

WINOOSKI HOUSING AUTHORITY

BOARD OF COMMISSIONERS

MINUTES OF JUNE 27, 2019 BOARD MEETING

A meeting of the Winooski Housing Authority Board of Commissioners was held at 65 Barlow Street, Winooski, Vermont. The meeting was called to order by Vice Chair Patricia Raymond at 4:02 P.M. Upon roll call those present and absent were as follows:

COMMISSIONERS PRESENT: Vice Chair, Patricia Raymond, Commissioner Joe Gamache, Commissioner Robert Arnell

OFFICERS PRESENT: Executive Director KR Decarreau

ABSENT: Chairperson Diane Potvin, Commissioner Jay Lambert

PUBLIC COMMENT: No Public Present

Discussion and Action on Comment on the Noise Exposure Map (NEM) and the Noise Compatibility Program:

Executive Director Decarreau presented the attached PowerPoint summarizing the issues and the contents of the Burlington International Airport 14 CFR Part 150 Update with the 2018 and 2023 Noise Exposure Maps.

Commissioners decided to submit a letter of record of the Authority's position on the NEM and to recommend approaches to the Noise Compatibility Program. The Commission wrote the letter together through a discussion period.

The letter is attached.

Commissioner Gamache motioned to send the letter as written. Commissioner Arnell seconded. Vote 3 - O

There being no further business, Commissioner Gamache moved to adjourn, seconded by Commissioner Arnell. Vote 3 — O. The meeting was adjourned by Vice Chair Raymond at 5: 1 1 PM.

Respectfully Submitted,

KR Decarreau
Secretary

Noise Exposure Map Overview

JUNE 27, 2019



What Is The Noise Exposure Map

On December 18, 1984, Congress adopted 14 CFR Part 150 to address the impact of airport operations on communities.

The goal was to prevent future development of residential buildings in areas where airport noise exceeded a certain level. There is significant emphasis on creating zoning that will restrict development.

The line of impact is 65 DNL (a complicated measurement that indicates average noise over a 24 hour period) generally requires either no residential development or soundproofing so that when doors and windows are closed, exterior noise is reduced by 20 db.

Airports are required to update their Noise Exposure Maps every five years and project five years into the future based on what can be known.

The Map was completed in 2018, reflecting current conditions at that time and the anticipated impact of know changes (F 35A replacing the F 16 C, anticipated new commercial flights, changes to runways and procedures).

What Happens Next

Typically, before any federal agency updates rules or practices that impact people, they are required to put the information out to the public and let folks weigh in on the idea.

This process usually requires that agencies take comments for a period of time before making a final decision.

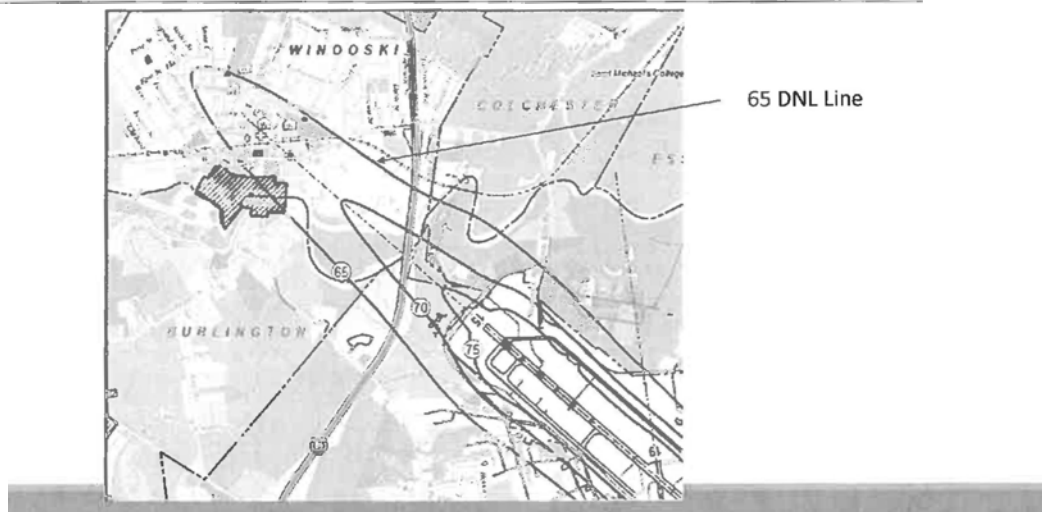
In this case, we are being asked to weigh in on the Map.

