

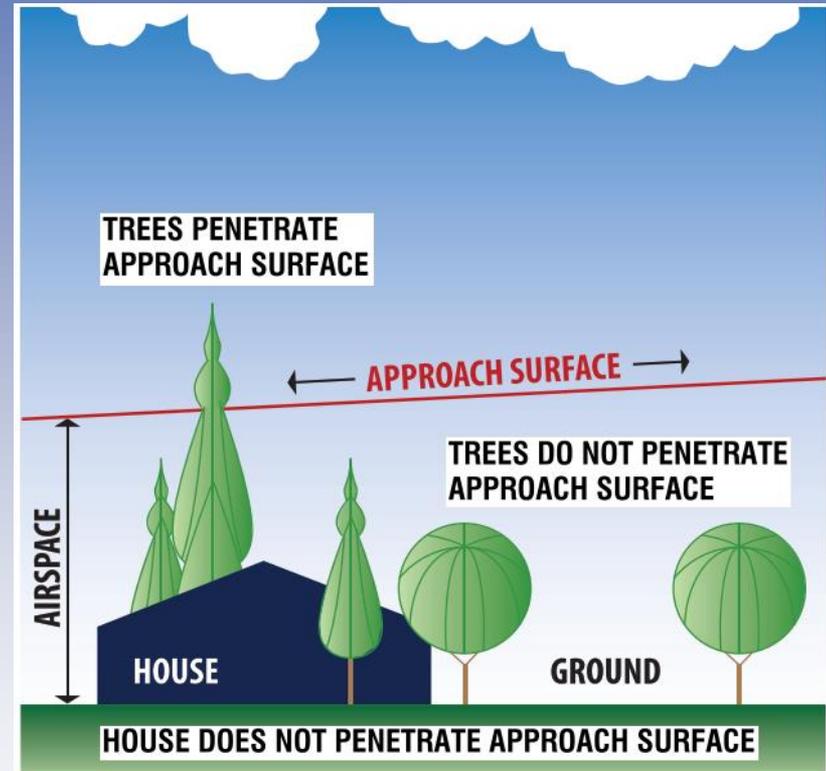
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**Appendix L – Property Impacts**

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# Defining Obstructions

- Airports have many surfaces that are required to be kept clear of obstructions to maintain compliance with federal grant assurances, federal design standards, and state licensing standards.
- These surfaces are intended to maintain appropriate approach and departure paths into/out of an airport to provide safe passage for both aircraft in the air as well as persons on the ground.
- These surfaces can include approach, departure, and navigational aid surfaces.



Example of how various objects may or may not impact a surface.

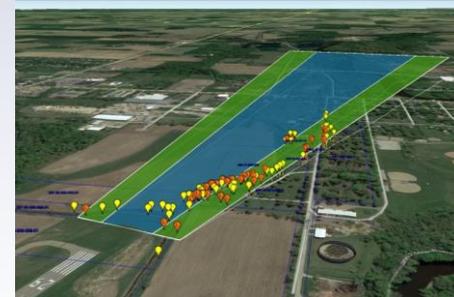
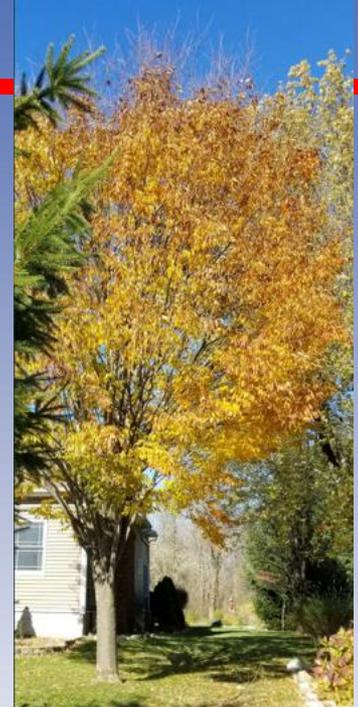
# Mitigating Obstructions

## Step 1 – Purchase of Rights to Mitigate

A determination is made whether the parcel should be purchased in fee or if an avigation easement is appropriate.

