

SPECIAL COMMITTEE ON AIRPORT ACTIVITIES

November 29, 2000

5:30 PM

Chairman Pariseau called the meeting to order.

The Clerk called the roll.

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

Messrs: K. Dillon, T. Clougherty, P. Duffy

Chairman Pariseau addressed Item 3 of the agenda:

Communication from Alderman Vaillancourt advising that the Highland Goffs-Fall School noise-proofing has created extreme temperature problems in the facility.

Chairman Pariseau stated I know that we had a presentation by Kevin Dillon last evening. I don't know if you want to expand on that this evening.

Alderman Vaillancourt replied yes I would because frankly I am more confused than ever the more I hear about this. I believe we have a representative from the Highway Department or Public Works here to talk about what they have done with this. I did submit another letter to the Board since the one that was on the agenda and attached here and you got it last week. It included the packet of 20 letters that I have received from constituents in the Ward 8 area. Some of them might have been outside of Ward 8, but basically people who send their children to Highland Goffs Falls School. We heard that this was a problem that had only come to the surface in the last six months and I guess that just goes to show that if you have a problem you have to bring it to the surface earlier because I think this problem has been going on for more than six months. You know what they say? The squeaky wheel gets the grease and I am glad that some people have decided to bring the squeaky wheel to our attention. I did also write a letter to Congressman Sununu's office. I am not sure if that is the direction we want to go at this point, but I think we will need some background as to where we do stand exactly right now with this problem and also I did include the letter that I received about what they are doing at Midway Airport in Chicago with the sound insulation program and funding available there. Maybe Kevin can address that.

Mr. Dillon stated a couple of points on the system, I think, need to be made. First and foremost, you should understand that the system was installed in 1993 as part of the soundproofing program of the Airport. It was one of the earlier soundproofing initiatives that the Airport undertook. It was brought to my attention that there were some

complaints made about the system I believe earlier this year around the January/February timeframe. Prior to that, the Airport had not been notified of any problems with the system or potential problems with the system. I was recently presented about two or three weeks ago with a package of 20 complaints that were generated over the past few months. In one of those complaints it did reference a potential problem that one of the parents thought might have existed back in 1998, but I think the point I would like to make is that again the system was installed in 1993 meaning that the system ran problem free for at least five years. Again, the complaint about 1998 was just only recently received. That would lead me to believe that the problem with the system is one of two things. Either the operation of the system or the maintenance of the system. In terms of the operation of the system, we have had inspections of the system done by Wylie Labs, that is the laboratory that works for the Airport in terms of soundproofing matters. We have also had inspections done by the Building Department and as the Alderman pointed out there is a representative of the Building Department here tonight if you have any questions about that. What those preliminary inspections showed was that there were some problems in terms of the operation of the system. There have been some repairs made. There are some additional repairs that are being made right now. They also did find out, however, that a number of the fans were in the off position. There is switch capability inside the school so obviously they had been turned off by school employees or people who were in the school as well as they found a number of locations where vents were blocked by posters that were hung in different classrooms and desks that are put in front of different vents as well. The feeling of the Highway Department, as well as the Airport is once the maintenance on the system is completed and some of these problems with blocking vents are taken care of through the School Department and we have had conversations with the School Department, the system will be operating correctly. However, to insure that, the Airport has decided to go out and hire an independent engineering firm, Conway Engineering of Brookline, NH, that will come in and do a complete independent analysis to insure that the system is operating properly today and to also check the original design to make sure that the design for the building was appropriate. One of the things that I need to point out is that the design for that building was for 25 students and a teacher per classroom. We are making the assumption at this point, although we need to verify that with the School Department, that that is in fact the population in those classrooms because if there are a higher number of students then that design would not be adequate. In terms of the other point that the Alderman has asked me to address, he forwarded a copy of a PR announcement on the part of Chicago Midway Airport in terms of their soundproofing program and I think the point that the Alderman was trying to make was that the Chicago Midway system included air conditioning. There are very specific guidelines under the Federal Soundproofing Program and that is the program that Manchester Airport operates under that we need to meet. We have to meet certain ventilation standards that are outlined by the FAA and if we do meet them with standard ventilation systems, that is all that the program will cover. I think it is important to point out that the Chicago Midway system that is referenced is done solely with Chicago Midway dollars. That is not how the Manchester Airport Program works. Our program is solely funded by Federal dollars.

