

APPENDIX J.1

GEOGRAPHIC INFORMATION SYSTEM (GIS) DATABASE DEVELOPMENT AND LAND USE METHODOLOGY

J.1 INTRODUCTION

Identifying and evaluating land uses within the airport environs is an important step in the environmental analysis. This evaluation is necessary to identify residential and other noise-sensitive land uses around Fort Lauderdale–Hollywood International Airport (FLL). The methodology for making this identification with the airport environs comprises examining land use classifications and zoning patterns, surveying and mapping, developing a Geographic information system (GIS) land use data base, and applying the Federal Aviation Regulations (FAR) Part 150 guidelines for land use compatibility.

The GIS land use database was developed using ArcView software version 3.x and 9.x. The land use data was obtained from a number of sources: the Broward County GIS Department, Broward County Property Appraiser’s Office, the 2000 U.S. Census, the Broward County Metropolitan Planning Organization, and field surveys conducted in 2004 and 2005 to verify the existing residential land uses within the EIS baseline noise contour. Additional databases were created through GIS for the information that was not readily available from the County’s GIS Department. Table J-1, *FLL EIS Database Sources*, summarizes the contents of the various GIS databases and graphical information, including the source(s) for this information.

Table J-1
FLL EIS DATABASE SOURCES
 Fort Lauderdale-Hollywood International Airport

DATABASE	SOURCE
GRAPHICS FILES:	
• Existing Land Use	Broward County GIS Department
• Future Land Use	Broward County GIS Department
• Noise-sensitive facilities	Broward County GIS Department
DATABASE FILES:	
• Parcel Data	Broward County Property Appraiser’s Office
• Housing Units	Broward County Property Appraiser’s Office
• Population Density	2000 U.S. Census / Broward County Metropolitan Planning Organization

Source: The Corradino Group, 2006.

J.2 GRAPHICS FILES

Land use maps were obtained from each municipality within the study area, including: Fort Lauderdale, Hollywood, Dania, Davie, Plantation, and Cooper City. These maps were used as the basis for the land use graphics included in the EIS. Existing land uses were also verified through aerial photographs and field surveys. These verifications resulted in the reclassification of the Mixed-Use land use designation to coincide with actual land uses in the Study Area. Table J-2, *Land Use Categories*, summarizes the land uses depicted on both the land use maps and the generalized land use categories used for the purpose of evaluating compatible land uses.

Noise-sensitive facilities include schools, places of worship (churches, mosques, synagogues, etc.), libraries, hospitals, and assisted living facilities. The locations of these facilities were determined from the data proved by the Broward County GIS Department. Field surveys were also conducted to verify the location of some of the noise-sensitive facilities and to eliminate the potential duplication of data. The field verifications also differentiated hospitals and overnight care facilities from outpatient clinics and medical facilities that provide on-site medical treatment with no overnight patient care.

Table J-2
LAND USE CATEGORIES
Fort Lauderdale-Hollywood International Airport

Commercial
Conservation/Recreation/Open Space
Institutional
Residential
Transportation
Industrial
Regional Activity Center
Water

Source: The Corradino Group, 2006.

J.3 RESIDENTIAL POINT DATA FILES

A GIS data file was developed to capture the residential units located in the EIS Study Area. This file consists of a set of points representing each residential unit; associated with each point is the number of units contained in the structure, the population density of the unit, and the type of unit (single-family, multi-family or mobile home).

A parcel polygon file obtained from the Broward County Property Appraiser's office was used to develop the residential unit point file based on the residential parcel data. These parcels (polygons) were then converted to points; the points are generally located at the centroid of the parcel with some points being realigned to the center of a development or structure on the parcel.

After generating the point file, two county data sources were used to determine the number of units per structure. The Building Assessment Data File, from the Broward County Property Appraiser's office, provided the number of units for single-family and multi-family developments. The Condominium/Co-op Data File, also provided by the County Property Appraiser's office, was used to attach units to multi-family condominium housing points. The GIS files and the data files were integrated using the folio number associated with each parcel. The housing unit data generated for mobile homes and the Hollywood Reservation were developed through a survey of aerial photography.

The final step in the process assigned a unit density to each housing point. This was data obtained from the Broward County Metropolitan Planning Organization. The Traffic Analysis Zone data from the Metropolitan Planning Organization's transportation planning model provided the number of housing units by type, as well as the population by type of housing unit.

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APPENDIX J.2 LAND USE POLICIES

Broward County

Broward County's Comprehensive Plan Transportation Element¹ lists the following policies pertaining to Fort Lauderdale-Hollywood International Airport and airport facilities in general.

Policy 2.10.7. The Planning Services Division shall, when preparing recommendations for proposed industrial land use plan amendments, consider access to major transportation facilities, including highways, airports, and seaports.