Avigation easements acquire the right to control the height of objects (trees and structures) on the property in perpetuity on the property and the right to remove objects that already penetrate, or those that have the potential to penetrate the heights outlined in the easement.

The acquisition process for both fee or easements, are governed by the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Relocation Act) of 1970 (P.L. 91-646). The value for acquisition or easement is determined by a fair market value appraisal which is prescribed by the Relocation Act.



# Mitigating Obstructions

## Step 2 – Actual Mitigation Measures

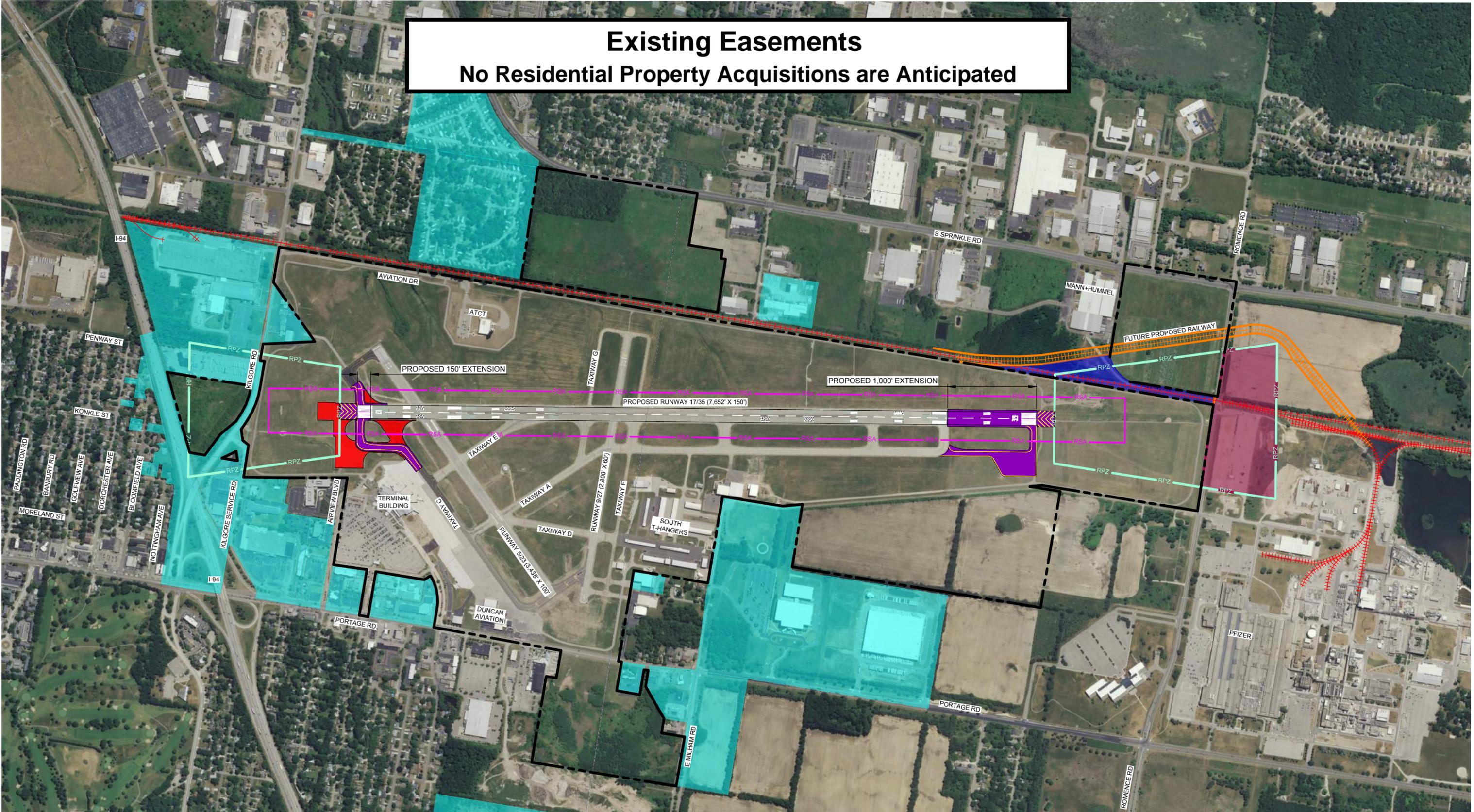
Specific mitigation measures are determined based upon the type of acquisition and the type of obstruction

