Chapter 5: Environmental Review

5.1 Introduction

This Master Plan Update recommends improvements for Pompano Beach Air Park during the 20-year planning period. This chapter considers the environmental context within which these improvements will be planned and implemented. This review provides the results of a desktop analysis including consideration of existing documents, reports, and applicable regulations as well as a site visit to gather information. It should not be considered an exhaustive analysis; rather, its purposes are to consider potential impacts of future airport development actions and to identify areas in which additional, more in-depth analyses might be needed.

FAA Order 1050.1E Environmental Impacts: Policies and Procedures (March 20, 2006) identifies airport development actions normally requiring an Environmental Assessment (EA). Review of that document indicates that certain actions are recommended in this master plan that could require further analysis of specific impact categories. The following sections identify the impact categories normally considered and present an overview of their potential significance.

5.2 Analysis of Impact Categories

Under the provisions of FAA Order 1050.1E, the impact categories to be examined in the EA include:

- Air Quality
- Coastal Resources
- Compatible Land Use
- Construction Impacts
- Department of Transportation Act: Section 4 (f)
- Farmlands
- Fish, Wildlife, and Plants
- Floodplains
- Hazardous Materials, Pollution Prevention, and Solid Waste
- Historical, Architectural, Archeological, and Cultural Resources
- Light Emissions and Visual Impacts
- Natural Resources and Energy Supply
- Noise
- Secondary (Induced) Impacts
- Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks
- Water Quality
- Wetlands
- Wild and Scenic Rivers

The objective of this environmental review is to identify impacts in certain areas, such as noise

and compatible land use, which do not require field surveys. Other impact categories, such as air quality and wetlands, are examined to identify those areas that could require further examination.

5.3 Air Quality

In general, Southeast Florida's air quality is good; however, the Southeast Florida Airshed comprising Broward, Palm Beach, and Miami Dade Counties was historically designated as nonattainment for the pollutant ozone. Ozone is a secondary pollutant, a by-product of precursor pollutants, nitrogen oxides (NOx) and volatile organic compounds (VOCs). Through complex chemical reactions in the presence of sunlight, these pollutants form ozone, not to be confused with the upper atmospheric protective ozone layer.

In February 2004 the United States Environmental Protection Agency (USEPA) designated the Southeast Florida Airshed as a Maintenance Area. This resulted from the area's experiencing fewer days of exceedances of the National Ambient Air Quality Standard (NAAQS) for ozone.

As a Maintenance Area, the Airshed must maintain NOx and VOC emissions below threshold limits to avoid exceeding the ozone standard in the future. This is accomplished by monitoring countywide emissions through data collection and pollutant inventory efforts by the Broward County Environmental Protection Department (BCEPD). These emission inventories are prepared every three years and submitted to the USEPA as required by the State Implementation Plan (SIP).

The two principle sources of air pollution associated with the development and operation of the Air Park are vehicular (both customer and maintenance vehicles and equipment) and aircraft emissions. Other contributing sources include emissions from aircraft refueling and repair/production activities.

The Broward County Environmental Protection Department (BCEPD) is the local agency responsible for review and permitting of all air polluting activities and preparation of air pollutant emission inventories for the Air Park. Requirements vary; for example, any aircraft repair or production activities may require (depending on the materials and material usage), a Broward County General Air Permit, a Federally Enforceable Operating Permit (FESOP), or a Title V.

Implementation of the recommendations in this Master Plan Update will require coordination with Florida Department of Environmental Protection Division of Air Resource Management to determine permitting requirements under the New Source Review (NSR) and Prevention of Significant Deterioration (PSD) Program. Construction permits are used to implement the Federal Clean Air Act requirements for air quality including Best Available Control Technology (BACT) determinations.

The principal effects upon air quality associated with proposed development actions will be construction emissions, especially dust. These will be temporary in nature; however, any necessary permits must be obtained before construction begins. Best Management Practices,

such as watering, should be required of contractors to reduce any impacts associated with dust from construction activities.

If the FBO's underground storage tank refueling system needs to be replaced pursuant to the FDEP Tank Replacement Guidelines and soil and groundwater contamination is discovered and required to be remediated with a vapor recovery system, the BCEPD must be notified of the same and may require a permit.

5.4 Coastal Resources

Federal activities involving or affecting coastal resources are governed by the Coastal Barriers Resources Act (CBRA) of 1982 as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501-3510] [PL 97-348], the Coastal Zone Management Act as amended [16 USC 1451-1464] [PL 92-583], and Executive Order 13089, Coral Reef Protection (63 FR 32701, June 16, 1998.