Policy 2.10.13. The Planning Services Division shall, when preparing recommendations for proposed land use plan amendments in areas surrounding existing and proposed airports/heliports, promote compatible land uses consistent with the Broward County Comprehensive Plan.

Policy 2.10.14. Development orders shall not be issued within areas surrounding existing or committed airports/heliports for structures that are incompatible with airport/heliport uses in accordance with the development review requirements of the Broward County Land Use Plan.

Policy 2.10.15. The Planning Services Division shall take into consideration the recommendations of Fort Lauderdale-Hollywood International Airport Part 150 Study Technical Report when preparing land use recommendations affecting the Fort Lauderdale-Hollywood International Airport.

Policy 2.10.16. The Broward County Aviation Department shall review development activities in areas adjacent to airports/ heliports to protect Federal Aviation Administration approved and locally adopted aircraft air corridors from obstruction.

Policy 3.1.4. Broward County shall work with other entities to provide safe waterways and Port Everglades facilities through implementation of, but not limited to, the following programs, activities, or actions:

4. The Port Everglades Department shall continue to coordinate the expansion plans recommended by the Port Everglades Master Plan and the Fort Lauderdale-Hollywood International Airport Master Plan to assure operational compatibility.

Policy 3.1.5. Broward County, through its Aviation Department, shall provide safe County airports and related facilities through implementation of, but not limited to, the following programs, activities, or actions:

1. Continue to implement Federal Aviation Administration (FAA) mandated airport security measures to ensure passenger safety at Fort

¹ *Broward County Comprehensive Plan, (Amended)*, February 2002.

Lauderdale-Hollywood International Airport in coordination with the Broward County Sheriff's Office and the airlines.

2. Coordinate with the Federal Aviation Administration, to ensure navigational aids are maintained and, where necessary, replaced or relocated.
3. Conduct obstruction surveys every five (5) years to locate and identify existing obstructions that impact navigable airspace at Fort Lauderdale-Hollywood International Airport and North Perry Airport.
4. Continue to implement programs to prevent or address obstructions as defined by Federal Aviation Regulations (FAR) Part 77 within navigable airspace at Fort Lauderdale-Hollywood International Airport and North Perry Airport.
5. Continue to review all proposed plats for new development within Broward County for possible aviation impacts and to advise developers and property owners of the need to submit FAA forms for airspace reviews.
6. Review all proposed developments shown on site plans in the unincorporated area within 20,000 feet of existing County-operated airports to identify potentially incompatible land uses, including new residential uses within noise impact areas, landfills, and other wildlife hazards/attractants, and lights and glare impacts and keep advised of adjacent communities plans for developments within this area that could affect the safe operation of County-owned airports.
7. The Aviation Department shall request the FAA to provide notification of aeronautical studies performed for obstructions within three (3) nautical miles of Fort Lauderdale-Hollywood International Airport and North Perry Airport.
8. Continue to control development and ensure land uses compatible with airport operations within Runway Protection Zones.
9. Continue to implement the County's Airport Zoning Ordinance and coordinate with the Florida Department of Transportation for periodic updates as required to meet provisions of Chapter 333, Airport Zoning, Florida Statutes, as amended.
10. Encourage municipalities adjacent to airports, or that have airports within their jurisdiction, to adopt through an Interlocal Agreement the County's Airport Zoning Ordinance or to adopt another ordinance that meets the provision of Chapter 333, Florida Statutes.
11. Continue to provide for safe and efficient vehicular and non-vehicular movements, parking, and adequate access for service and emergency vehicles within County-operated airports; and complete construction of a 4,800-space garage by 1999.

12. Maintain safe and secure airport operations areas and airport facilities to meet Federal Aviation Administration requirements.
13. Conduct an emergency simulation/training exercise in coordination with all emergency service providers as required by Federal Aviation regulations at least once every three years.

Policy 3.2.5. Broward County, through its Aviation Department, shall provide convenient County airports and related facilities through implementation of, but not limited to, the following programs, activities, and actions:

1. Encourage the planned growth of aviation facilities in order to keep up with the increased demand of tourism, convention, and other economic activities, and ensure that the convenience for airport users is enhanced by implementing the approved Master Plans for Fort Lauderdale-Hollywood International Airport and North Perry Airport.
2. Through its participation in the Broward County Metropolitan Planning Organization's Technical Coordinating Committee, work closely with the FDOT to assure that Aviation Department facilities are considered in the Five (5) Year Transportation Improvement Program and other new plans.
3. Develop a complete functional airport access system by realigning access to Fort Lauderdale-Hollywood International Airport from US 1 as part of the Airport Expansion Project and provide a new terminal roadway system as part of the new north terminal development, by 2001.
4. Continue to provide adequate and convenient parking at County-owned airports to meet forecasted growth; including completion of construction of a new 4800-space garage by 1999, to provide parking close to the terminal buildings.
5. Reduce congestion at Fort Lauderdale-Hollywood International Airport by constructing additional gates to meet forecasted growth including up to a total of 79 gates by 2015; including the addition of nine gates by 2000.
6. Continue to provide bus shelters to enhance transit and Tri-Rail ridership to Fort Lauderdale-Hollywood International Airport.
7. Enhance future cruise passenger operations between Fort Lauderdale-Hollywood International Airport and Port Everglades by supporting the development of a Fort Lauderdale-Hollywood International Airport multi-modal connector to Port Everglades.
8. By 2002, implement a program to transfer passengers and their baggage separately between Fort Lauderdale-Hollywood International Airport and Port Everglades, which will alleviate congestion for passengers at the curb in front of the airport and seaport terminals.

