

Categories of evaluation include social-economic impacts, such as available replacement housing, construction and visual impacts from housing demolitions, hazardous materials, and natural environmental considerations. The DEA findings indicate that financial impacts can be mitigated through just compensation and other monetary payments and assistance to affected homeowners, tenants, and home-based businesses. As the program is voluntary, affected residents that are not interested in selling or relocating will not be required to participate.

The voluntary acquisition is not associated with any airport project or expansion. The Airport Master Plan does not include any extension to the Airport's runway. No development will occur within the area to be acquired.

Impact Category	Potential Impact or Key Issue
Air Quality	Not anticipated to worsen air quality violation or delay attainment. Does not require a general conformity determination.
Construction Impacts	Significant impacts are not anticipated. Construction during daytime hours, employ erosion controls, and contained in small project area.
Farmland	The project will not impact farming or soils classified as prime farmland.
Fish, Wildlife, and Plants	No impact to unique habitats or biological communities to be affected. No threatened or endangered species are known to exist in the area.
Hazardous Materials, Pollution Prevention, and Solid Waste	No significant concerns identified. Safeguards and remedial actions may be needed for lead paint and Asbestos prior to demolition activities.
Archeological and Cultural Resources	No archeologically sensitive sites or properties listed. No anticipated to impact cultural resources.
Park & Recreational Facilities	None in project area.
Natural Resources & Energy Supply	Limited natural resources and energy use during construction. No additional resources needed following implementation.
Noise	No noise emissions other than temporary construction activities.
Secondary (Induced) Impacts	Stimulation of local home buying. Not anticipated to foster others.
Socioeconomic Impacts	Adequate replacement dwellings are available locally. Just compensation provided.
Water Quality	No stream alterations or significant water quality impacts are anticipated.
Wetlands & Floodplains	No wetlands or floodplains impacts are anticipated.
Cumulative Impacts	Cumulative impacts from past, present, or potential future property acquisitions are not anticipated.

Information can be obtained, and questions or comments regarding this Noise Study or Public Hearing, can be submitted through www.oxcstudies.com/contact or referred to ConnDOT, at (860) 594-2149. Written comments may be mailed to Mr. David Head at ConnDOT, 2800 Berlin Turnpike, Newington, CT 06131. **The public comment period for the DEA and the Draft Relocation Plan ends on July 31, 2009.**



NEWSLETTER

Waterbury-Oxford Airport Draft Environmental Assessment and Proposed Stage Relocation Plan

The Connecticut Department of Transportation (ConnDOT) has prepared a Draft Environmental Assessment (DEA) and Draft Relocation Plan for the implementation of the FAR Part 150 Noise Study at the Waterbury-Oxford Airport (OXC), located in the Towns of Oxford and Middlebury. The recommendations include the proposed voluntary acquisition of 72 homes within the noise impact area of the airport. Some of these homes are also eligible for noise insulation as an alternative to voluntary acquisition. The DEA and Relocation Plan are available for public review and comment at the libraries and clerk offices of Middlebury, Oxford, and Southbury and online at www.oxcstudies.com

Previous airport planning and environmental studies (i.e., 2007 Master Plan Update) determined that OXC generates off-airport noise that exceeds federal significance levels in noise sensitive areas (e.g., residential areas). To evaluate and address noise exposure and impacts, ConnDOT, at the request of the local community, committed to prepare the FAR Part 150 Noise Study and Land Use Compatibility Plan (approved January 2009). The Noise Study recommended several alternatives that reduce noise in the residential areas surrounding the Airport. However, the mitigation measures would not reduce airport noise to below compatible levels, thus the voluntary acquisition and insulation were recommended.

The public comment period for the DEA and the Draft Relocation Plan ends on July 31, 2009. Public comments should be submitted by that date. All comments will be reviewed, addressed, and published in the Final Environmental Assessment (FEA) document.

Proposed Stage Relocation Plan

The Relocation Plan identifies the anticipated phasing of the proposed voluntary acquisitions year-by-year, over a multi-year period. The Relocation Plan also summarizes the findings of a survey of affected homeowners and residents, and provides an evaluation of the availability of replacement housing. The Relocation Plan identified that adequate replacement housing is available locally, as shown below. The program may take seven to ten years to fully implement based on funding availability.