Congress passed the CBRA designating various, undeveloped coastal barrier islands for inclusion in the Coastal Barrier Resources System (CBRS) using site-specific maps. Notwithstanding emergency life-saving activities, areas included on the CBRS are ineligible for direct or indirect federal financial assistance that might support development, including flood insurance. The CBRS includes the barrier islands located between the Atlantic Ocean and the Intracoastal Waterway.

The Florida Coastal Management Program (FCMP) is based on a network of state agencies implementing 23 statutes that protect and enhance the state's natural, cultural, and economic coastal resources. The goal of the program is to coordinate local, state, and federal agency activities using existing laws to ensure that Florida's coast is protected for future generations. The Florida DEP administers the FCMP. The State of Florida's coastal zone includes the area encompassed by the state's 67 counties and its territorial seas; therefore, federal actions that occur throughout the state are reviewed by the state for consistency with the FCMP. The State has, however, limited its federal consistency review of federally licensed and permitted activities to the federal licenses or permits specified in Section 380.23(3)(c), of the 2000 FS.

The Florida DEP provides comments to the FAA on Draft Environmental Impact Statements along with a consistency determination, which is a preliminary determination that the proposed federal action is consistent with the enforceable policies of the FCMP to the maximum extent practicable, pending the receipt of any necessary state resource permits. The issuance of the state resource permits would constitute the State's finding of consistency with the FCMP and would be the final review of the project under the consistency provision of the Coastal Zone Management Act (CZMA).

For states, federal consistency is a powerful tool to reach most federal actions affecting the coastal zone. For federal agencies, consistency provides an effective mechanism to document coastal effects and to address state and territorial coastal management concerns. Early attention to the federal consistency process often provides the federal agency with state and public support and, subsequently, a smooth and expeditious state permit review. Early consultation and

cooperation between federal agencies and coastal management programs help federal agencies avoid costly last minute changes to projects in order to comply with state regulatory requirements.

As noted earlier in Florida, the entire state comprises coastal zones. While implementation of the proposed improvements would not be expected to impact coastal zones adversely, coordination will be required as part of the permitting process.

5.5 Compatible Land Use

For the purposes of this analysis, compatible land use refers to the land use interfaces between the airport and surrounding properties. Compatibility of proposed airport development with uses of land within the Air Park land envelope is considered within specific additional categories, such as environmentally sensitive areas, in other sections of this chapter.

As discussed in Chapter 1, The Pompano Beach Air Park is surrounded by commercial, low and medium density residential, recreational, and industrial land uses. The airport continues to maintain a compatible land use buffer, including a municipal golf course and community park.

The City of Pompano Beach has adopted a comprehensive plan through the Planning Department. The airport and its immediate area are zoned transportation, utilities, and commercial (see Figure 1.3). These designations provide for a mixture of land uses that are generally compatible with the airport and its operations. The plan also prohibits residential development in these areas. The City of Pompano Beach Zoning Department administers the zoning program.

Review of proposed development suggests that any impacts related to compatible land use would generally be associated with airport-related noise. That subject is discussed in Section 5.14 of this chapter.

5.6 Construction Impacts

Specific construction-related impacts may be expected during construction phases to improve Pompano Beach Air Park. Some of these are identified below:

- An increase in particulate and gaseous air pollution levels as a result of dust generated by construction activities and by vehicle emissions from construction equipment and workers' automobiles.
- An increase in solid and sanitary wastes from workers at the site.
- An increase in traffic in the airport area under construction.
- An impact to aircraft operations during the construction or rehabilitation of runway, taxiway, and apron/ramp areas as well as new buildings.
- An increase in localized noise due to the operation of heavy equipment.
- Temporary erosion or scarring of land surfaces and loss of aquatic vegetation and other forms of vegetation in areas which are excavated or otherwise disturbed.

These impacts are considered temporary in duration, but Best Management Practices should be used during the construction process. For example, watering during construction significantly reduces the impact of the increases in dust generation. Bid packages for construction items should include provisions to include applicable practices to reduce such impacts.

5.7 Department of Transportation Act, Section 4(f) Lands

FAA Order 1050.1E Change 1 specifies that under the provisions of the Department of Transportation Act, Section 4(f) projects requiring the use of any publicly owned land from a public park, recreation area, wildlife and waterfowl refuge, or historic site will not be approved unless there is no feasible and prudent alternative to the use of such land, and the project includes all possible planning to minimize harm resulting from the use.[2] Section 4(f) provides that "the Secretary of Transportation will not approve any program or project that requires the use of such publicly-owned land unless there is no feasible and prudent alternative to the use of such land and such program, and the project includes all possible planning to minimize harm resulting from the use."

There are two types of land use relevant to the determination of whether that use may result in an impact: direct land use and constructive land use. A direct use of land occurs when land from a 4(f) site is permanently incorporated into a transportation facility. A constructive use occurs when proximity impacts of a project on a 4(f) property are so severe that the activities, features, or attributes that qualify the property or resources for protection under Section 4(f) are substantially impaired.