9. Coordinate cargo-marketing efforts and promote the development of synergistic approaches to cargo development including joint facility use between Fort Lauderdale-Hollywood International Airport and Port Everglades, where applicable.

Policy 3.2.8. Broward County shall assist the provision of convenient intermodal terminals and access to intermodal facilities through implementation of, but not limited to, the following programs, activities, and actions:

2. Through its participation in the MPO, continue to cooperate with FDOT on the feasibility of the proposed airport/seaport multimodal connector by 2001.

Policy 3.3.5. Broward County, through its Aviation Department, shall provide energy efficient County airports and related facilities through implementation of, but not limited to, the following programs, activities, or actions:

1. Reduce aircraft delays and improve airfield circulation, by constructing a new dual parallel taxiway, Taxiway C at Fort Lauderdale-Hollywood International Airport by 2002; and, in the long term, a south runway for air carrier traffic at Fort Lauderdale-Hollywood International Airport.
2. Continue to implement a program for increasing alternative fueled vehicles in the County-owned fleet.
3. Incorporate energy efficient measures into the design and operation of any addition, expansion or replacement facilities at the airport in conformance with the South Florida Building Code and the Florida Energy Code.
4. Enhance airfield circulation by providing a new Taxiway E on the east side of North Perry Airport 2002.
5. Continue to protect the role of North Perry Airport as a reliever to Fort Lauderdale-Hollywood International Airport to provide an alternative facility for smaller, slower aircraft, thereby enhancing operational efficiency at Fort Lauderdale-Hollywood International Airport by reducing the number of these aircraft in the aircraft fleet mix.

Policy 3.3.8. Broward County shall provide for energy efficient intermodal terminals and access to intermodal facilities through implementation of, but not limited to, the following programs, activities, or actions:

1. The Port Everglades Department, to the extent feasible, shall support the CSX Bulk Intermodal Distribution Facility and Services and the Parsec intermodal trailer-on-flatcar (TOFC) and container-on-flat-car (COFC) freight facilities.
2. Through its participation in the MPO and direct contact with the FDOT, continue to recognize Port Everglades, Fort Lauderdale-Hollywood International Airport, and the

Mass Transit Division, as intermodal facilities or services of statewide significance.

3. Through its participation on the MPO, continue to address intermodal passenger needs, intermodal freight or cargo needs, and the effects of each on the other.

Policy 3.4.11. Broward County shall coordinate land uses with the transportation system through implementation of, but not limited to, the following programs, activities or actions:

6. Industrial uses shall be located with access to major transportation facilities, including roads, airports, seaports, rail, and intermodal facilities.

Policy 3.5.1. Broward County shall coordinate the following plans and programs with the Broward County Metropolitan Planning Organization and the Florida Department of Transportation, District IV:

2. The Fort Lauderdale-Hollywood International Airport Master Plan and amendments thereto.

Policy 3.5.3. Broward County, through its Aviation Department, shall coordinate the following plans and programs with the Federal Aviation Administration:

1. The Fort Lauderdale-Hollywood International Airport Master Plan and amendments thereto.

Policy 12.1.9. Coordinate future Port development and operations with the Aviation Department where development may impact operations at the Fort Lauderdale-Hollywood International Airport.

Fort Lauderdale

The Fort Lauderdale Comprehensive Plan² was established to address the needs and aspirations of the community and to play a significant role within Florida's growth management system. The Plan focuses on issues facing the City over the next twenty years and established long-term direction of goals as well as short-term objectives and policies to guide implementation efforts.

Furthermore, the ultimate goal of the City's Plan is to "create a sustainable community that uses resources to meet current needs while ensuring that adequate resources are available for future generations. As such, the City seeks a better quality of life for all residents by limiting waste, preventing pollution, providing affordable housing, maximizing conservation, promoting efficiency, and developing local resources to enhance the local economy. Sustainability will also require that development and redevelopment in the City be coordinated with public investments in alternative transportation modes, which will enable the City to accommodate the projected population and allow for expanded economic and cultural activity."

The purpose of the Future Land Use Element of the *1999 Comprehensive Plan for Fort Lauderdale* is to "Promote the distribution of land uses that will preserve and enhance the character of Fort Lauderdale by establishing land development guides designed to promote environmental protection, meet social and economic needs, provide for adequate services and facilities, conserve natural resources, and ensure compatibility of land uses.

