

**TOWN OF DAVIE
WORKSHOP MEETING
JANUARY 29, 2004**

The meeting was called to order at 6:00 p.m. Present were Mayor Truex, Vice-Mayor Starkey, Councilmembers Crowley, Hubert and Paul. Also present were Town Administrator Willi, Town Attorney Kiar, and Town Clerk Muniz recording the meeting. Councilmember Paul was absent.

Councilmember Crowley made a motion, seconded by Mayor Truex, to excuse Councilmember Paul. In a voice vote, all voted in favor with Councilmember Paul being absent. (Motion carried 4-0)

Mr. Willi explained the purpose of the workshop and introduced the Town's consultant on the airport issue, Neil McAliley.

Mr. McAliley provided an overview of the airport expansion and how it worked from government and legal perspectives. He spoke about revenue streams for airports such as landing fees and grants and discussed the National Economic Policy Act (NEPA). Mr. McAliley mentioned that the report generated by Leigh Fisher and Associates, which proved that a 9,000-foot runway was not needed, validated the viewpoints of the Town, Dania Beach and Hollywood. He spoke about many aspects of the Broward County's December 9, 2003 decision, which included: 1) expanding the south runway; 2) limited the expansion of the south runway into the wetlands east of US1; 3) continuing the Environmental Impact Study (EIS) process; and 4) working with the FAA, through the EIS process, to develop a noise mitigation program. He felt that the County had not fully analyzed all the impacts that expansion would cause.

Vice-Mayor Starkey indicated she was not sure about the specifics of the County's program with regard to noise impacts on the Town. Mr. McAliley outlined the County's discussion, which included developing plans for noise abatement and flight tracking and advised that flight tracking was completely governed by the FAA. He stated that the County was making a commitment to a "process" over which it had little overall control. Mr. McAliley further advised of the County's proposal to develop new options that would foster land use compatibility between the airport and surrounding communities. He advised that nationwide, noise mitigation was generally authorized in the 65 and above Day Night Logarithm (DNL) noise contours. He indicated that the County's proposal was to expand mitigation programs to the contours between 60 and 65.

Mayor Truex asked if this concept had been done anywhere else. Mr. McAliley indicated it was relatively rare.

Vice-Mayor Starkey stated that by limiting the amount of gates and approaches, growth would be limited. She felt this was a plus to be examined. Mr. McAliley concurred and pointed out the contradiction between the County's proposal to expand the airport, yet limit growth.

Mayor Truex asked if the FAA had to approve additional gates. Mr. McAliley responded in the affirmative. Mayor Truex asked if there was a mechanism in place for mitigation in the event that the addition of more gates led to increased traffic and noise. Mr. McAliley stated that mitigation was driven by noise levels going above a certain DNL.

Vice-Mayor Starkey felt the County did not fully calculate existing numbers with respect to noise impact over some residential areas. She asked if the County would now be required to

**TOWN COUNCIL WORKSHOP
JANUARY 29, 2004**

look at mitigation efforts for neighborhoods not noticed before. Mr. McAliley felt the County would be obligated to do this.

Vice-Mayor Starkey asked what the next step would be with regard to noise mitigation for existing residents not recognized before. Mr. McAliley indicated that the DNL contours would first have to be identified. Vice-Mayor Starkey advised that new data showed more increased numbers. She felt the Town needed to look at current and future impacts to reflect these large numbers. Mr. McAliley cautioned Council that the "noise mitigation" the County spoke of could mean everything from putting noise resistant windows on homes to condemnation. Vice-Mayor Starkey indicated that the plans showed only one noise counter over the Town, over the Turnpike, between I-595 and State Road 84. She felt this was illogical and questioned how an accurate assumption of a noise contour could be provided without adding more counters. Mr. McAliley agreed and felt computer modeling being used could be misleading. Vice-Mayor Starkey felt more accurate data was needed to address noise and pollution affecting the Town's residents.

Mr. McAliley indicated that the FAA and the Army Corps would need to approve the plan. He indicated that before approval by the FAA, the County had to comply with the NEPA. He felt that they would have to provide another EIS, after which they could present a written Record of Decision (ROD). He spoke further about various possible scenarios.

Mayor Truex thanked Broward County Commissioner John Rodstrom for standing up for the Town of Davie at the December 9, 2003 meeting.

Commissioner Rodstrom spoke about the Task Force he helped create, which highlighted the Town's concerns. He indicated that the County Commission would ask the airlines to double landing fees to help fund mitigation efforts. Commissioner Rodstrom also indicated he would continue to be an advocate for the Town.

Mayor Truex asked if it would be necessary to build or expand more runways if gates were limited. Commissioner Rodstrom explained that this depended on the frequency of gate usage and indicated that about 85% of the existing gates were in use. He felt it was a fallacy that local hotels and businesses felt they would only remain vibrant with further airport expansion.

Vice-Mayor Starkey believed that with the current analysis and numbers, maximized utilization of the airport with the least impact on residents would be the best scenario. She also felt flights could be better scheduled to be less intrusive. Vice-Mayor Starkey spoke about the airports' recent efforts to study noise by changing flight patterns and felt there were better options than those currently in place.