- **191 comparable single-family homes within a 10-mile radius**
- **91 homes within Towns of Middlebury, Oxford, and Southbury**
- **73 comparable homes within Pomperaug Regional School District**

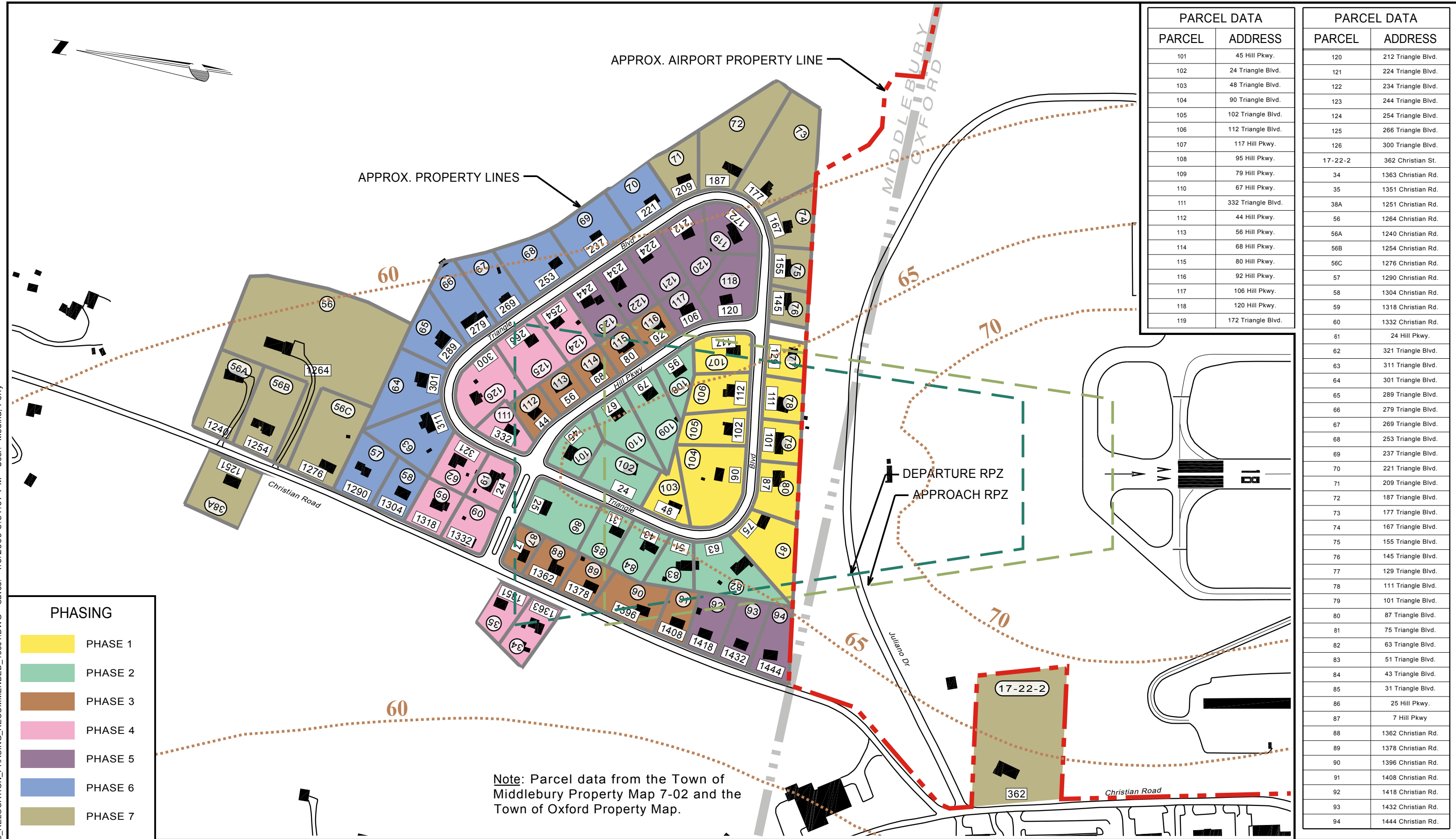
Resident Preferences, Within RPZ	
Acquisition	89%
Undecided	11%
Not Participate	0%
Total	100%