This policy specifically addresses the Fort Lauderdale-Hollywood Airport. Policy 32.8 states "... The City shall actively support the Florida Department of Transportation, other state agencies or Federal agencies in any funding or planning initiatives for the development of a transit system that will link the Fort Lauderdale-Hollywood International Airport to Port Everglades to the Beach Area and to the Central Union Redevelopment/Downtown Revitalization Area in a loop arrangement with a connecting spur to or from the Tri-Rail Station.

Objective 40: Coordination of Land Use and Airport/Heliport Planning, of the Comprehensive Plan, establishes the following policies for existing and future airport facilities:

"Identify and reduce incompatible land uses adjacent to existing and proposed airport/heliport facilities.

POLICY 40.1: Areas surrounding existing airports shall be developed or redeveloped to promote compatible land uses consistent with the elements of the City of Fort Lauderdale Comprehensive Plan and affected elements of other local plans.

POLICY 40.2: The City of Fort Lauderdale shall not issue development orders for land uses or structures that are incompatible with airport uses and/or which create a hazard to air navigation.

² *Fort Lauderdale Comprehensive Plan, (Amended) January 20, 1999.*

POLICY 40.3: The recommendations of adopted Part 150 Study Reports shall be taken into consideration during land use decisions affecting airports and their adjacent areas as part of the City of Fort Lauderdale development review process.

POLICY 40.4: The City of Fort Lauderdale shall protect navigable airspace regulated by the Federal Aviation Administration from obstruction.

Hollywood

The Transportation Element of Hollywood's Comprehensive Plan³ indicates that the City of Hollywood respects the economic importance of the Fort Lauderdale-Hollywood International Airport while also wanting to limit its negative impacts on the residents of Hollywood. The City's policies address connectivity of the airport with other transportation infrastructure such as roads and the port and also address the need for thorough planning and consideration of negative airport impacts in the event of airport expansion. The following are City of Hollywood policies that address the airport.

Policy CW.68: Improve the transportation linkages between the Beaches and the regional transportation facilities (Airport, Seaport, and Train Stations).

Policy 5.6: Support connections between the Airport and Port Everglades for both freight and passengers.

Policy 5.8: Promote improved transportation connection between Port Everglades, the Airport and the City's destination sites.

Policy 7.12: Play an aggressive role in protecting property values and in assuring the health, safety and welfare of Hollywood residents with regards to any expansion plans for the Fort Lauderdale/Hollywood International Airport.

Policy 7.13: Analyze effects of airport expansion on existing land uses and work to ensure that there are no adverse impacts to Hollywood properties.

Policy 7.14: Propose future land uses that are compatible with the effects of airport expansion.

Hollywood adopted Ordinance 97-35 in September 1997 that imposed certain conditions upon the airport's expansion, in the following areas: air quality, stormwater management, water and energy conservation, landscaping, economic disparity, hazardous materials, police and fire services, wetlands and excavations,

³ *City of Hollywood Comprehensive Plan, (Revised) April 1999.*

archaeological and historical resources, traffic improvements, and noise. Of these areas, the issues of noise and air quality may create the most impact upon Hollywood residents.

The constraints included annual noise contour modeling based on prior year and current noise monitoring data conducted by the County. Operations on the extended south runway shall be prohibited between 10:00 p.m. and 7:00 a.m. until the County modifies the operations of the south runway based upon airport requirements. If at any time, the required projected five-year noise exposure map reflects that a portion of any residential properties, which are located within the City, will be exposed to day-night average sound levels greater than or equal to 65 decibels because of the proposed extension, then the County will amend the Noise Compatibility Program to include a noise mitigation program.

Consistent with this position, Hollywood has established an Airport Advisory Committee to monitor the proposed expansion of the Fort Lauderdale-Hollywood Airport. In addition, the City's zoning ordinance includes pertinent regulations that could affect development and/or operations at FLL:

- The construction, alteration, repair, excavation, or demolition of any building or structure is to be conducted no earlier than 7:00 a.m. and no later than 6:00 p.m., Monday through Friday. Such work on Saturdays is to be conducted no earlier than 8:00 a.m. and no later than 6:00 p.m. No such work is to be conducted on Sundays. All such work is to be conducted in the described hours and only after obtaining all appropriate permits and approvals from the City of Hollywood and all other applicable agencies. Should an urgent necessity or emergency condition that requires such work to be conducted outside these hours or on Sunday arise, a request to do so shall be provided in writing to the City's Chief Building Official. No such construction work may proceed outside the above described time limitations without the previous written approval of the City of Hollywood.

