



**DRAFT – MAY 13, 2016**

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

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

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

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

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

**I. Development Scenarios**

**Questions:**

1. Please elaborate on what the intent, potential uses, scale, and functions envisioned for the various designations are on each development scenario. Specifically:
  1. On the "Proposed Short-Term Program" map:
    - i. Reserved for Terminal Area Expansion
    - ii. Reserved for Airport Road Improvements
    - iii. Noise Buffer Area / Reserved for Aviation-Related Development
  2. On the "Alternative Development Scenario" map:
    - i. Aviation-Related Development
    - ii. Terminal Area Expansions
    - iii. Buffer / Green Space
2. To what is the "Alternative Development Scenario" Map an alternative? Is it an "alternative" to the Master Plan?
3. Is the Airport seeking input on the elements of the "2030 Master Plan" versus the "Alternative Development Scenario"?

4. What type / level / feel of Buffer/Green Space is envisioned in the “Alternative scenario?”

### **Airport Drive – Airport Parkway Connector**

#### **City Policy Positions:**

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

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

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

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

#### **Use of Acquired Land in addition to Roadway**

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