There are approximately 48 City parks and more than 30 County parks in the general vicinity of the Pompano Beach Air Park and Broward County. The Pompano Beach Municipal Golf Course is located on Air Park land to the northeast of the airfield. This facility includes two 18-hole courses. Under provisions of an agreement reached by the City and the FAA in 2007, 190 acres of land used for golf course purposes will remain part of the Air Park and is subject to ground lease payments. This land is termed a "Category A Parcel" by the City-FAA agreement. A second parcel, comprising 182 acres used for golf course purposes, is to be released to the City in return for payments specified in the agreement. In the agreement, this land is characterized as a "Category B" parcel. This Category B parcel will not be affected by potential modifications at the Air Park. The City considered the fact that the parcels could operate independently, so if the aviation land was needed for future use, the remaining golf holes could continue to operate as a course; Category A this land is subject to conversion to future aeronautical use. The FAA has determined that land is not subject to treatment as 4(f) land. However, should the City begin development plans in the future, and environmental study could examine the environmental impacts of such development.

Other local park and recreational facilities are located on Air Park land that has been leased to the City since the 1950s. The City-FAA agreement provides for release of this land to the City in exchange for payments specified in the agreement. The facilities on these lands include a

[2] FAA Order 1050.1E, Section 6, DOT Act, Section 4(f).

municipal stadium, an amphitheater/civic center, and a tennis/aquatics center. None of these facilities would be impacted by proposed airport development.

Coordination with the FAA may also be required concerning two additional parcels on the west side of Air Park property. The City-FAA agreement identifies these as an Arboretum (25 acres) and a Conservation Area (12 acres) and parenthetically notes that these are restricted use. Clarifications by the FAA will be required in order to convert all or portions of these parcels to aeronautical uses. Local environmental specialists have noted that both parcels have deteriorated significantly over the years and that neither area may be viable from an environmental standpoint.

With respect to other Section 4(f) categories, no national parks, recreation areas, or monuments of national designation are located in the area affected by proposed improvements at the Air Park. No wildlife refuges are located near the airport.

5.8 Farmlands

The U.S. Department of Agriculture Natural Resources Conservation Service (NRCS) should be consulted to determine whether the Farmland Protection Policy Act (FPPA) applies to land proposed for development. Preparation of a Form AD 1006 could be required to determine whether the impact is significant.

5.9 Fish, Wildlife, and Plants

The U.S. Fish and Wildlife Service (FWS) databases were researched for the presence of any endangered or threatened animals or plants which could potentially be found at the Pompano Air Park site. The database list of potential species found in Broward County was reviewed, and the Florida Fish and Wildlife Conservation Commission (FWC) database was also researched for identifying the location of any Bald Eagle nests that could be located on or near (within a 1 mile radius) the subject site.

From the research of wildlife that could potentially occur on or near the Air Park site, it appears that the Gopher Tortoise and possibly burrow commensals may exist in small numbers on the undeveloped sandy scrub along the western and northwestern edges of the property. This portion of the property, comprising the arboretum and conservation area, is situated primarily on Paola fine sand (Pa) as confirmed on the Soil Survey of Broward County Florida- Eastern Part. This sandy soil commonly hosts habitat potentials for burrowing species including the Gopher Tortoise. When these presently undisturbed vegetated areas that lie along the western side of the air park are planned for encroachment or development, a thorough wildlife survey should be conducted in accordance with the FWC's latest Gopher Tortoise Habitat Protection Guidelines.

In addition, there is a remote possibility that the Tiny Polygala (*Polygala smallii*) may exist on or near the sand pockets of sand pine scrub, pine rocklands, slash pine, high pine, and well drained coastal scrub with high light levels and little accumulation of leaf litter. All documented habitats

are xeric and prone to periodic fire disturbance.

Polygala smallii occurs within 10 km (6.2 miles) of the coast. *Polygala smallii* is a rare, endemic plant with only 11 known populations. It has been federally listed as an endangered species since July 1985 (USFWS 1999), and is listed by the State of Florida as Endangered.

In Broward County, the overstory is composed primarily of sand pines (*Pinus clausa*), with an understory of various shrubs including oaks (*Quercus* spp.), dwarf cabbage palms (*Sabal etonia*), rosemary (*Conradina* spp.), grasses, and deer moss (*Cladina* spp.). Most populations occur in sand pine scrub in St. Lucie fine sands of approximately 2.8 m (9.2 feet) elevation. The average elevations at the air park property range from +10 to +19 feet NGVD.