Dania Beach

Dania Beach's Comprehensive Plan⁴ includes policies that affect FLL as follows:

Policy 1.8: Areas surrounding existing and proposed airports/heliports shall be planned to promote compatible land uses consistent with the affected elements of the Dania Beach Comprehensive Plan. (B.C.P. #15.03.01)

Policy 1.9: Within areas surrounding existing or committed airports/heliports, Dania Beach shall not issue development orders for land uses or structures that are incompatible with airport/heliport uses, pursuant to the Development Review Requirements subsection of the Plan Implementation Requirements section of the Dania Beach Land Use Plan. (B.C.P. #15.03.02)

Policy 1.10: The recommendations of adopted Part 150 Study Technical Reports shall be taken under consideration during land use decisions affecting airports/heliports and their adjacent areas. (B.C.P. #15.03.03)

⁴ *City of Dania Beach Comprehensive Plan, July 1, 2004*

Policy 1.11: Dania Beach shall protect from obstruction Federal Aviation Administration approved and locally adopted aircraft air corridors. (B.C.P. #15.03.05)

In addition, the City of Dania Beach's zoning ordinance includes pertinent regulations on building height restrictions near airports, noise prohibitions, and construction and demolition:

- Sec. 33-35. Heights of structures near airports.

With respect to any structure of any type which is proposed to be constructed in the city but near, or in proximity to, any airport or within the flight path approaching the airport, the applicant for a permit must comply with all regulations of the Federal Aviation Authority (and any other governmental agency having jurisdiction) and have the approval of the Federal Aviation Authority (and any other governmental agency having jurisdiction) before the city shall issue a permit allowing the construction of the structure. In the event the building inspector of the city believes that any proposed structure may be in conflict with any governmental rules or regulations governing the height and location of structures near the Fort Lauderdale-Hollywood International airport or in the flight patterns or approaches to such airport, the building inspector shall decline to issue a permit to allow the construction of the structure until he first obtains a favorable approval or recommendation from the manager of such airport.

- Sec. 17-88. Specific prohibitions (Noise).

In addition to the general prohibitions set out above, the following specific acts are declared to be in violation of this article:

- *Construction and demolition.* The operating of any equipment used in construction work within fifty (50) meters (fifty-two (52) yards) of any residential or noise-sensitive area between the hours of 9:00 p.m. to 7:00 a.m. on weekdays and Saturdays and 9:00 p.m. to 8:00 a.m. on Sundays and holidays, except for emergency work.

The South Florida Regional Planning Council (SFRPC) has also identified a proposed redevelopment project in Dania Beach. The Local Activity Center will include redevelopment of areas within a few blocks of U.S. Highway 1 in downtown Dania Beach. The development proposed for the Local Activity Center would primarily be comprised of residential development.

Town of Davie

The Town of Davie has established an Airport Advisory Board, like the City of Hollywood. The Davie Comprehensive Plan⁵ includes Objective 16 on Compatible Land Use and Development with airports. It includes the following provisions to identify and reduce incompatible land uses adjacent to existing and proposed airport/heliport facilities:

Policy 16-1: Areas surrounding existing and proposed airports/heliports shall be planned to promote compatible land uses consistent with the affected elements of the Comprehensive Plan.

Policy 16-2: Within areas surrounding existing or committed airports/heliports, the Town shall not issue development permits for land uses or structures that are incompatible with airport/heliport uses, pursuant to the Development Review Requirements subsection of the Plan Implementation Requirements section of the Broward County Land Use Plan.

Policy 9.1.1: The Town shall review and comment, as appropriate, on any Environmental Impact Report, Master Plan or other studies required to construct, expand or modify any airport in close proximity to the Town.

Policy 9.1.2: The Town shall coordinate with FAA and Airport Planners regarding potential approach path obstructions and other development of lands within the Town which may affect safe airport operations.

The Town of Davie Comprehensive Plan also contains residential land use restrictions for the City. In addition, the City's zoning ordinance includes pertinent regulations that could affect development and/or operations at FLL:

Plantation

Plantation's Comprehensive Plan includes several policies dealing with aviation-related activities including:

Policy 8.1.1 – Monitor roadway facilities to ensure adequate access to regional and County ports and airports. (Ord. 1974, 4/13/94)

Policy 8.1.2 – Encourage appropriate State, regional, County and local jurisdictions to provide for alternate modes of surface and water transportation to all ports and airports. (Ord. 1974, 4/13/94)

Policy 8.1.3 – Areas surrounding existing and proposed airports/heliports shall be planned to promote compatible land uses consistent with the affected elements of the City of Plantation Comprehensive Plan. (Ord. 1974, 4/13/94)

Policy 8.1.4 – Within areas surrounding existing or committed airports/heliports, the City shall not issue development orders for land uses or structures that are incompatible with airport uses, or City approved heliport uses, pursuant to the

⁵ Town of Davie Comprehensive Plan, (Amended), August, 1998

Development Review Requirements subsection of the Plan Implementation Requirements section of the Plantation Land Use Plan. (Ord. 1974 – 4/13/94)

Policy 8.1.5 – The recommendations of adopted Part 150 Study Technical Reports shall be taken under consideration during land use decisions affecting airports/heliports and their adjacent areas. (Ord. No. 1974, 4/13/94)

Policy 8.1.6 – The City shall cooperate with Federal Aviation Administration approved and locally adopted aircraft air corridors that encourage air travel that is not low level over the City. (Ord. No. 1974, 4/13/94)

The City shall continue to oppose non-emergency helicopter travel over any residential areas and shall encourage any necessary non-emergency air travel to be routed around residential areas.