Alderman Vaillancourt stated I would like to make sure that we do get a follow-up on this when the engineering firm completes its analysis and also from the Highway Department to make sure that corrective measures have been taken as far as fans being in the right position and not being blocked so we will know about this and if I receive more complaints from parents in the neighborhood I will be able to refer them to documentation and send it out to them. I would like to be updated on a regular basis as to whatever goes on there.

Alderman Thibault asked, Kevin, is this something that you were aware of before this came up recently.

Mr. Dillon answered the Airport was only made aware of this very recently by communication through the Highway Department. At this point, the School Department has not indicated that they believe there is a problem that exists at this point. I think they are still going through a different investigation. As I researched the problem, I did find correspondence that was generated by the Health Department. Back in February they did a health air sampling analysis on two classrooms. I think it was classroom 219 and 220 that did not indicate any air problems. It is important to point out to, in terms of understanding this issue, that this system is a ventilation system. It is not a cooling system.

Alderman Thibault stated in other words since you have gotten this information you have looked into it and you are trying to take care of it and I think it would behoove Alderman Vaillancourt to stay in touch with you and see how that goes rather than have the whole committee be involved in this. It is something that I think you people have to decide how to take care of it best. I don't blame Alderman Vaillancourt. I agree with him 100%, but as long as it is something that you know about and are taking care of, that is all I care about.

Alderman Vaillancourt stated well it is certainly not a Ward 8 exclusive problem. I guess you don't have students from the west side there, but I am sure that Alderman Pinard, Shea and Pariseau would have students that go to that school.

Chairman Pariseau stated having students from my ward who attend Highland Goffs Falls, I would be very interested in finding out. If anyone is here from the Highway Department, I would like to hear from them.

Mr. Clougherty stated I am Facilities Engineer for the Highway Department. As far as what Mr. Dillon has said, there is not a lot that I can add to it if anything. He summarized the situation very well and I think entirely. We are going to continue to monitor the situation. I have asked Mr. Dillon's staff to keep me informed of when his independent engineering firm will be out there so that we can touch base and look at any deficiencies that he may find if there are any and make sure that we are looking at the system in the same light.

Chairman Pariseau stated I just wonder why the School Department hasn't complained. why do we have to wait to hear something from a parent when apparently it has been ongoing since last March or whenever. I just don't understand that.

Alderman Vaillancourt replied I can address that. When my constituent, and he is in the audience tonight, first addressed me I did express to him and he can vouch for this the need for me not to get overly involved in this since I didn't want to tread on School Board matters. I did call School Board Member Sandra Paradis from Ward 8 and she affirmed that there have been problems here in the past. In fact, I believe she herself at the school a couple of years back I think she said for a Science Fair actually felt ill herself from being there so this is a problem that the school is aware of. I believe principals have been aware of it and I did hesitate to get involved myself, but it did cross the line where it was somewhat of an Aldermanic as well as a School Board matter and that is why I decided to move forward with it.

Alderman Pinard asked how long has this been dragging. You say you have someone from your ward here. Did you have any complaints before this happened or was this something that happened two or three years ago?

Mr. Dillon answered again the Airport first learned about this problem probably about one or two months ago. We got a communication from Alderman Vaillancourt and I also got some inquiries from the Building Department about the design of the system. Prior to that point, there had not been any communication with the Airport. I can't speak for the Health Department or any other City department.

Alderman Shea stated Joe Fasaze was the principal at Highland Goffs Falls and unfortunately he had a tragic situation develop and Angelo Pantelli replaced him for part of the school year and then another principal has taken over. So, you had sort of musical chairs down there for the last few years and I am not making any justification but I am saying there probably has been a situation going on there where complaints were given but not followed-up on because of the changes.

Alderman Vaillancourt replied I do recall, Mr. Chairman, that my constituent told me that the situation had been so bad, not this year but even in past years, that the principal had asked students and Sandra Paradis, the School Board member also told me this, had asked students to bring fans to the school. This is how bad the situation was.

Alderman Thibault stated I never heard that.