- Fee acquisitions usually require that all objects on the property be removed to ground level and the property be maintained in a clear condition
- Avigation easements require that objects identified as obstructions, or potential obstructions, be removed to reduce their impact on approach and departure surfaces.



# Existing Easements

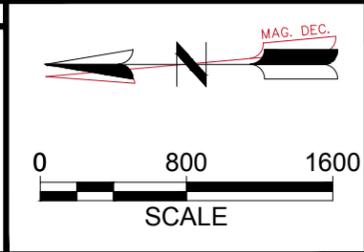
## No Residential Property Acquisitions are Anticipated



**KALAMAZOO/BATTLE CREEK  
 INTERNATIONAL AIRPORT RUNWAY  
 BUILD ALTERNATIVE 2  
 17-35 - 1,150' EXTENSION**  
 KALAMAZOO, MICHIGAN

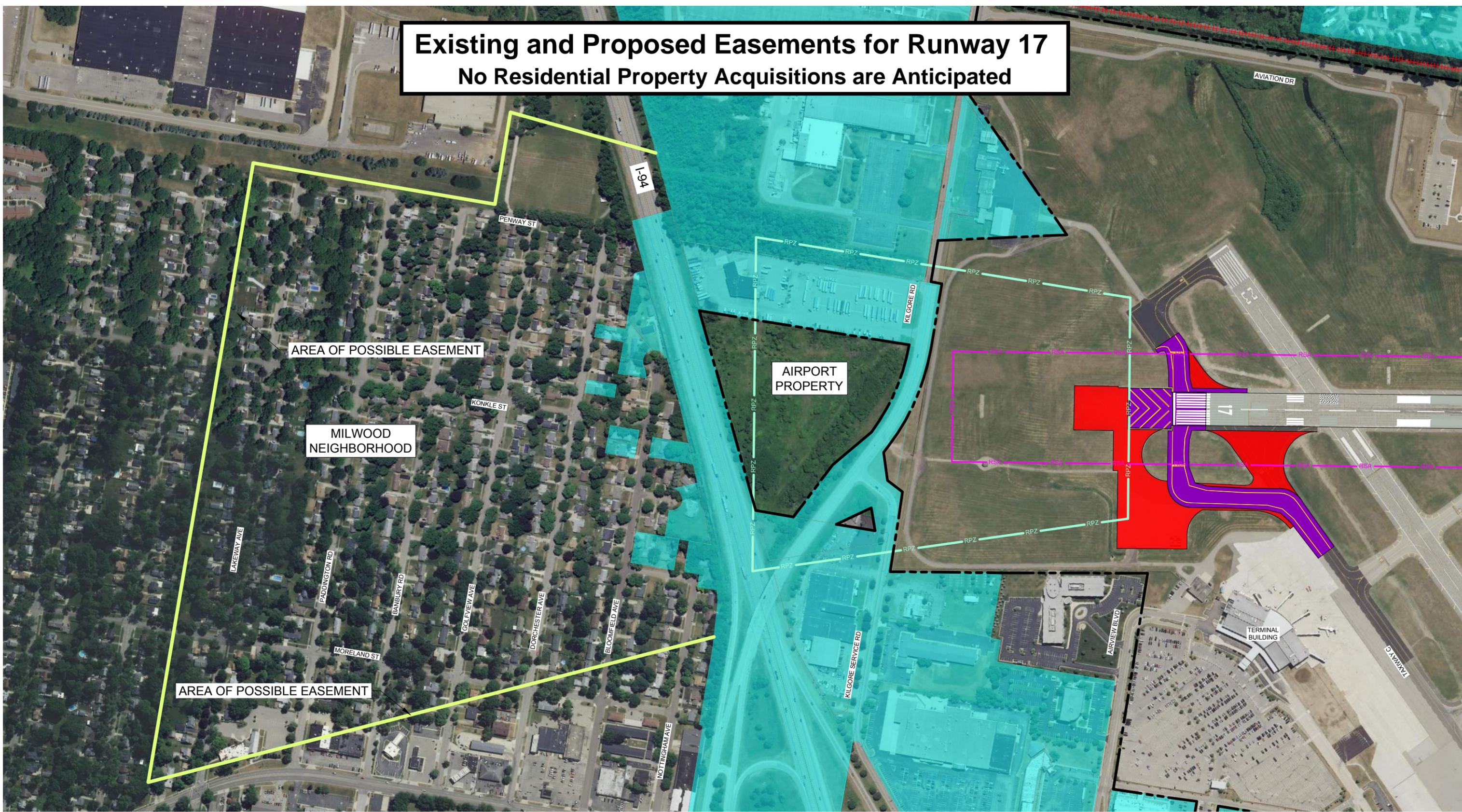
LEGEND	
	RUNWAY PROTECTION ZONE
	RUNWAY SAFETY AREA
	EXISTING RAILROAD
	PROPOSED RAILROAD
	EXISTING AIRPORT PROPERTY LINE