Policy 8.1.7 – Support the efforts of the Broward County Aviation Department to provide safe, convenient, and energy-efficient County airports and related facilities through implementation of programs and activities including:

- a) Continue to review all proposed plats for new development within Broward County for possible aviation impacts and to advise developers and property owners of the need to submit FAA forms for airspace reviews.
- b) Support the provision of bus shelters to enhance transit and Tri-Rail ridership to Fort Lauderdale-Hollywood International Airport.

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APPENDIX J.3 MUNICIPALITY PLANNING AND ZONING COORDINATION

This appendix includes copies of the following documents:

- February 8, 2007 Coordination Meeting Agenda
- February 8, 2007 PowerPoint Presentation
- February 8, 2007 Meeting Summary

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**Fort Lauderdale-Hollywood International Airport
Environmental Impact Statement**

**AGENDA
Agency Coordination Meeting**



**February 8, 2007
2:00 p.m. – 3:30 p.m.**

- 1. Introductions**
- 2. Overview of Airport Sponsor's Proposed Project**
- 3. Overview of Existing Land Use Controls (policies, ordinance, regulations, codes)**
- 4. EIS Land Use Mitigation versus FAR Part 150 Land Use Mitigation**
- 5. Implementation Responsibilities**
- 6. Discussion of Possible Future Amendments/Revisions to Land Use Controls**



Fort Lauderdale-Hollywood International Airport Environmental Impact Statement

Agency Coordination Meeting

February 8, 2007

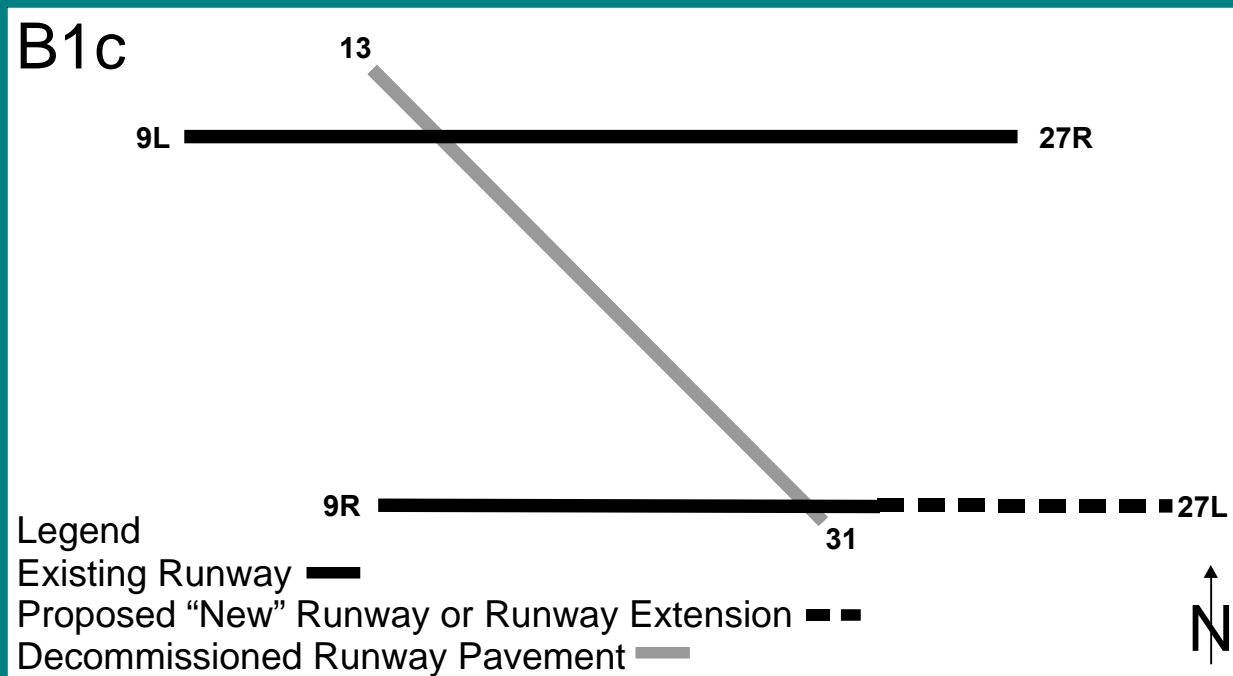
2:00 p.m. – 3:30 p.m.