Alderman Vaillancourt responded again if you don't hear it you can't do anything about it. When I hear something, I decide to act upon it.

On motion of Alderman Thibault, duly seconded by Alderman Vaillancourt, it was voted to receive and file this item.

Chairman Pariseau addressed Item 4 of the agenda:

Communication from Carol and Wendell K. Palmer, Jr. expressing their concerns relative to their home not being included in the Airport expansion soundproofing program.

Chairman Pariseau stated after reading the newspaper today with the Airport expansion, can we expect this 285 Titus Avenue to be included in the soundproofing.

Mr. Dillon replied I spoke to Ms. Palmer today. Principally to let her know that the meeting was occurring tonight and to urge her attendance. I am not too sure she was able to make it though. The home in question is already eligible for soundproofing. The caveat though on this particular home is this is one of the homes that the Airport lobbied with the FAA to include in the program even though it is located outside the contour. The FAA agreed to allow us to include some of these homes outside the contour so long as we agreed that they would be done last. The theory behind that is that the homes located within the contour are more noise impacted than those outside. Why we have gone ahead and asked this of the FAA is because some of these homes are on the same street and contiguous to homes that fall within the contour that is being soundproofed so they are eligible, but under the current agreement with the FAA they would not be done until all of the other ones are done. It is anticipated that we would not, at the earliest, be to this home for at least three to four years. If I could just step over to the map here I can point out where that home is. The home is located on Titus Avenue. This is Titus Avenue here. Here is the contour line that ends the eligibility. The home that is in question is located right here so you can see it is highlighted in green. All of these ones in green fall outside the contour. We have lobbied with the FAA and they have agreed to let us make them eligible, but again that will not be done until all of the ones within the contour are completed.

Chairman Pariseau stated you might think that if you were doing four of those homes in August that the FAA would have probably used a little common sense and said well since they are there with all of the equipment they should get that house done.

Mr. Dillon replied well the Airport would certainly rather do them for efficiency sake, but I do believe there is a question of fairness. Theoretically these contours are designed to make a differentiation between levels of noise impact. Theoretically what you would be doing then if you did those is you are doing less noise impacted homes before more noise impacted homes. Again, we will be sitting with the FAA. What I would like to do is get the FAA to just give us more money so that we can do a lot more of this all at once. We are going to be discussing the issue with the FAA, but I do very much understand the point of why they asked us to do that.

Chairman Pariseau responded I think that is becoming an issue, especially with the recent information of the Airport expansion that we in south Manchester have been really negatively impacted by the Airport and it seems that we are the last to be taken care of. I

hope that with the anticipated expansion...I know that we can't stop the Airport from expanding but I think that the people in south Manchester should be given a little more priority as far as soundproofing and other concerns that they have. I don't know where the projected soundproofing is going with the announced expansion but I don't think that residents of south Manchester or southeast Manchester should have to wait until 2012 or 2015 before they get the soundproofing with the additional aircraft that is proposed to come in. I wish that the FAA and the Airport Authority or somebody would get together and prioritize the residents of south Manchester in Wards 8 and 9 in particular either to acquire the property or hire more contractors to get the soundproofing done as soon as possible.

Mr. Dillon replied absolutely. I agree with you 100%. The Federal Aviation Administration just recently announced that they are looking to prepare a consolidated noise policy on a national basis. The Airport has commented on that noise policy. We have asked the FAA to provide far more funding than they currently offer for noise abatement. We have also asked them to give consideration to expand the eligibility from the 65 DNL out to the 60 DNL. In Manchester alone, that would make an existing 2,000 additional homes eligible for soundproofing. What I have also asked for at a recent zoning hearing is that the City also acknowledge through zoning that these are noise impacted areas and that new construction in these areas would be built with sound attenuation right in them. There is an additional cost that will raise the price of construction but when it is new construction, that cost is estimated to be around \$10,000 versus the \$25,000 to \$35,000 that the Airport needs to spend to retrofit. I agree with you. I think the Airport has been very, very successful in terms of soundproofing money. This year we doubled our normal allotment and that was through the efforts of the Congressional delegation as well as the lobbying efforts of the Airport. Normally, we would get \$2.5 million, which allows us to do 80 homes a year. This year we got \$5 million, which is allowing us to do 160 homes.

