

6.C.2 LAND USE COMPATIBILITY

For the purposes of discussing land use compatibility, impacts are defined in terms of indirect, direct, and compatibility/consistency with local plans of affected jurisdictions. Indirect impacts are the aircraft noise impacts on incompatible land uses³² located within a 65+ DNL noise contour. The indirect impacts are disclosed in the previous section, Section 6.C.1, *Noise*.

Direct impacts are defined as the acquisition or taking of a property for proposed airport development. The acquisition or taking of a property may also require a change in land use/zoning if the proposed change is incompatible with airport use. The description of the existing land uses surrounding Fort Lauderdale-Hollywood International Airport (FLL) is provided in Chapter Five, *Affected Environment*, Section 5.C.2, *Land Use Compatibility*. In this section the runway development alternatives are examined to determine whether the proposed airport improvements would result in the acquisition or taking of a property and require a change in land use/zoning.

Local comprehensive plans, discussed in Chapter Five, *Affected Environment*, Section 5.C.2.2, *Land Use Plans*, provide the framework for future land uses and development within the Study Area. These plans provide a basis for assessing their compatibility/consistency with the runway development alternatives. In this section, the existing comprehensive plans outlining land use and transportation policies for affected jurisdictions in the Study Area are examined as they relate to the runway development alternatives. The impacts for the alternatives are the same under 2012 and 2020 conditions.

6.C.2.1 Property And Land Use Impacts

6.C.2.1.1 ALTERNATIVE A

No changes would be made to the airfield with Alternative A. *Therefore, no direct impacts to off-airport property would occur and there would be no change to land use/zoning.*

Alternatives B1/B1b/B1c/B4/B5/D1/D2: With the redevelopment and extension of Runway 9R/27L the Wyndham Fort Lauderdale Airport Hotel would be directly impacted by these alternatives. The Wyndham Hotel is located directly west of Runway 9R/27L on Griffin Road in the city of Dania Beach. The existing hotel structure would be partially located within the Runway Protection Zone (RPZ) for extended Runway 9R/27L. Therefore, all or a portion of the hotel would need to be acquired and demolished. The property is currently classified as commercial.

While this designation could remain, the future use of the property would need to be limited by Broward County. All of the proposed terminal redevelopment would occur within the airport terminal area on airport property.

³² The incompatible land uses identified around FLL include housing units, places of worship (churches, synagogues), schools, assisted living facilities (nursing homes), libraries, performing arts centers, and hospitals.

Therefore, with the implementation of these alternatives, all or a portion of the Wyndham Fort Lauderdale Airport Hotel would need to be acquired. No other off-airport property would be directly impacted by these alternatives.

Alternative C1: No direct impacts would occur with the development of a new north parallel runway north of existing Runway 9L/27R. All of the land area required for the new north parallel runway construction (Runway 8/26) and the proposed redevelopment of the terminal area would occur on airport property.

Therefore, no direct impacts would occur with the implementation of Alternative C1.

6.C.2.2 Consistency With Local Plans

The existing comprehensive plans outlining land use and transportation policies for jurisdictions within the Study Area were reviewed to determine reasonable consistency with land use plans of public agencies responsible for development in the area.

None of the alternatives under consideration requires land use or zoning changes and would be considered consistent with all land use and comprehensive plans as described in Section 5.C.2, Land Use Compatibility.