Once comments are received, the airport will consider all of the input, finalize the maps, and create a plan to reduce the impact of changes in the neighboring communities.

The last map was done in 2013 and released in 2015, before the impact of the change to the 35 A was certain, so the plan could not address the impact.

In 2018, the map was redone including all of the impacts. Once comments are received and the map is adopted, the airport will start working on their Noise Compatibility Plan.

Map 2006 Actual



Map Projected 2011



DNL Line

Map - 2015 and 2018 Actual 2023 Projected



2013 65 DNL Line

2023 65 DNL Line
(Projected)

2018 65 DNL Line

What Property Is Impacted And Might Be Helped?

83 Barlow Street 31

East Spring Street

Courtyard

Allen House

Clients with HC Vouchers — Now Until 2023

NOTE: 65 Barlow may not be eligible because it was built AFTER Part 150 come into effect and may have been required to meet the standards.

What Are We Commenting On?

The map only. We will get another chance to comment on the Compatibility Program when it comes out.

What is important is that we state clearly that we are being impacted, that we are a sub-set of "residential" that houses elderly and disabled individuals and families with children in the zone.

Perhaps we ask

^o That the map particularly locates our properties. (Not sure this can happen, but might be worth asking.)

^o That every operational option is used to reduce the noise impact prior to mitigating its effect

Notes that we need to be evaluated for possible funding early in the process.



Eugene Richards, Director of Aviation, Burlington International Airport
Jones Payne Group, Consultants

Submitted to btsound@ionespavne.com

RE: Winooski Housing Authority's Comment on the Draft Noise Exposure Map

Dear Mr. Richards;

Thank you for the opportunity to comment on the Draft Noise Exposure Maps as presented as through the 14 CFR Part 150 Update.

We have reviewed the maps and plans and understand we have several properties that will be impacted by noise above the 65 DNL level in the future. Our properties are included as "residential" in nature, we would like to emphasize that we house elderly and disabled people. As such, we request that our properties (listed below) be called out in your Multi-family and Mixed Use parcels.

- Spring Gardens — 31 East Spring Street
- The Terraces — 65 Barlow Street
- Senior Towers — 83 Barlow
- Courtyard Apartments — 120 East Spring Street (owned by Chittenden Housing Corporation)
- Allen House — 57 West Allen Street (Holding Housing Vouchers)

The Authority also supports families in the area through our Housing Choice Voucher program. In many cases, these families have young children.

As indicated by your maps, Winooski is the most impacted community within the 65 DNL limit, yet Winooski has seen no funding through the program to date.

As you develop the Noise Compatibility Program, we strongly urge that airport operations, commercial and military, be altered to reduce noise in the City of Winooski, limiting the impact on the most densely populated area and vulnerable people in the flight path. It appears that military flights both take off and land over the City of Winooski. We propose that this impact can be mitigated by taking off and landing in the opposite direction — where most of the land is commercial and industrial, with fewer residential properties affected.

We further request that our properties be prioritized when funds become available through the program. We would appreciate direct communication with the Authority as the program is implemented.

83 BIRLOW WINOOSKI, VERMONT 05404 (802) 6552360 , (802) 6555540
Equal Housing Opportunity

Once again, thank you for the opportunity to comment. We look forward to working with you and your staff as this effort proceeds. If you have any questions or wish to discuss any items in this letter, please feel free to call our Executive Director.

On behalf of the Board of Commissioners of the Winooski Housing Authority,



Patricia M Raymond
Vice — Chair

cc. Kristine Lott, Mayor, City of Winooski