Chairman Pariseau asked just for the record and I know that we had discussed the newer construction situation some time ago but I remember that was talked about when I sat on the Planning Board back 10 or 11 years ago and apparently nothing has been done. Now with your proposed zoning that may come to fruition but I want to emphasize that those homes built after 1993 are not eligible for soundproofing through this process.

Mr. Dillon answered as it currently stands, I have stated that if we are successful in getting the FAA to increase the contour from 65 to 60 that the Airport would go back and revisit the policy and at that date whenever that was enacted that we may make all homes from 60 right up to the Airport's edge eligible up to that point.

Chairman Pariseau asked even those built after 1993.

Mr. Dillon answered that is correct.

Chairman Pariseau asked so why do you want to impose a soundproofing zoning area then if the contractors can get away with not having to soundproof the homes because you are going to come back and do them.

Mr. Dillon answered it would be the homes that were done after 1993 up to the date that the zoning ordinance was enacted because we don't want to leave a bunch of homes in a void there. It would be unfair to those homeowners.

Alderman Vaillancourt stated you talked about the homes in south Manchester being affected. Isn't it only the homes in south Manchester that are affected by this.

Mr. Dillon replied we have homes in Londonderry that are also soundproofing eligible, however, the vast majority are in south Manchester. I think there are only about 30 homes in Londonderry that qualify. The rest of them are in south Manchester.

Alderman Vaillancourt asked and in Ward 8 and 9 primarily.

Mr. Dillon answered correct.

Chairman Pariseau stated but with the expansion of the Airport, I think that you are going to see problems well not necessarily problems but you are going to see noise concerns in Ward 6 especially in the Green Acres Drive and Island Pond Road area.

Mr. Dillon replied the only thing I would point out in that regard is the noise contours that we are working off of today for eligibility are designed to reflect what we believe the activity level will be in 2003. So, there are actually more homes eligible today than really based on today's activity this reflects where we believe the Airport will be with a certain amount of additional expansion and runway configuration changes that are expected to occur over the next year. It has already incorporated that in. When we get to 2003, if in fact the projection that we based these contours on are now too low for the actual activity, we will review these contours and then you may see an expansion but it is not necessarily clear today.

Chairman Pariseau asked should I apply for soundproofing tomorrow.

Alderman Thibault answered you can apply but whether you are going to get it or not is another thing.

Alderman Shea asked for my own information have you established definitive boundaries for the soundproofing or is it generic.

Mr. Dillon answered because you can see the odd configuration of the contours, it is very difficult to describe this from a geographic standpoint. We have actual addresses that are eligible so I would urge anyone who feels that they fall within these impacted zones to contact our contractor, Wylie Labs, or contact my office and we can actually look up their address and tell them if they are eligible. That is the most accurate way to do it.

Alderman Shea asked for discussion, are you going to go north of South Willow Street into Ward 7 or is it just strictly Wards 8 and 9.

Mr. Dillon answered it is pretty much into Wards 8 and 9. These are the total noise contours. You can see Runway 1735 and how they extend down into Londonderry. Here is Alderman Vaillancourt's area. Down here is Brown Avenue. You can see that they do go out and I believe this is Interstate 293 so it is actually on the other side of that. That is pretty much the parameters. Again, I always hesitate to give out streets because half of the streets fall in and half fall out.

Alderman Shea replied I am just asking is 293 somewhat of a dividing area around Brown Avenue.

Mr. Dillon responded I wouldn't define the boundary that way. If you would like to call, we could tell you exactly what streets are involved.

Alderman Thibault stated Kevin I think you just alluded to it, but with the expansion of the Airport do you expect that this boundary of noise level if you will will expand to some extent. As I was telling you before, at 4:30 AM or 4:45 AM I get woken up every day by a plane going overhead. I don't know who it is but it comes right over my house. I live with it but I am wondering and I read something in the paper today where there was something on the west part of Manchester that might be influenced with this or looked at. Are we talking about soundproofing at that point or what are we talking about?