Vice-Mayor Starkey asked if Commissioner Rodstrom could mention to the County Commission that the Town would like to see additional counters for the DNL's.

Mara Giuliani, Mayor of Hollywood, indicated that Scott Marder would have much to contribute to the discussion and felt airport expansion was a foregone conclusion. She compared Fort Lauderdale International Airport (FLL) with JFK Airport and pointed out how much smaller FLL was in area. Mayor Giuliani felt that if expansion was to occur, the additional north parallel runway was the best option, causing the least impact to residents. She asked that the Town join in efforts to come up with an amenable solution to expansion.

**TOWN COUNCIL WORKSHOP
JANUARY 29, 2004**

Mayor Truex asked Mayor Giuliani if she felt that some expansion was a good thing, or if she felt it was not a good thing, but the best option. Mayor Giuliani stated that she was in favor of another airport out west, or an expansion of the Opa Locka airport.

Vice-Mayor Starkey disagreed with Mayor Giuliani. She felt the north runway would eventually be used for both take-offs and landings that would affect more residents than they currently realized. Vice-Mayor Starkey spoke of the potential negative impact to Pond Apple Slough and she believed that the municipalities involved needed to stay united on the airport issue. She felt the north versus south option would create more problems.

Mayor Truex asked if the Hollywood Commission would be revisiting this issue. Mayor Giuliani indicated that Hollywood would still be working against the expansion of the south runway. She further advised that the County Commission had discussed eventually having three major capacity runways in the future, which would create a "monster airport".

Vice-Mayor Starkey asked Mayor Giuliani for her position on the south runway. Mayor Giuliani indicated that Mr. Marder could address this question further. She stated that the city of Hollywood would continue to fight this issue and felt it was better to get something positive out of a negative situation if it could not be avoided.

Mayor Truex asked if the city of Hollywood would be revisiting this issue. Mayor Giuliani indicated that Hollywood would still invest in the fight against south runway expansion and expressed continued support for the Town.

Bob Mikes, Dania Beach Commissioner, spoke about the history of the Pond Apple Slough and the past actions of the County Commission. He cautioned against trusting DNL contour averages and stated that single event contours were needed to better predict future impact on the communities. Commissioner Mikes felt the County was approaching a build out point and spoke about special interests that would continue trying to force more growth. He felt that no matter where impacts would fall, nothing but the best mitigation efforts should be done for residents who would lose out from expansion.

Mayor Truex asked Commissioner Mikes if he felt the better strategy was to oppose all expansion. Commissioner Mikes agreed.

Mr. McAliley spoke about the schedule for the FAA ROD. He indicated that the best-case scenario would involve one year, the average scenario five years and the worst-case scenario two years. He advised that there would probably be an FAA ROD by 2005/2006. Mr. McAliley stated that the Town would have to engage in the EIS process because if it did not, the process would justify the preconceived results. He reminded those present that there was a local County process and a federal process. Mr. McAliley advised that the FAA could only consider proposals made by local airport sponsors but added that the County Commission could choose alternatives, not the FAA. He felt there was a slim chance that the County Commission would want to revisit its decision.

Mayor Truex asked Mr. McAliley whom he currently represented. Mr. McAliley indicated that he represented Davie, Dania Beach and Hollywood on the airport issue.

Dianna Lewis, Director of Planning and Development for the Broward County Aviation Department, offered to answer any questions.

**TOWN COUNCIL WORKSHOP
JANUARY 29, 2004**

Mayor Truex asked about the time frame mentioned by Mr. McAliley, with regard to the ROD schedule. Ms. Lewis explained that a plan was currently being put together that would be presented to the County Commission in about a month. She advised that the information would then be placed on the County's website.

Vice-Mayor Starkey asked how the Town should proceed on getting current mitigation for existing noise problems on the east side. Ms. Lewis responded that part of the program being put together included a process to develop existing and projected noise mitigation efforts.

Vice-Mayor Starkey asked if the County Aviation Department would be willing to help communities lobby the FAA regarding air traffic control issues such as flight tracking. Ms. Lewis advised that a process could be used to identify possibilities regarding changing flight tracks. She indicated that there would always be an area affected.

Vice-Mayor Starkey referred to the Boston Logan Airport moratorium implemented to put in flight tracking. Ms. Lewis advised that the County's noise consultant was the consultant for Boston Logan Airport.

Brenda Chalifour, representing Save Our Shoreline (SOS), spoke about the meeting with the County Commission and felt that there were many unanswered questions. She spoke about the position of SOS, which was that if expansion was required, then the north runway was the best option. Ms. Chalifour believed the threshold had not been met to justify the need for expansion. She also believed the expansion of the south runway was for a land grab purpose and not for airport capacity. Ms. Chalifour stated that a mitigation plan needed to be created if expansion was unavoidable. She spoke of the recent Regional Transportation Authority's plan and questioned why airlines and seaports had been excluded. Ms. Chalifour stated that the Sierra Club and Audubon Society were not in favor of expansion and took the same position as SOS on the north runway option. She suggested seriously considering ways to try holding a referendum. Ms. Chalifour felt the north and south runway arguments should be avoided and suggested that instead, the municipalities and environmental groups bring the focus back to mitigation plans, referendum language and the search for answers to questions about air space and funding.