	EXISTING EASEMENT
	FUTURE RPZ EASEMENT
	PROPERTY ACQUISITION
	PROPOSED PAVEMENT
	PAVEMENT REMOVED



# Existing and Proposed Easements for Runway 17

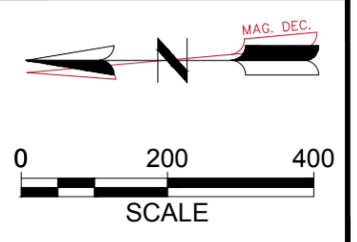
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**KALAMAZOO/BATTLE CREEK  
INTERNATIONAL AIRPORT RUNWAY  
BUILD ALTERNATIVE 2  
17-35 - 1,150' EXTENSION  
KALAMAZOO, MICHIGAN**

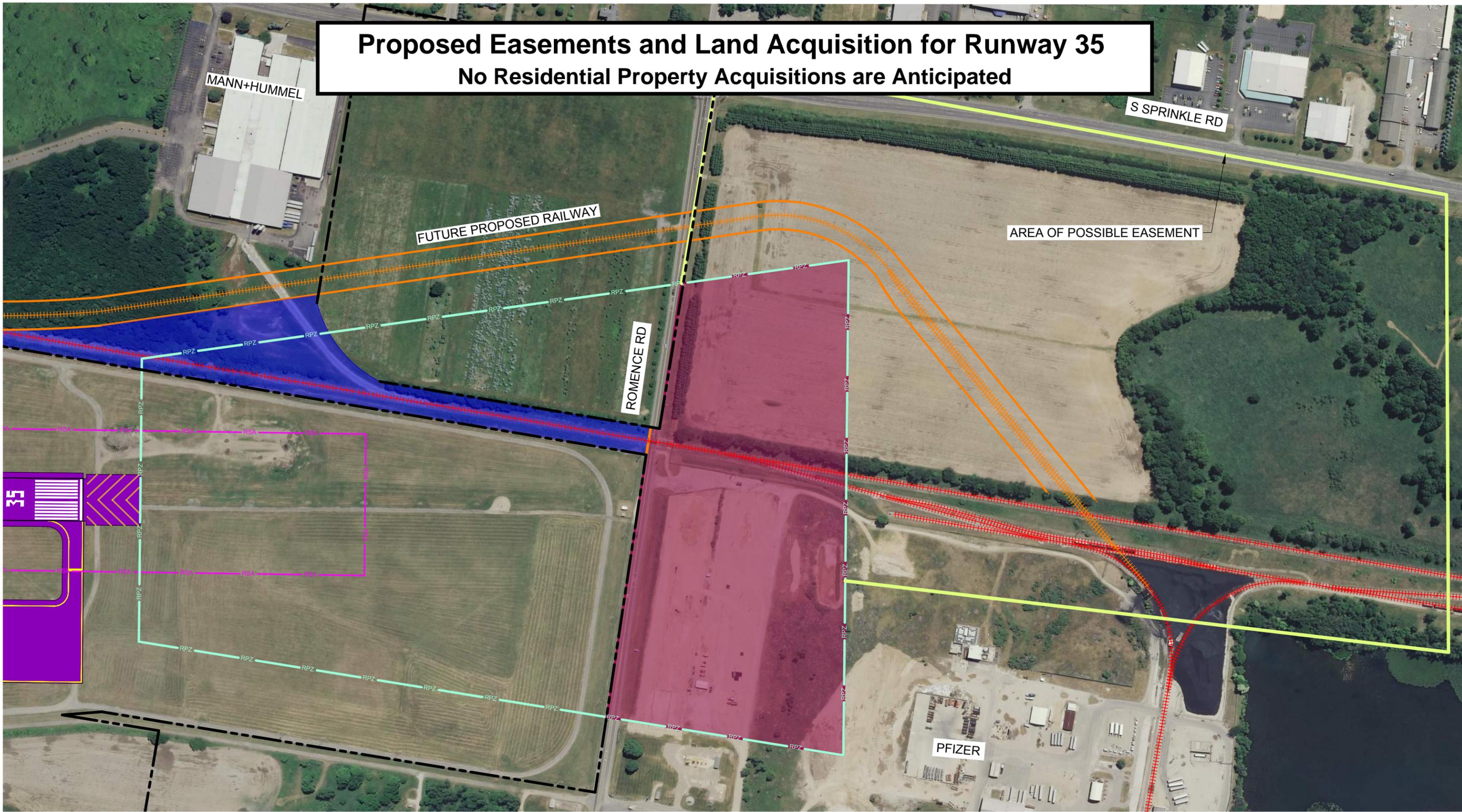
- LEGEND**
- RUNWAY PROTECTION ZONE
  - RUNWAY SAFETY AREA
  - EXISTING AIRPORT PROPERTY LINE
  - AREA OF POSSIBLE EASEMENT

- EXISTING EASEMENT
- PROPOSED PAVEMENT
- PAVEMENT REMOVED



# Proposed Easements and Land Acquisition for Runway 35

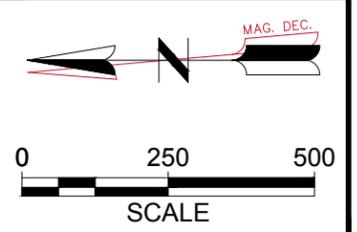
## No Residential Property Acquisitions are Anticipated