Mr. Dillon replied there is the potential that these noise contours could increase, however, it is a very difficult thing to project at this point. As I said, you are looking at 2003 activity. What we are expecting to happen at the Airport though, quite frankly, is the percentage growth in operations while I would never say that we are not going to increase flights, will be nowhere near the rate of growth that you have seen over the past few years simply because with the runway extensions that we are doing the airlines can make greater use of larger size aircraft, aircraft that already serve the Airport but do so inefficiently. For example, if we can get greater use of 757 aircraft, those can carry 150 passengers and we can eliminate three regional jets that each carry 50. So what we have done is taken three noise events and reduced it to one. Again, I don't want to be misleading. There will be increases in flight activity at the Airport, but it will not be to the proportion that you see and how it impacts these contours again they will not grow to the extent that you have seen them grow in the past. I think the thing that you are referring to in terms of the west side is today our main runway is runway 1735. It is 7,000 feet long. Our cross wind runway is runway 624. Runway 624 generally runs to the east and west. 1735 to the north and south. Simply because of those runway lengths,

the vast majority of the traffic is handled on runway 1735 so the communities to the north and south of the Airport are more disproportionately impacted simply because we can't make good use of the crosswind runway. We are expanding that runway out to 7,000 feet, the crosswind runway. When we do that we can now start to rotate the use of the runways, wind and weather permitted, which will now put more of the share of the traffic to the east and west and give some relief to the communities to the north and south.

Alderman Thibault stated that is what I am worried about. When this happens and I see the new runway being expanded and so on that I think at that point we may be affected a lot more than we are today.

Mr. Dillon replied there is no doubt that there will be an increase in the traffic to the east and west of the Airport simply because we now have runway length that we can use more often, but again we do believe that in fairness we need to more equitably distribute that traffic because the communities to the north and south today are taking the brunt of the impact.

Alderman Thibault asked if that becomes a problem five or ten years will the FAA look at that and decide that if there are some noise problems in these areas that they might look at that. I would hate to see us locked out of something if, in fact, there is a problem.

Mr. Dillon answered approach and departure paths to runways are pretty well set as you get in near the Airport. Aircraft line up on different markers and then they come in directly to the center line of the runway. However, what is a possibility in the future is that all of the traffic in and out of the Manchester Airport is routed to the west so even though you may take off to the north, at some point your aircraft is pointed to the west. Simply, the FAA does that to avoid over flights that are occurring to the east that are heading to Logan. At some point, we may ask the FAA to take a look at air traffic patterns in and around the Airport, but that relief will be more to outlying communities in the outer parts of Manchester.

Alderman Thibault asked like Goffstown, Bedford and those areas.

Mr. Dillon answered that is correct. Again, I don't want to misstate but we are not too sure that that could ever be achieved anyway because of potential interference with Logan Airport traffic out to the east.

Alderman Vaillancourt asked this particular home, Titus Avenue, that is off of South Beech Street. Is it on the east side of South Beech?

Mr. Dillon answered yes it is.

Alderman Vaillancourt stated I was up there a lot this summer doing some walking and it really is bad up there. It is worse than in my area that is close to the Airport.

Alderman Pinard asked at one of the meetings did you mention that the aircraft had a certain date for noise control or something.

Mr. Dillon answered effective last December 31 all aircraft operating need to be Stage 3 aircraft. There are what was in the past certain Stage 2 aircraft still operating but they had to be hush kited so they are meeting a decibel standard to qualify for Stage 3 aircraft. That occurred last December 31. In fact, the FAA through some of the lobbying organizations that represent airports, are no considering trying to impose Stage 4 standards.

Alderman Pinard stated you do have an aircraft around 7 AM that is very loud and I know there is also one around 4 AM that is pretty loud.

Mr. Dillon replied the loudest type aircraft that we have operating today is a hush kited 727 and we constantly work with those airlines to try to convince them to switch out those aircraft but I have to stress that they do qualify as Stage 3 aircraft.

On motion of Alderman Shea, duly seconded by Alderman Pinard, it was voted to receive and file this item.

Chairman addressed Item 5 of the agenda:

Discussion regarding Airport Capital Construction Program.

Chairman Pariseau stated we are all aware of that so we don't want to waste Mr. Dillon's time.

