## CITY OF PORTLAND, MAINE MEMORANDUM

**TO:** *Jon Jennings, City Manager* 

FROM: Paul Bradbury, Airport Director

**DATE:** *September 10, 2018* 

**RE:** Airport Land Use Requirements Imposed by FAA Grant Assurances

Discussions surrounding the proposed homeless shelter on Holm Avenue have raised questions regarding whether City of Portland owned land at the Portland International Jetport could be used to site a shelter. As you know there are restrictions imposed by the FAA on City of Portland land acquired for and comprising the land area of the Portland International Jetport. This land area is shown on the Portland International Jetport's Exhibit A parcel plan as filed with the FAA and attached to this memo. The parcels which comprise the Portland International Jetport have been acquired over many decades starting with the original acquisition from Mr. Clifford Strange in 1937. These land acquisitions have been funded with federal money from the FAA and its precursor agency the Civil Aeronautics Administration (CAA) with the recognition at the time of acquisition of the land being needed to support aviation at the Jetport.

All land noted on the Jetport's Exhibit A parcel plan is considered to be "dedicated" or "obligated" property for airport purposes. If any dedicated property is not needed for present or future airport purposes, a land release or concurrent use approval from the FAA is required. In order to receive a release the following must apply:

- 1. Land must be surplus to the needs of aviation, meaning it is not needed for any present or future airport purposes.
- 2. Proposed future land use must be compliant with FAA recommendations.
- 3. The land sale or lease must be based upon fair market value and the payments must be considered airport revenue. In some cases, the FAA may require reimbursement if the land was acquired with federal funds.

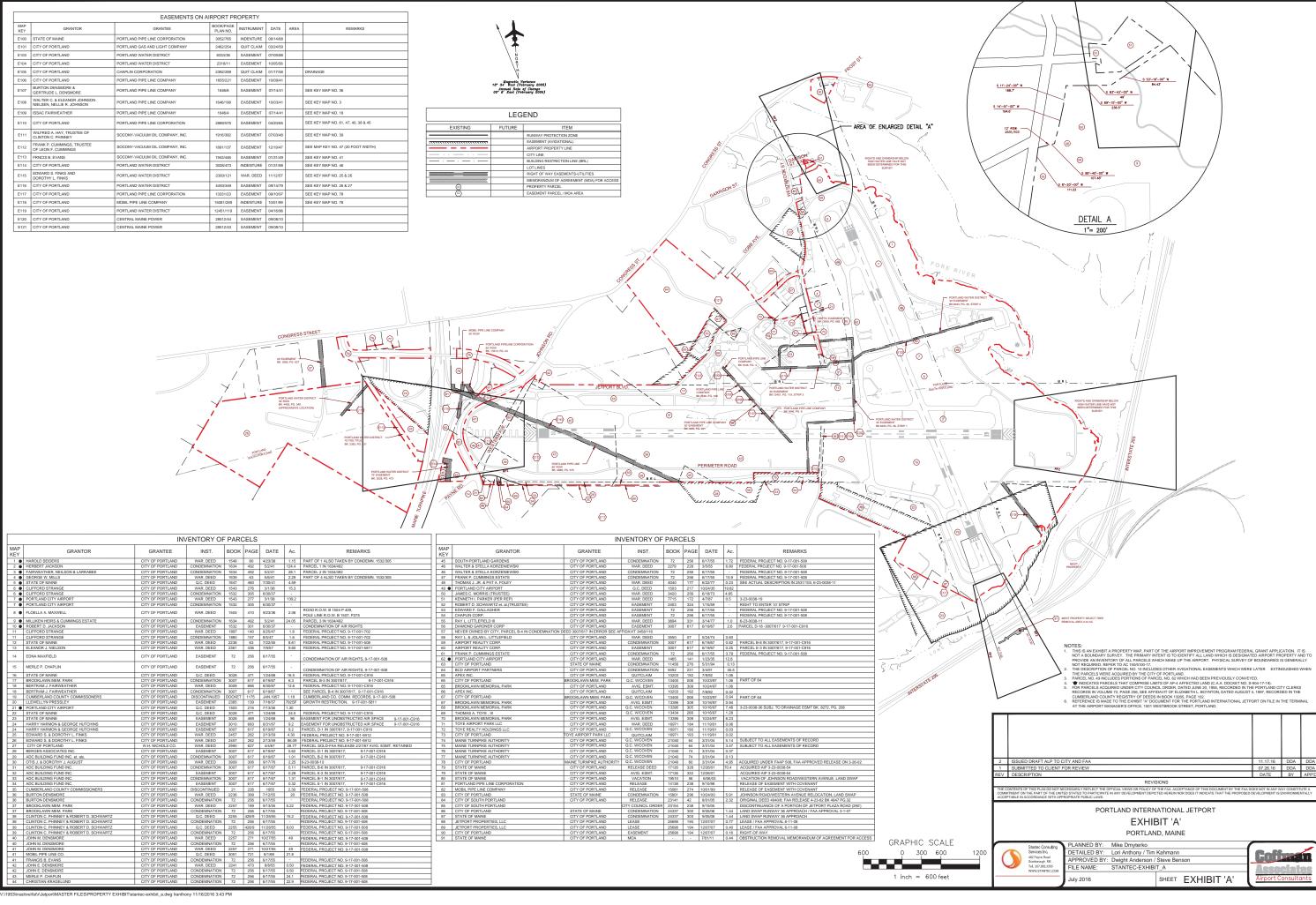
Obviously the above steps can only be reviewed relative to specific parcels. The current discussion considers using land off District Road near the Portland International Jetport's Discount Parking Lot as a site for a new homeless shelter. The parcel in question is listed as Parcel #26 on the Jetport's attached Exhibit A parcel plan. This parcel was acquired using federal funding in February 1959. The Corporation Counsel's office has reviewed the deed to the parcel, and there are no specific restrictions included in the deed. However, this parcel is currently being used by the Jetport to support a discount parking lot and as a buffer to protect the Runway 11 approach surface. It is also used by the City through a separate lease for snow storage and Public Works support space. In my review this space would not meet the requirements for release due to the following:

• I do not find the land covered within Parcel #26 is as surplus to the needs of aviation. This area acts as a buffer to the noise preferred Runway 11 approach and Runway 29 departure surfaces.

Additionally, the Jetport is a land limited airport at 769 acres. This land is close and accessible to the Jetport and is best used to protect the approach and provide support for airport operations. These airport operational functions include additional parking needs and support space for our aircraft deicing capture operations.

- The use of this land as a homeless shelter is not compliant with FAA land use recommendations. This parcel is within the FAA's 65 decibel Day-Night Average Sound Level (DNL) noise level which is <u>not</u> an appropriate location for most uses including: Residential, Churches, Schools, Hospitals, Nursing Homes, and Libraries. A copy of the FAA Land Use Noise Sensitivity Matrix is attached for review.
- The sale or lease of this parcel would be at fair market value so there is no fiscal advantage to the City to use this parcel over other privately held parcels within the City. Additionally, since this parcel was acquired with federal funds the FAA may require direct fair market value reimbursement for any land within this parcel that is removed from airport use.

Given the aeronautical uses for this parcel and the land use noise incompatibility as a homeless shelter noted above, I do not believe FAA would issue a land release for this parcel. I can discuss and bring the FAA in to review this issue further as needed by you and the City Council.





## Land Use Noise Sensitivity Matrix

		55-65 DNL	65-75 DNL	75+ DNL
	1-2 Family			
	Multi-Family			
	Mobile Homes			
Residential	Dorms, etc.			
	Churches			
	Schools			
	Hospitals			
530	Nursing Homes			
Institutional	Libraries			
	Sports/Play			
	Arts/Instructional			
Recreational	Camping			
Commercial	All Uses			
Industrial	All Uses			
Agricultural	All Uses			
	PER FAR	COMPATIBLE		
	PART 150			

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