Polygala smallii

The other plant species listed in the FWS database do not occur in the types of remaining habitats that exist on or near the Air Park property. These plants include: Beach jacquemontia, Johnson's seagrass, and Okeechobee gourd. The first inhabits the beach dunes, the second inhabits estuarine tidal flats, and the third is found along the edges of Lake Okeechobee. These species do not dwell in the sandy scrub habitat that remains in the undeveloped portions of the airport property.

The proposed Pompano Air Park Master Plan Update aviation-related and commercial development project sites at the Pompano Air Park do not appear to have significant long-term impacts on important regional habitat related to biotic communities; however, a walking inspection of the property did indicate potential evidence of wildlife species on the site that are protected under federal and/or state programs. Chief among these were the Gopher Tortoise (Gopherus polyphemus) and any burrow commensals, such as the Eastern indigo snake (Drymarchon corais couperi), the Florida gopher frog (Rana capito), and the Florida mouse (Podomys floridanus). Other species also included the Osprey (Pandion haliaetus) and the Burrowing Owl (Athene cunicularia).

It is recommended that the City conduct a wildlife survey and inventory in areas proposed for development; thereafter, proper relocation of any protected species could be undertaken (either onsite or offsite) in accordance with pertinent regulations. Appropriate relocation permitting should be completed under appropriate Florida Fish and Wildlife Conservation Commission (FFWCC) [(F.A.C) Chapter 68A-27] and U.S, fish and Wildlife Service (USFWS) guidelines

and applicable permits [CFR TITLE 50, Chapter I, Part 17]. Other important regulations that will serve as the framework for evaluating and resolving the protected wildlife issues include any of the specific criteria listed in the City of Pompano Beach Comprehensive Plan – Conservation Element.

During the site visit, non-native, invasive plant species were observed in virtually all upland tree areas on the Air Park grounds. These included Brazilian pepper trees (Schinus terebinthifolius), Strangler figs (Ficus aureus), Peruvian apple cactus (Cereus peruvianus), Laurel dodder (Cassytha racemosa), among others. The presence of these non-native plant species appears to have created two undesirable situations: (1) these areas are serving as a breeding ground (i.e., continual seed vector source) for these species allowing them to propagate more easily both on and off the airport property; and (2) the non-native species have either killed or are in the process of killing the desirable native plant species (e.g. scrub pines in the Arboretum).

As a consequence it is recommended that, prior to initiating any development affecting these areas, the City conduct an appropriate characterization assessment of upland tree areas that are likely be disturbed, modified, or removed to accommodate such development. At a minimum, this should include an inventory of plant species present in these areas, as well as an evaluation of options for relocation (both onsite and offsite) of any appropriate native species identified in the assessment. In conjunction with this survey, the Air Park could also consider a plan to relocate and consolidate the desirable plant species in one or more areas to create healthier ecosystems that are more representative of those native to the South Florida area. This is a cost effective alternative to relocating these species offsite.

5.10 Floodplains

Executive Order (EO) 11988, *Floodplain Management*, directs federal agencies to take action to reduce the risk of flood loss; minimize the impact of floods on human safety, health and welfare; and restore and preserve the natural and beneficial values served by floodplains. U.S. DOT Order 5650.2, *Floodplain Management and Protection*, contains DOT policies and procedures for implementing EO 11988. Agencies are required to make a finding that there is no practicable alternative before taking action that would encroach on the 100-year base flood elevation (7 CFR Part 650.25).

EO 11988 defines floodplains as "the lowland and relatively flat areas adjoining inland and coastal waters including flood-prone areas of offshore islands, including at a minimum, that area subject to a 1% or greater chance of flooding in any given year. The 100-year flood has been adopted by the Federal Emergency Management Agency (FEMA) as the base flood for floodplain management purposes.

Review of FEMA flood zone maps indicates that the entire Pompano Beach Air Park appears to be situated in an area with a "Zone X" designation, and the site is surrounded by Zones X, AE, and AH. The following is a brief description of each designation:

- ***Zones X*** indicates the flood insurance rate zones that correspond to areas outside the 1-percent annual chance floodplain, areas of 1-percent annual chance sheet flow flooding

where average depths are less than 1 foot, areas of 1-percent annual chance stream flooding where the contributing drainage area is less than 1 square mile, or areas protected from the 1-percent annual chance flood by levees. No Base Flood Elevations or depths are shown within this zone. Insurance purchase is not required in these zones.

- ***Zone AE*** is the flood insurance rate zone that corresponds to the 1-percent annual chance floodplains that are determined in the Flood Insurance Study by detailed methods of analysis. In most instances, Base Flood Elevations derived from the detailed hydraulic analyses are shown at selected intervals within this zone. Mandatory flood insurance purchase requirements apply.