Alderman Shea asked, Kevin, the Manchester Regional Industrial Foundation is going to, according to our understanding, purchase six homes or thereabouts. I still can't get it straight. They are going to purchase homes at a price that the owners of these particular homes will agree to. They in turn are going to then sell these homes to anyway willing to purchase them. Now just using this, if I am a person that is involved with a company and I pay \$100,000 for a home and then I sell it to someone for \$50,000, there is a difference of \$50,000. Could you explain what is going to happen? Who heads this foundation?

Mr. Dillon answered the Manchester Regional Industrial Foundation is an organization that was created back in the 1960's to promote industrial development in and around the Airport. It is a private foundation. It is not controlled by the Airport. The officers of the foundation, the Chairman is Pat Duffy and the officers of the Foundation include members of the Manchester Airport Authority, as well as some additional members. How this program is going to work is the Manchester Regional Industrial Foundation, I believe, feels that their mission has been accomplished in terms of the development of the Airport and industry around the Airport, but they still have some assets remaining and they have agreed to expend those assets by making the purchases of these homes on Brown Avenue. Now there are 16 homes on Brown Avenue that the Airport cannot purchase on its own. The Airport is purchasing 19 on its own that the FAA has said it

can. These 16 are not eligible according to the FAA. How this program will work is on a first come, first serve basis, people in those 16 homes have been asked if they are interested in selling. So far, six homeowners have indicated that they are. MRIF believes they have sufficient assets to purchase those six homes. How an offer is being made to purchase the homes is they are doing a real estate appraisal and folks will be offered market value. Because of the housing market that exists in Manchester, and because of our experience in our own home acquisition program at the Airport, we are very confident that those homes will be purchased at almost the same purchase price that MRIF will make. I am sure there will be some moderate discounting of the homes, but I would be extremely surprised to see if that discounting was more than 5%. What will happen is the funds that are realized from the sale of those homes of the first six will then be used to offer to the remaining ten and the money will keep rolling over until all 16 have been offered the opportunity to sell their homes. In terms of what that does for the Airport or the City, it certainly doesn't eliminate the homes on Brown Avenue. It was my intent to try and eliminate the homes from the standpoint that we didn't want the driveways entering into the Airport or into Brown Avenue. What the Airport will realize even though those homes are still staying there and there will be people living in them is MRIF will obtain aviation easements and will obtain statements right into the deed of the sale that states that these folks know that they are buying a home next to a growing airport.

Alderman Shea asked are those the homes on the east side of Brown Avenue.

Mr. Dillon answered it is a combination. There are 10 that are on the east side between Goffs Falls Road and the Airport entrance and there are 6 on the west side between Goffs Falls Road and the commercial district.

Alderman Vaillancourt stated I would like to make a comment on this and end with a question as well. The people who spoke at the zoning hearing the other night were among those 16 people. I assume that you have been in touch with those people.

Mr. Dillon replied correct. We have.

Alderman Vaillancourt asked so their request for this being rezoned industrial use would not have standing after they have moved on. It probably would no longer be their problem after they are gone. That is more of a rhetorical question. I wanted to bring this up because I want to state unequivocally and I mentioned it last night at the CIP hearing that I will oppose the rezoning of this area for industrial use. We have 16 individuals who I think you are doing a wonderful job and I think this program is a very good one and the new people who come in will be aware of this problem so they won't be able to come in and complain about the problem. They will have bought caveat emptor knowing the situation. They will know that it is going to be a problem for them to get out of their driveway and get into the traffic flow. We had a gentleman from Global Realty speak at the zoning hearing the other night and can you just imagine the problem we have with 16 homeowners know if they put a 200 or 300 room hotel there what that will do to traffic on Brown Avenue? I know you gave some indication at a meeting with residents in the

riverbank area that the Airport would take no position on the zoning there being changed but then you also alluded to the fact at the hearing the other night that the Airport would prefer that there not be residential there. I want to go on record as stating that I think it would be a disaster if Global Realty or somebody else manages to buy that small area of land and put a hotel in there. It would be a nightmare for people trying to get to the Airport. I can't see how the Airport would like that either.