Overview of Airport Sponsor's Proposed Project



- Redevelop and extend existing Runway 9R/27L to an 8,000 foot by 150 foot elevated Runway with Engineered Materials Arresting Systems (EMAS).





Overview of Airport Sponsor's Proposed Project



- Airfield configuration does not encroach the Dania Cut-Off Canal or extend beyond NE 7th Avenue.
- Runway 9R/27L, along with a full-length parallel taxiway to the north, would extend over the existing FEC Railway and U.S. Highway 1 located east of the airport.
- Includes the installation of a Category I ILS for arrivals on both Runways 9R and 27L.



Acquisition/Relocation Impacts



- Wyndham/Hilton Hotel Acquisition
- Potential FEC Railroad Realignment
- Potential U.S. 1 Realignment
- Potential Griffin Road Realignment



Temporary Construction Impacts



- Relocation of U.S. 1
- Relocation of FEC Railroad
- Slurry Pipeline
- Construction Access Routes



FAA Land Use Issues



- Runway Protection Zone (RPZ) Compatibility
- Height Zoning
- Noise Compatibility



Existing Land Use Controls



Hollywood

- **Policy CW.68: Improve the transportation linkages between the Beaches and the regional transportation facilities (Airport, Seaport, and Train Stations).**
- **Policy 5.6: Support connections between the Airport and Port Everglades for both freight and passengers.**
- **Policy 5.8: Promote improved transportation connection between Port Everglades, the Airport and the City's destination sites.**



Existing Land Use Controls



Hollywood

- **Policy 7.12: Play an aggressive role in protecting property values and in assuring the health, safety and welfare of Hollywood residents with regards to any expansion plans for the Fort Lauderdale/Hollywood International Airport.**
- **Policy 7.13: Analyze effects of airport expansion on existing land uses and work to ensure that there are no adverse impacts to Hollywood properties.**
- **Policy 7.14: Propose future land uses that are compatible with the effects of airport expansion.**



Existing Land Use Controls



Hollywood

- air quality
- stormwater management
- water and energy conservation
- landscaping
- economic disparity
- hazardous materials
- police and fire services
- wetlands
- archaeological and historical resources
- traffic improvements
- noise



Existing Land Use Controls



Town of Davie

- **Policy 16-1: Areas surrounding existing and proposed airports/heliports shall be planned to promote compatible land uses consistent with the affected elements of the Comprehensive Plan.**
- **Policy 16-2: Within areas surrounding existing or committed airports/heliports, the Town shall not issue development permits for land uses or structures that are incompatible with airport/heliport uses, pursuant to the Development Review Requirements subsection of the Plan Implementation Requirements section of the Broward County Land Use Plan.**



Existing Land Use Controls



Town of Davie

- **Policy 9.1.1:** The Town shall review and comment, as appropriate, on any Environmental Impact Report, Master Plan or other studies required to construct, expand or modify any airport in close proximity to the Town.
- **Policy 9.1.2:** The Town shall coordinate with FAA and Airport Planners regarding potential approach path obstructions and other development of lands within the Town which may affect safe airport operations.



Existing Land Use Controls



Plantation

- **Policy 8.1.3** Areas surrounding existing and proposed airports/heliports shall be planned to promote compatible land uses consistent with the affected elements of the City of Plantation Comprehensive Plan. (Ord. 1974, 4/13/94)
- **Policy 8.1.4** Within areas surrounding existing or committed airports/heliports, the City shall not issue development orders for land uses or structures that are incompatible with airport uses, or City approved heliport uses, pursuant to the Development Review Requirements subsection of the Plan Implementation Requirements section of the Plantation Land Use Plan. (Ord. 1974 4/13/94)



Existing Land Use Controls



Plantation

- **Policy 8.1.5** The recommendations of adopted Part 150 Study Technical Reports shall be taken under consideration during land use decisions affecting airports/heliports and their adjacent areas. (Ord. No. 1974, 4/13/94)
- **Policy 8.1.6** The City shall cooperate with Federal Aviation Administration approved and locally adopted aircraft air corridors that encourage air travel that is not low level over the City. (Ord. No. 1974, 4/13/94)



Existing Land Use Controls



Plantation

- **Policy 8.1.7 Support the efforts of the Broward County Aviation Department to provide safe, convenient, and energy-efficient County airports and related facilities through implementation of programs and activities including:**
 - a) **Continue to review all proposed plats for new development within Broward County for possible aviation impacts and to advise developers and property owners of the need to submit FAA forms for airspace reviews.**
 - b) **Support the provision of bus shelters to enhance transit and Tri-Rail ridership to Fort Lauderdale-Hollywood International Airport.**



Mitigation



- EIS Land Use Mitigation versus FAR Part 150
Land Use mitigation
- Implementation Responsibilities



Future Changes to Land Use Controls



- Additional Information?
- Future amendments, revisions, or changes?