- ***Zone AH*** is the flood insurance rate zone that corresponds to the areas of 1-percent annual chance shallow flooding with a constant water-surface elevation (usually areas of ponding) where average depths are between 1 and 3 feet. The Base Flood Elevations derived from the detailed hydraulic analyses are shown at selected intervals within this zone. Mandatory flood insurance purchase requirements apply.

Based on the location of the site and its location above the 100-year flood plain, it is unlikely that the proposed improvement projects would impact the flood plain; however, in the event that expansion were to occur and extend into adjacent areas, it will be necessary to evaluate whether such expansion encroaches on the 100-year floodplain.

5.11 Hazardous Materials, Pollution Prevention, and Solid Waste

FAA actions to fund, approve, or conduct an activity may require consideration of hazardous material, pollution prevention, and solid waste impacts under provisions of the National Environmental Protection Act (NEPA). FAA Order 1050.1.E, Change 1, Environmental Impacts: Policies and Procedures, dated March 20, 2006, identifies four primary laws that govern handling and disposal of hazardous materials, chemicals, substances and wastes. These are supplemented by various Executive Orders. These laws and orders are discussed below.

- ***Comprehensive Environmental Response, Compensation, and Liability Act* (CERCLA):** The CERCLA of 1980 was amended by the *S*uperfund Amendments and Reauthorization Act (SARA) of 1986 and further amended by the Community Environmental Response Facilitation Act of 1992. The purpose of CERCLA is ensure the conducting of an increasingly complex series of evaluations of federally-listed suspected hazardous waste sites to determine if those sites pose sufficient threats to human health and the environment to become eligible for federally-funded investigation and clean up under Superfund.

- **Pollution Prevention Act:** The Pollution Prevention Act of 1990 established that it is the national policy of the U.S. that, whenever feasible:

  - pollution should be prevented or reduced at the source;
  - pollution that cannot be prevented should be recycled in an environmentally safe

manner;
- pollution that cannot be prevented or recycled should be treated in an environmentally-safe manner; and
- disposal or other release into the environment should be employed only as a last resort, and should be conducted in an environmentally safe manner.

- **Toxic Substances Control Act (TSCA):** The TSCA of 1976 states that it is the policy of the U.S. that:

  - adequate data should be developed with respect to the effect of chemical substances and mixtures on health and the environment, and that the development of such data should be the responsibility of those who manufacture and those who process such chemical substances and mixtures;
  - adequate authority should exist to regulate chemical substances and mixtures that graphically depict an unreasonable risk of injury to health or the environment, and to take action with respect to chemical substances and mixtures which are imminent hazards; and
  - authority over chemical substances and mixtures should be exercised in such a manner as not to impede unduly or create unnecessary economic barriers to technological innovation while fulfilling the primary purpose of the TSCA to assure that such innovation and commerce in such chemical substances and mixtures do not graphically depict an unreasonable risk of injury to health or the environment.

- ***Resource Conservation and Recovery Act*** **(RCRA) of 1976:** The RCRA of 1976, as amended by the Solid Waste Disposal Act of 1980, addresses non-hazardous and hazardous waste management activities. The Hazardous and Solid Waste Amendments of 1984 strengthened RCRA's waste management provisions and added Subtitle I, which governs underground storage tanks (USTs). The Federal Facility Compliance Act of 1992 (FFCA) amended RCRA with the primary purpose of ensuring a complete and unambiguous waiver of sovereign immunity with regard to imposition of administrative and civil fines and penalties on federal facilities.

- **Executive Order 12088:** Executive Order 12088, as amended by Executive Order 12580, directs federal agencies to comply with "applicable pollution control standards" in the prevention, control, and abatement of environmental pollution; and consult with the USEPA, state, interstate, and local agencies concerning the best techniques and methods available for the prevention, control, and abatement of environmental pollution.

- **Executive Order 12856:** Executive Order 12856 states that the Federal Government should provide information to the public concerning toxic and hazardous chemicals and extremely hazardous substances at federal facilities, and plan for and prevent harm to the public through the planned or unplanned releases of chemicals.

- **Executive Order 12580:** Executive Order 12580, Superfund Implementation, amended by Executive Orders 13016 and 12777, delegates most response authorities to the USEPA

and the U.S. Coast Guard (USCG) for abatement. Agencies must participate in response teams with the opportunity for public comment, before removal action is made.

Supplemental regulations are provided by several laws including the Oil Pollution Prevention Regulation (Title 40, Code of Federal Regulations (CFR), Part 112) was amended to incorporate requirements of the Oil Pollution Act, and now forms the basis of the USEPA's Oil Spill Prevention, Control, and Countermeasure (SPCC) program. The SPCC program seeks to prevent oil spills from certain aboveground storage tanks (ASTs) and USTs. As amended, the regulation applies to nontransportation-related facilities that:

- Have an aggregate storage capacity greater than 1,320 gallons or a completely buried storage capacity greater than 42,000 gallons; and
- Could reasonably be expected to discharge oil in quantities that may be harmful into or upon the navigable waters of the U.S. or adjoining shorelines.