Resident Preferences, Beyond RPZ	
Acquisition	56%
Sound Insulation	20%
Undecided	20%
Not Participate	4%
Total	100%

Draft Environmental Assessment (DEA)

The DEA was prepared following the requirements of the National Environmental Policy Act (NEPA) and evaluates the impacts of the proposed voluntary home-acquisition program. The DEA evaluates the social and environmental impacts of acquisition of up to 72 homes. Homes that are located beyond the Airport's Runway Protection Zone (RPZ) may be noise insulated as an alternative to voluntary acquisition (38 homes are located beyond the RPZ.)

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PARCEL DATA	
PARCEL	ADDRESS
101	45 Hill Pkwy.
102	24 Triangle Blvd.
103	48 Triangle Blvd.
104	90 Triangle Blvd.
105	102 Triangle Blvd.
106	112 Triangle Blvd.
107	117 Hill Pkwy.
108	95 Hill Pkwy.
109	79 Hill Pkwy.
110	67 Hill Pkwy.
111	332 Triangle Blvd.
112	44 Hill Pkwy.
113	56 Hill Pkwy.
114	68 Hill Pkwy.
115	80 Hill Pkwy.
116	92 Hill Pkwy.
117	106 Hill Pkwy.
118	120 Hill Pkwy.
119	172 Triangle Blvd.

PARCEL DATA	
PARCEL	ADDRESS
120	212 Triangle Blvd.
121	224 Triangle Blvd.
122	234 Triangle Blvd.
123	244 Triangle Blvd.
124	254 Triangle Blvd.
125	266 Triangle Blvd.
126	300 Triangle Blvd.
17-22-2	362 Christian St.
34	1363 Christian Rd.
35	1351 Christian Rd.
38A	1251 Christian Rd.
56	1264 Christian Rd.
56A	1240 Christian Rd.
56B	1254 Christian Rd.
56C	1276 Christian Rd.
57	1290 Christian Rd.
58	1304 Christian Rd.
59	1318 Christian Rd.
60	1332 Christian Rd.
61	24 Hill Pkwy.
62	321 Triangle Blvd.
63	311 Triangle Blvd.
64	301 Triangle Blvd.
65	289 Triangle Blvd.
66	279 Triangle Blvd.
67	269 Triangle Blvd.
68	253 Triangle Blvd.
69	237 Triangle Blvd.
70	221 Triangle Blvd.
71	209 Triangle Blvd.
72	187 Triangle Blvd.
73	177 Triangle Blvd.
74	167 Triangle Blvd.
75	155 Triangle Blvd.
76	145 Triangle Blvd.
77	129 Triangle Blvd.
78	111 Triangle Blvd.
79	101 Triangle Blvd.
80	87 Triangle Blvd.
81	75 Triangle Blvd.
82	63 Triangle Blvd.
83	51 Triangle Blvd.
84	43 Triangle Blvd.
85	31 Triangle Blvd.
86	25 Hill Pkwy.
87	7 Hill Pkwy.
88	1362 Christian Rd.
89	1378 Christian Rd.
90	1396 Christian Rd.
91	1408 Christian Rd.
92	1418 Christian Rd.
93	1432 Christian Rd.
94	1444 Christian Rd.

PHASING	
	PHASE 1
	PHASE 2
	PHASE 3
	PHASE 4
	PHASE 5
	PHASE 6
	PHASE 7

Note: Parcel data from the Town of Middlebury Property Map 7-02 and the Town of Oxford Property Map.

LEGEND	
80	Parcel Number (From Tax Map)
90	Address (House Number)
	2012 NCP DNL Noise Contour & Label
	Town Line
	Approx. Parcel lines
	Approx. Airport Property Line

0 300
Scale in feet

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2139 Silas Deane Highway, Suite 212 - Rocky Hill, CT 06067-2336
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DATE: APRIL 2009	SCALE: AS NOTED
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Figure 2-3

RECOMMENDED RELOCATION PHASING

Connecticut Department of Transportation
Relocation Plan
Towns of Middlebury and Oxford

A-6