Mr. Dillon responded maybe I can just quickly clarify a couple of points. There is no doubt and I have said it time and time again; I have said it to the community and I will say it again tonight. I feel it is inappropriate for the Airport to take a position on zoning in a residential community. That is a community issue. However, there is no doubt that if I had my druthers I would certainly prefer that the Airport neighbors be industrial or commercial neighbors. That does not mean that the Airport is taking a position on zoning. The folks that we are dealing with are homes that front Brown Avenue. There are probably close to 100 homeowners that will remain in that area even if these homes in Brown Avenue are ultimately taken and demolished. I have stated time and time again that I believe this is a community issue that the community itself needs to deal with and comes to grip with. What do they want that section of the town to be? In terms of...because I don't want to leave the wrong impression that the Airport is participating in terms of the widening of Brown Avenue, but that we are still leaving homes out there with driveway problems. One of the benefits that we feel we can achieve in terms of controlling the turnover of these homes that will remain is we will have the opportunity to consolidate driveways if, in fact, we progress into the resales to that magnitude that we can take, for example, three homes and make it into a common driveway that would feed off of Brown Avenue and start to reduce the number of driveways. As you know, during that community meeting I also indicated to the residents that with their concurrence the Airport would layout a plan with the Highway Department that would take a number of cross streets and eliminate their entrance onto Brown Avenue and consolidate streets into a signalized intersection on Brown Avenue. I think there is an awful lot that we can do with homes remaining in the area, minimize the number of driveways, minimize the number of streets and improve traffic flow. As far as the Airport is concerned, on the hotel development the Airport has never taken a position that we encourage hotel development on Brown Avenue. However, there is certainly a need for hotel rooms in the City of Manchester. There is certainly a need for hotels in relation to the Airport operation and we do believe at some point that there needs to be some hotel development affiliated with the Airport.

Alderman Vaillancourt stated I am very well aware of that, but I think that would be the worst place you could possibly put a hotel. I just want the Aldermen as well as Kevin to realize that the residents of that area and you spoke of 100 families, are overwhelmingly opposed to any project or any change in the zoning like that notwithstanding the comments that were made at the zoning hearing the other night. I certainly would be on record opposing that with every ounce that I can muster.

Alderman Shea stated I just want to follow-up on the discussion about the Manchester Regional Industrial Foundation. Assuming that they buy and sell that is fine. Assuming they buy and can't sell what happens? Can they do anything other than leave those houses that won't sell because of concerns that potential buyers may have?

Mr. Dillon replied I don't necessarily want to speak for MRIF. It is a private foundation, however, in the conversations that I have had with them there is the potential that the six homeowners who have indicated an interest will be the only ones that indicate interest. If that, in fact, was the case instead of reselling those homes because we would no longer need the money for the other ten, we would just demolish those homes. If there is a situation where the homes are acquired, although I find it very difficult to believe that we would not be able to sell them, if for some reason we could not sell these homes the homes would just be demolished.

Alderman Shea asked can this particular foundation, which I don't know much about and I didn't even know who belonged to it and so forth, but can this foundation go before the Zoning Board and have that land changed from say what it is now R-1A to R-2 or R-4 or R-3 or whatever. Is there anything that precludes them from doing that?

Mr. Dillon answered they could certainly request it.

Alderman Shea asked in other words is it possible then for them as a foundation rather than putting up money for houses can they do...are there resources such that they can do other things.

Mr. Dillon answered if I understand what you are getting at if they bought the initial six and the lot was of sufficient size for a commercial development sell it commercial instead and then use the proceeds from that for the remainder.

Alderman Shea replied yes.

Mr. Dillon responded that is certainly a possibility. It just so happens that the six homes that have indicated an interest in looking at this program are located north of Goffs Falls Road contiguous with the commercial area that is there. I would imagine that if there were to be any type of rezoning on Brown Avenue, that would be the area that would be the least impacted. Again, I need to stress that even behind those homes you will still have other residents that remain and I do think that it would be very proper to get their input.

Alderman Shea asked how could we get more information about this foundation.

Chairman Pariseau answered I think we get an annual report. Pat Duffy, I think, is the Chairman of that foundation.

Alderman Shea asked so we do get an annual report. When is that published?

Mr. Duffy answered we publish an annual report every year and the foundation is described in this report. We submitted it a few months ago. It is done on a fiscal year basis like the City.