Facilities with aboveground storage tanks (ASTs) and underground storage tanks (USTs), which fall under the USEPA regulatory requirements for storage tanks, are required to have spill prevention methods in place in accordance with federal, state, and local guidelines.

In the State of Florida, Chapter 403 and Section 381.0098 of the Florida Statutes (FS) address solid and hazardous waste management. Regulations related to hazardous waste and hazardous materials are contained within Florida Administrative Code (FAC) chapters:

- 62-730, *Hazardous Waste*
- 62-704, *Certification of Resource Recovery Equipment*
- 62-740, *Petroleum Contact Water*
- 62-761, *Petroleum Storage Systems (ASTs)*
- 62-770, *Petroleum Contamination Site Cleanup Criteria*
- 62-771, *Petroleum Contamination Site Priority Ranking Rule*
- 62-773, *Reimbursement for Petroleum Contamination Site Cleanup*
- 62-777, *Contaminant Cleanup Target Levels*
- 62-785, *Brownfields Cleanup Criteria Rule*
- 62-788, *Voluntary Cleanup Tax Credit Rule*

The Florida Department of Environmental Protection (DEP) Bureau of Solid and Hazardous Waste is responsible for the planning, management, permitting, and regulation of solid waste and hazardous waste. The Bureau of Petroleum Storage Systems administers Florida's aboveground and underground pollutant storage tank regulation program, and the petroleum cleanup program. The Bureau of Waste Cleanup is responsible for all activities relating to the cleanup of sites including Brownfields, contaminated by hazardous wastes or other pollutants, such as dry cleaning solvents, and for conducting investigations of groundwater contamination.

For Broward County, Chapter 27 of the Broward County Code of Ordinances addresses pollution control. Most of the hazardous waste regulations are contained in Article XII, *Hazardous Materials*; Article XIII, *Wellfield Protection*; and Article XVII, *Waste Transporters*. The

regulations concerning storage tanks are contained in Article X, *Storage Tanks*.

The Environmental Assessment and Remediation Section of the Broward County Environmental Protection Department (BCEPD) manages state-funded petroleum clean-up programs for the Florida DEP for the assessment and clean-up of petroleum contamination originating from storage tank systems. The Environmental Assessment and Remediation Section has responsibility for oversight, licensing, assessment, and remediation of non-state funded cleanup projects involving petroleum and other chemical contamination; and sites which are in designated Brownfield areas, and are addressed through a Brownfield Site Rehabilitation Agreement with Broward County.

Review of proposed airport improvements within this regulatory context produces several observations and conclusions, namely:

- The airport property has not been identified as including known hazardous materials sites. It is recommended that a reconnaissance survey be performed prior to construction activities that would require disturbance of areas not previously disturbed.

- The airport has two underground fuel storage tanks maintained by Anthony Aviation. A third tank, located aboveground, is maintained by American Flyers. These tanks are subject to various federal, state, and local regulations as outlined in previous paragraphs. The proposed airport improvements would not affect these tanks. The Air Park has a spill control plan; however, that plan is dated. It is anticipated that a new SPCC Plan will be prepared as part of the Air Park's preparation of a Drainage Master Plan to be completed as part of the City's agreement with the FAA.

- Airport construction projects, such as runway, taxiway, and apron construction, do not normally generate significant amounts of perishable or non-perishable waste, other than wastes associated with construction debris. Any wastes generated will be disposed in licensed landfills.

Consideration of this category of impacts is also linked to water quality issues, especially as they relate to water wells located on the Air Park's property. That subject is discussed in section 5.18.

5.12 Historical, Architectural, Archeological, and Cultural Resources

A formal request was made to the State Historic Preservation Office (SHPO) for information regarding potential archaeological or historical sites on and around the subject property. In its response, the Florida State Historic Preservation Officer and the Division of Historical Resources did not report any significant historic or archaeological sites on the proposed aviation-related and commercial development sites or on properties contiguous to Pompano Air Park.

Based on this information, there should be no impact on historic, architectural, or cultural resources as a result of the proposed Pompano Air Park Master Plan Update development project; however, it is recommended that the Compliance Review Section of the Bureau of

Historic Preservation be contacted prior to construction in any previously undeveloped areas.

5.13 Light Emissions and Visual Impacts

Proposed airport improvements include additional runway/taxiway lighting, lighting for new apron/ramp, and lighting for building areas. Given the locations of these improvements on airport property, the improvements are not likely to offer potential for significant impact such as the shining of high intensity strobes into residences. The engineers for the future project implementation for the airport will review proposed development, proximity of potentially affected areas, and associated land uses and prepare appropriate material for the use in future project specific environmental reviews as required by federal, state, and local laws, regulations and ordinances.