Vice-Mayor Starkey referred to the suggestion for a referendum, and indicated she did not believe that those bankrolling a campaign would put out the adequate information. She felt the campaign to fight and promote one side over another was inequitable. Ms. Chalifour stated that airport expansion was inevitable, but felt that where there was a will, there was a way.

Jim Futch, Chair of Davie's Airport Advisory Board, indicated that the Board had recently made a motion to remain cohesive with Hollywood and Dania Beach, in opposing the south runway.

Scott Marder, Chair of the Hollywood Airport Advisory Board, spoke about the community's efforts to oppose the south expansion. He felt these efforts were promising with regard to stopping the project. Mayor Truex asked if this meant no runway expansion. Mr. Marder indicated that all parties needed to figure out what would happen with or without expansion. He referred to numbers produced by Leigh Fisher & Associates which indicated that doing nothing would possibly be worse than doing something. He felt these numbers needed

**TOWN COUNCIL WORKSHOP
JANUARY 29, 2004**

further study. Mayor Truex did not believe that the do-nothing scenario would make things worse.

Bob Anton, Mayor of Dania Beach, advised that Miami International and FLL Airports were in direct competition with each other. He agreed that the FLL airport did not need more growth. Mayor Anton indicated that Miami would have priority when the airspace was backed up and the overflow would be diverted to Fort Lauderdale. He spoke in favor of single event noise contours versus DNL contours and advised that the south runway was the only option with a completed Master Plan. Mayor Anton suggested that if the municipalities banded together to stop the south runway expansion, they could then focus on stopping the second runway expansion. He urged the Town to join forces with the cities of Hollywood and Dania Beach.

Mayor Truex asked if Dania Beach's position was not to build the south runway. Mayor Anton felt the priority focus should be to defeat the north runway.

Ivan Pato, City Manager of Dania Beach, spoke of the confidence granted to him by his commission and stated that he hoped the Town Council would support Mr. Willi as well.

Stephanie Osbourne, a member of the Davie Airport Advisory Board, was opposed to the north parallel runway option and felt that the County Commission's discussion about a potential three runways should be squashed. She suggested using the I-595 highway corridor to help decrease traffic and noise and asked that flight tracking be explored further. Regarding the referendum suggestion, Ms. Osbourne felt that funds that would be spent on this effort should be allocated to media efforts on behalf of the Town.

Joe Cosner indicated that he had attended the County Commission meeting and disputed many of the claims made by the Commission. He felt that no expansion whatsoever was the best option and spoke about the negative effects of pollution.

Mayor Truex felt it was important for the Town to join forces with Dania Beach and Hollywood. He felt the Town owed it to its residents to dig in and oppose this project in any way.

Councilmember Crowley thanked the speakers for their attendance. He indicated he was opposed to any airport expansion.

Councilmember Hubert indicated that her district would be more affected than others and was frustrated that no new information was discussed.

Vice-Mayor Starkey voiced her opposition to airport expansion as it related to runway or gate capacity. She indicated that residents in her districts also opposed expansion. She explained that the flight tracking that was considered was only on existing conditions. Vice-Mayor Starkey stated that if they were to consider any other implementation, it would definitely consider flight tracks that would limit impact on communities and the environment. She wanted a united focus on issues such as existing conditions that needed mitigation. Vice-Mayor Starkey indicated she wanted to do something based on the new information about existing data which previously ignored residents, conservation areas and parks on earlier EIS statements. She was opposed to increasing gates, increasing airport capacity, the north runway or the south runway.

**TOWN COUNCIL WORKSHOP
JANUARY 29, 2004**

Councilmember Hubert asked if the FAA was taking into account 2,072 residents whose homes were not counted before. Vice-Mayor Starkey indicated in the negative. Mr. Willi indicated that this issue would have to be re-directed when the final or draft EIS would be done. Mr. McAliley indicated that more EIS statements would be needed before further decision making. Councilmember Hubert indicated that mobile home residents had nowhere to go.

Mayor Truex summarized by proposing that a resolution be written to include the following elements: 1) opposing the existing airport expansion plan; 2) questioning the need for expansion; 3) indicating that the Town would continue to work with Dania Beach and Hollywood; 4) reaching out to other affected municipalities; and 5) investigating and going after the mitigation for existing issues. He asked Mr. Willi to propose the implementation of the resolution, and directed that he include other issues he saw fit to recommend, including sound level measurement, participation in the EIS process and litigation costs.

Vice-Mayor Starkey asked that staff support be given to research what other airports have done around the Country and provide this information to the Airport Advisory Board.

Vice-Mayor Starkey suggested that the first item in the resolution emphasize how adversely impacted residents were by noise and air pollution. Mayor Truex suggested including the displacement of residents.

Mr. Willi recommended that the Town formalize a working agreement to solidify legal support from White and Case. He also suggested implementing a subtle information campaign for residents.

There being no further business to discuss and no objections, the meeting was adjourned at 9:00 p.m.

Approved _____

Mayor/Councilmember

Town Clerk