Chairman Pariseau asked do you have a few extra copies kicking around that you could send to members of this Committee.

Mr. Duffy answered yes.

Alderman Vaillancourt stated I hesitate to ask one more question but I am somewhat amazed here by the answer I just heard. You say the people who have expressed interest are north of Goffs Falls Road so the people that were at the zoning hearing the other night have not expressed interest. They are the ones who are on the east side down near where you are taking the houses.

Mr. Dillon replied with the exception of one homeowner who said they have a moderate interest in looking at the program, the rest of the 10 homes that would be on the east side between Goffs Falls Road and the Airport entrance, the area that we are talking about rezoning, have indicated that they are not interested in participating in this MRIF. I think there is a sense that they would realize a greater return on the sale if the property were commercial versus residential.

Alderman Vaillancourt responded isn't that special.

Alderman Pinard asked that stretch of homes that you are talking about, is that the old Goffs Falls circle site that they are trying to preserve.

Mr. Dillon answered I believe some of the homes on the east side might be included in that area. There is an organization. I am not that familiar with it. I would hesitate to say that I know that definitively but I do believe that some of those homes might be included in some historical designation that this organization is trying to obtain.

Alderman Pinard asked for the next meeting could you get me some information on that organization. I am on the Heritage Commission and I am sure down the road that it will fall under the Historical Association.

Mr. Dillon answered I will try to research that for you.

Alderman Vaillancourt stated I have another question. This is to alleviate some of the fears and anxieties that have been expressed in the wake of yesterday's rather flamboyant article in the *Union Leader*. I guess it was a slow news day and the chads in Florida weren't dominating the headlines so they had to go and do an article that aroused some fears in the area. One of the calls I had last night was from a constituent who was concerned about the talk of a fuel farm in the area and the ambiguity as to where it might be located. Maybe the same paper that fanned the flames can help douse them and you can help them do that.

Mr. Dillon responded the fuel farm is a project that the Airport would like to go forward with. Simply what it is is a storage area for jet fuel at the Airport. Today, our existing fuel farm only has a two day supply of jet fuel. If we ran into delivery problems related to snow, we could run into difficulty with just a two day supply. We would like to have a five day supply of jet fuel at the Airport. That would require storage of anywhere between 300,000 gallons and 500,000 gallons of jet fuel. The area that we are looking to store this jet fuel in would be on a piece of property that the Airport is looking to acquire that is contiguous to the Airport. If I can go over to the map, maybe I can point it out. I guess one of the oddities about Manchester Airport is there are a number of properties out here that have direct access onto our air field. That is deeded access that goes back many years when pieces of property were turned over from the military to Londonderry, as well as the City of Manchester. We are looking to acquire what is private property in this location of the Airport over here. Just to kind of orient you, this is where the terminal building is. This is where Brown Avenue is down here. This would be adjacent to our runway system and our taxiway system to the side of where the cargo is handled at the Airport today. We are looking to acquire this site. We do not know if we will be able to acquire this site. As I said, it is personal property. We need to move forward with this program so we are not looking at an eminent domain situation because we need to move this program very, very quickly. If, for some reason, we could not acquire this property what we would do is move the fuel farm over to this location and it would be adjacent to the terminal facility and also adjacent to the new Airport entrance roadway that we ultimately believe will be there when the State builds their new State highway access from Route 3. So, it is a fuel farm that would be located right on the Airport facilities.

Alderman Vaillancourt stated I think the reason I asked is because there seemed to be concerns that this might be located in a residential area and I guess you can understand the fears of people with 300,000 to 500,000 gallons of fuel and that something could go wrong so I would just like to double-check that it is not in an area where houses are located.

Mr. Dillon replied that is correct. It is in an industrial area and I should point out that jet fuel is not that flammable.

Alderman Pinard asked where is Wiggins Airways from there.

Mr. Dillon answered Wiggins Airways is on the east side of the field across from the runway. It is approximately in this area here.

Alderman Pinard asked was there ever any talk of putting those tanks on that side.

Mr. Dillon answered we would not want to see that from an Airport perspective because we do not want fuel trucks crossing the runway to access the aircraft that would be at the terminal. If they did that, they would have to go across this runway and that is not a desirable condition.

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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