The primary potential for visual impacts is the potential redevelopment of the wooded areas comprising the arboretum and the conservation areas on the west side of the airport. Converting these parcels to aviation and/or aviation related uses will alter the appearance of the area. This change will not, however, be inconsistent with the appearance of adjacent land west of the Air Park where land uses include N.E. 5th Avenue, the railroad, and Dixie Highway. On this basis, no adverse visual impacts are indicated.

5.14 Natural Resources and Energy Supply

The proposed airport development actions will be limited to areas currently owned by the City of Pompano Beach for Air Park purposes. The principal impacts associated with natural resources related to potential conversion of the arboretum and conservation areas to aviation and aviation-related purposes. Consideration could be given to mitigating these impacts by conversion of other areas on Air Park land to uses similar to those that will be affected. For example, the agreement between the City and the FAA referenced earlier in this report indicates that 190 acres of Air Park land currently used for golf course purposes is subject to conversion to airport use. The subject property has no current surface access. Conversion of some portion of this land to uses similar to the arboretum and conservation area would provide a buffer between portions of the airport and the remaining golf course area. Similar provisions could be made for any additional forested areas that might be required for airport development, such as correcting line-of- sight deficiencies.

Other effects on natural resources would include use of building materials, such as asphalt, concrete, etc. The amounts required for the proposed development actions are not considered significant within national, state, or local contexts.

In addition to natural resources, increased pressure on energy resources should also be considered in any airport project development plans. The proposed airport improvements include additional airfield and landside lighting as well as lighting, heating, and cooling for proposed buildings, but there will not be a significant increase in electrical consumption. Additional energy usage will likely be limited to energy required for construction activities and production of construction materials. These are not considered significant given the quantities of materials involved.

All proposed upgrade projects should be evaluated for potential ways in which they can be made more energy efficient. Routinely, efforts should also be made to review changes to Florida's natural resource and energy policy to ensure compliance with new regulations and allow the airport to contemplate the use of any financial incentives that might be offered in relation to energy efficiency technologies.

Fuel consumption is expected to increase due to the additional aircraft operations forecasted in Chapter 2 of this Master Plan Update. These increases will not be associated with proposed improvements; rather, proposed taxiway construction will reduce aircraft delay and improve fuel utilization.

5.15 Noise

Aircraft noise is a major environmental consideration when assessing possible impacts of airport development actions. For land use planning purposes, noise impacts at the Pompano Beach Air Park were evaluated for existing conditions (2006) and for 20-year planning forecast (2027) conditions. The table below identifies these forecasts as provided in Chapter 2, *Forecasts of Aviation Demand*, of Interim Report No. 1.

Table 5.1: Forecast of Operational Fleet Mix

	Annual Operations				
Year	Total	Single-Engine	Multi-Engine	Jet	Helo
2006	101,686	77,994	10,168	305	13,219
2012	140,910	108,501	12,682	352	19,727
2017	150,960	115,484	15,096	453	20,757
2022	166,025	126,179	17,433	664	22,413
2027	179,900	135,825	21,588	900	23,387

In accordance with FAA guidelines for the development of airport master plans, noise contours were generated using the FAA's Integrated Noise Model (INM) Version 7.0. Data including runway location, elevation, temperature, pressure, and other variables were combined with flight paths and estimated and forecast airport activity to create contours that may be used to assess noise and land use compatibility. The Day-Night Level (DNL) metric was used. DNL represents total noise exposure from aircraft operations over a given 24-hour period, and the noise contours produced represent noise levels in average daily duration of perceived decibels on the A-scale (dBA).

Interpretation of the significance of these noise impacts was based upon FAA guidelines presented in FAR Part 150, *Airport Noise Compatibility Planning* (see Table 5.2). Review of these standards indicates that DNL values of 65 and below are considered acceptable for all land use categories.

Table 5.2: FAA Land Use Capability Guidelines

Land use	Yearly day-night average sound level (L_{dn}) in decibels					
	Below 65	65–70	70–75	75–80	80–85	Over 85
RESIDENTIAL						
Residential, other than mobile homes and transient lodgings.	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
PUBLIC USE						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
COMMERCIAL USE						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail—building materials, hardware and farm equipment.	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade—general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
MANUFACTURING AND PRODUCTION						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction.	Y	Y	Y	Y	Y	Y
RECREATIONAL						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation.	Y	Y	25	30	N	N

Numbers in parentheses refer to notes.

