fire pond if you will which treats the water before it goes out into the river.

Chairman Pariseau asked are there any other questions as Mr. Dillon has another meeting to go to.

Mr. Dillon in reference to passenger activity stated year-to-date we're 16% over the same period last year...cargo activity - we're up 20% over the same period last year and I'm talking from January to the end of June. In terms of new service...US Airways has upgraded just about all of their equipment. They've taken their DC 9's and switched to DC 19's which are a nice enhancement to the community because they're much quieter. As you know ASA has been so successful that they're taking it out and replacing it with full-size Delta jets which will start on September 1st. Northwest has added an additional flight to Detroit, ComAir has added four flights to New York, and we have a new WebSite if you're interested...anybody who wants to keep track of what the Airport's doing (www.flymanchester.com). We received a bond rating upgrade, we issued bonds about three months ago (\$55 million worth) and the Airport was rated a triple B+, we moved from an A- which is greater news for our borrowing costs and ensures that there is a lot of confidence in the financial management of the Airport.

Alderman Thibault asked is there anything new with respect to the Canadian airlines that might be coming in.

Mr. Dillon replied there will be an announcement hopefully next Tuesday. In terms of community issues - we've been getting some good feedback from the community, but we've also been getting some negative. But, I'm pleased to report in earlier noise complaints were at 441 and last year that number was reduced to 215 and this year with half the year gone we've only received 62 noise complaints. I think it is somewhat of a sign that the transition has worked to a degree and I'd like to think that it is also a reflection of our efforts to outreach to the community and get them to understand what we're doing.

Chairman Pariseau asked over the last month to six weeks do the planes seem to be as loud as they were before.

Mr. Dillon replied what happens and I've seen this at other airports...it's not that things are changing...what happens is we go into a different runway configuration when the weather gets warmer because the winds are now out of the southwest. So, what you're seeing is a switch in terms of a portion of use on particular runway ends, so at this time of the year you get a higher proportion of departures over Runway 17 which would be impacting the north of the Airport a little bit more. But, it's not any different from last year, it's just what happens and I will never try to speak for the residents, but what I think happens is people get used to it and then they have kind of a hiatus from that level of activity for close to a seven to eight month period and then it reactivates again and I think people think things are changing. But, I think what people will experience probably within another month-and-a-half to two months you'll see that start to drop down again and it will

stay that way...not that people aren't going to experience noise in this area but it's not going to be to the same degree. The other thing, believe it or not and I know it sounds like a simple thing, but a lot of people really don't focus on it is that noise is always louder in the summer because your windows are open and frequently I hear that "oh, things must have changed". Well, it's because people are leaving their windows open.

Chairman Pariseau acknowledged Mr. Gelinas who stated we want to thank you for working to get this achieved, it's been a long time. You've done a good job and so have you, Mr. Dillon. I knew this was coming, I knew for a year that it would come but we didn't want to bother you people.

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

A True Record. Attest.

Clerk of Committee