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**Fort Lauderdale-Hollywood International Airport EIS
Agency Coordination Meeting Summary**

MEETING DATE: February 8, 2007

MEETING TIME: 2:00 p.m.

MEETING PLACE: The Corradino Group
5200 NW 33rd Avenue #203
Fort Lauderdale, Florida

PROJECT NAME: Fort Lauderdale-Hollywood International Airport EIS

CORRADINO PROJECT NO. : 3417

RE: Meeting with County and Municipality Planning and Zoning Departments.

PERSONS IN ATTENDANCE:

NAME	COMPANY	TELEPHONE	E-MAIL ADDRESS
Bolfi Posadas	BCAD	954.389.6282	bposadas@broward.org
Peter Dokuchutz	City of Plantation	954.797.2751	pdokuchitz@plantation.org
Bruce Dell	Town of Davie	954.797.1110	Bruce_dell@davie-fl.gov
Marjan Mazza	Town of Davie	954.797.1108	Marjan_mazza@davie-fl.gov
Braulio Rosa	Town of Davie	954.797.1027	Braulio_rosa@davie-fl.gov
David Ramacorti	Corradino	954.777.0044	dramacorti@corradino.com
Nicole Hale	Corradino	954.777.0044	nhale@corradino.com
Gina Humphrey	Corradino	954.777.0044	ghumphrey@corradino.com

PURPOSE:

The meeting was scheduled to discuss local land use controls, policies, regulations, ordinances, and planning documents as they pertain to the FAA Environmental Impact Statement for the Fort Lauderdale-Hollywood International Airport.

SUMMARY OF DISCUSSION:

Upon onset of the meeting all attendees introduced themselves (see table of attendees). David Ramacorti of The Corradino Group provided a brief explanation of the current runway, the sponsor's proposed project, and the county's proposed project. There were some questions posed to Corradino in regard to the plan of action. Davie asked if there were still plans of utilizing a step down approach,

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Corradino responded the step down would not be required. Davie asked if there would be a need to bury the powerlines. Corradino advised there is no need to bury the powerlines because the runway end has been shifted west and the powerlines will not be in the airspace. During the discussion of the potential FEC railroad realignment, Davie advised there is a concern of the location of the turn of the intersection on Griffin Road because it is too close and would require being turned further down the road. Corradino advised there is no set option at this time and those decisions would be made during the design process. Corradino informed the group of the option to utilize a slurry pipe to provide the fill needed to repave the runway but advised the slurry would not be available at the time of construction and is further discussed in the EIS. Corradino believes the bigger impact would be vehicular traffic during construction but stated the impacts would not be permanent. Corradino advised there are options being discussed which include the use of the FEC railroad to bring in fill material or using a truck to deliver the material. Davie questioned what route the truck would use if that option was chosen. Corradino stated the truck would most likely deliver the material via I-95 or US 1, and stated the use of truck delivery probably would include restrictions and time constraints on when the materials would be delivered to the site. Davie inquired if the existing tower would be able to handle the runway extension. Corradino confirmed the current tower is capable and has the capacity to handle the larger runway. Corradino further stated the location of the tower is suitable since it is centrally located and should not require any renovations. Corradino discussed the three major FAA concerns (land use compatibility, height zoning, and noise compatibility). Corradino asserted the biggest issue is noise compatibility and informed the group that the FAA utilized noise contour studies to determine the impacts. Davie inquired if these were new contours or existing contours. Bolfi Posadas, of BCAD confirmed there have been new contours run and those contours were utilized to determine the impacts. Davie inquired to find if those contours are available on the Broward County website. BCAD advised they have not yet been made available to the public via the website but stated he would provide the information by email. Corradino discussed the land use compatibility and informed the group there were two areas used to determine impacts: the study area and the detailed study area. Nicole Hale, of The Corradino Group discussed the cities policies in relation to land uses relevant to the project. BCAD then discussed the mitigation process and implementation responsibilities. BCAD stated there is no intention of any acquisitions at this time. At this point of the meeting, Corradino requested an open discussion of any land use concerns for each of the municipality officials present. Davie advised the biggest concern for them is the redevelopment area located approximately at the turnpike and SR 7. Davie advised the current land use is industrial but is being converted to a mixed use area. Davie questioned if the new contours would affect the area and if there were contours created for the south runway. Corradino stated there have been contours developed and will be available for review once the draft EIS is released in April (no set date has yet been scheduled). Corradino advised there was noise modeling done with and without restrictions. Plantation stated there is no foreseeable impacts or effects based on the proposed projects at this time.

This meeting was adjourned approximately at 3:25 p.m.

This our interpretation of the comments made during this meeting. Unless notified in writing to the contrary of any additions within 7 calendar days from receipt of these minutes, we will assume it to be correct.