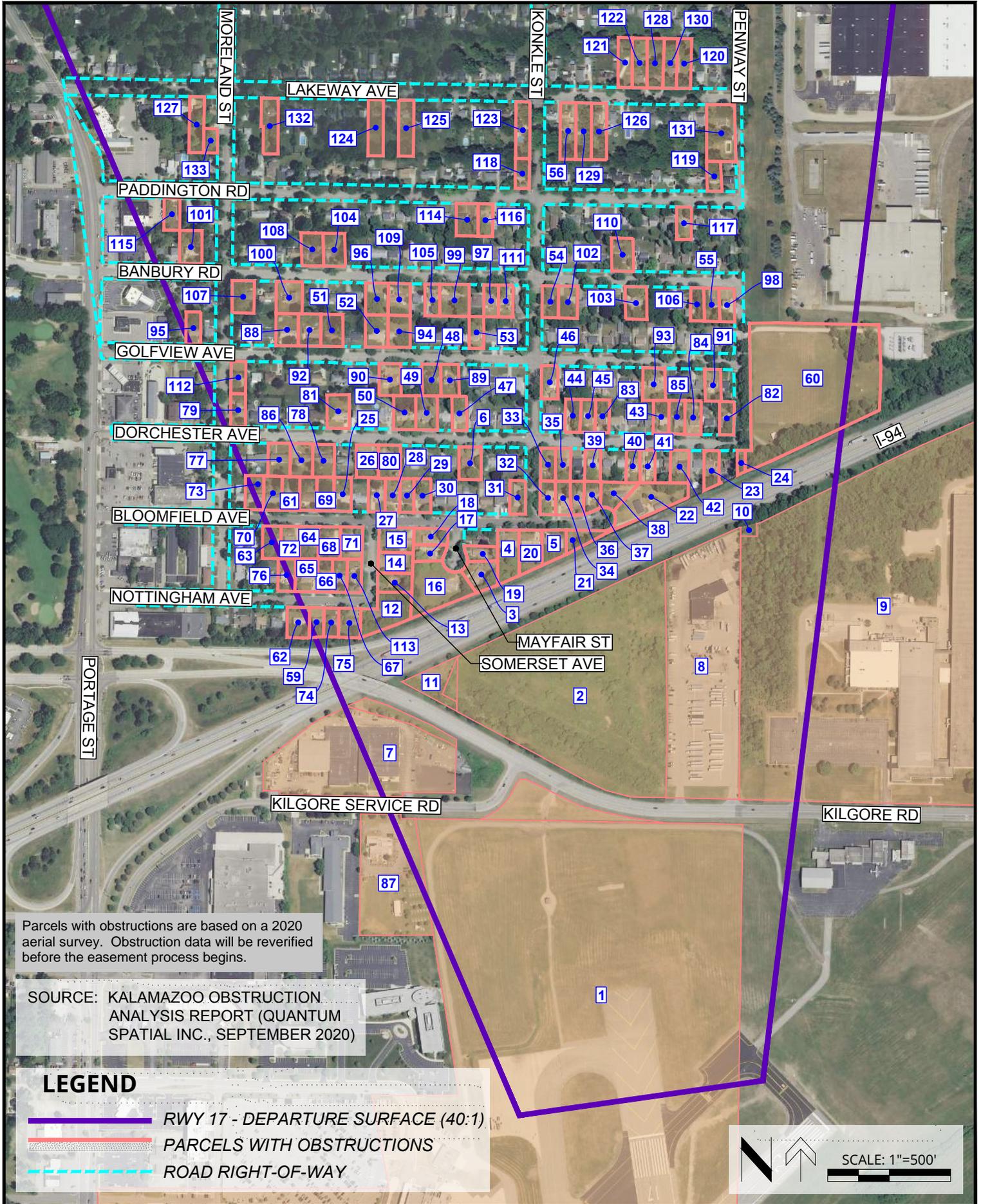
**KALAMAZOO/BATTLE CREEK  
 INTERNATIONAL AIRPORT RUNWAY  
 BUILD ALTERNATIVE 2  
 17-35 - 1,150' EXTENSION  
 KALAMAZOO, MICHIGAN**

- LEGEND**
- RUNWAY PROTECTION ZONE
  - RUNWAY SAFETY AREA
  - - - - - EXISTING RAILROAD
  - - - - - PROPOSED RAILROAD
  - - - - - EXISTING AIRPORT PROPERTY LINE
  - - - - - AREA OF POSSIBLE EASEMENT

- FUTURE RPZ EASEMENT
- PROPERTY ACQUISITION
- ▨ PROPOSED PAVEMENT



# POTENTIAL OBSTRUCTIONS IN MILWOOD NEIGHBORHOOD-2020 40:1 DEPARTURE SURFACE



# Milwood Neighborhood Potential Tree Removals

Intersection of Bloomfield Ave and Somerset Ave  
Looking Northeast



***Existing***



***AFTER***  
*(with replacement plantings)*

# Milwood Neighborhood Potential Tree Removals

Intersection of Dorchester Ave and Moreland St  
Looking East



***Existing***



***AFTER***  
*(with replacement plantings)*