Source: Federal Aviation Regulations Part 150–Airport Noise Compatibility Planning

Notes to Table 5.2

*The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

KEY TO TABLE 1

SLUCM=Standard Land Use Coding Manual.
Y (Yes)=Land Use and related structures compatible without restrictions.
N (No)=Land Use and related structures are not compatible and should be prohibited.
NLR=Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
25, 30, or 35=Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

NOTES FOR TABLE 1

(1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
(2) Measures to achieve NLR 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
(3) Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
(4) Measures to achieve NLR 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal level is low.
(5) Land use compatible provided special sound reinforcement systems are installed.
(6) Residential buildings require an NLR of 25.
(7) Residential buildings require an NLR of 30.
(8) Residential buildings not permitted.

A review of the DNL noise levels for the Pompano Beach Air Park indicates that under existing conditions the DNL 65 noise contour does go beyond the airport boundaries but does not include an sensitive land uses, such as residential areas, schools or churches.. Figure 5-1 illustrates the existing conditions (2006) DNL noise contours. Review of the forecast 2027 conditions DNL noise contours, shown in Figure 5-2, indicates commercial and recreational land uses may potentially be located within the DNL 65 noise contour if future forecasts of aviation demand are realized and if the Air Park continue to operate in its existing configuration. These categories of land use are considered compatible with DNL 65 levels of noise exposure.

5.16 Secondary (Induced) Impacts

The proposed airport improvements will produce positive induced effects in the form of temporary construction jobs and incomes. Development of industry and business in the region may be positively influenced by the continued availability of local air transportation capability.

Figure 5-1
Pompano Beach Air Park
Master Plan Update
Existing Conditions (2006)
DNL Noise Contour

Legend

- 65 DNL
- 70 DNL
- 75 DNL

N
W E
S

HANSON

Figure 5-2
Pompano Beach Air Park
Master Plan Update
20-Year Planning Forecast (2027)
DNL Noise Contour

Legend

- 65 DNL
- 70 DNL
- 75 DNL

N
W E
S

HANSON

5.17 Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks

Regarding socioeconomic impacts, FAA Order 1050.1E focuses upon airport development actions that would require acquisition and relocation activities and seeks to ensure that the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 are met. The proposed airport development actions do not involve acquisition and relocation. Airports provide a variety of public benefits to the surrounding service areas. The most substantial of these are the time saved and cost avoided by using air transportation. Other benefits include: (1) high levels of safety; (2) comfort and convenience of aviation; (3) access to the national and international airport system; and (4) enhancements to community well-being. The realization of these benefits will be enhanced by the proposed airport development actions through the implementation of airport improvement recommendations that will improve the Air Park's conforming to FAA's airport planning and design guidelines.

Environmental justice – Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. The U.S. Departments of Transportation and Environmental Protection as well as the Council on Environmental Quality have oversight responsibilities in this area.

Executive Order 12898 was signed by President Bill Clinton on February 11, 1994, to focus federal attention on the environmental and human health conditions of minority and low-income populations with the goal of achieving environmental protection for all communities. The Order directed federal agencies to develop environmental justice strategies to aid federal agencies to identify and address disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. The Order is also intended to promote nondiscrimination in federal programs substantially affecting human health and the environment, and to provide minority and low-income communities access to public information on, and an opportunity for public participation in, matters relating to human health or the environment. The Presidential Memorandum accompanying the Order underscores certain provisions of existing law that can help ensure that all communities and persons across this nation live in a safe and healthful environment. U.S. Department of Transportation Order 5610, *Environmental Justice in Minority Populations and Low-Income Populations*, was issued to implement Executive Order 12898.

The proposed airport development actions will occur on property currently on Air Park property; therefore, no environmental justice issues would be indicated. Further, the preparation of this airport master plan included a public information process inclusive of public workshops and other meetings that were open to the public.

With respect to children's environmental health And safety risks, pursuant to Executive Order 13045, federal agencies, as consistent with their respective missions, are directed to assign priority to the identification and assessment of environmental and safety risks that might affect children in a disproportionate manner. Because the proposed development actions will occur on Air Park property, no such disproportionate risks were identified.

In summary, the areas affected by proposed development are currently on airport property and the scale of proposed development is small. As a consequence, there are no anticipated highly adverse impacts on minority or low-income populations, and there are no impacts or disproportionate risks to children resulting from environmental health or safety risks.

5.18 Water Quality

The Federal Water Pollution Control Act, as amended, commonly known as the Clean Water Act (CWA), governs the control of water pollution in the nation. The objective of the act is to restore and maintain the chemical, physical, and biological integrity of the nation's waters. Federal agencies are required to comply with all federal, state, interstate, and local water pollution control requirements both substantively and procedurally. The CWA provides the statutory basis for state water quality standards programs.

Section 401 of the CWA includes Water Quality Certification, and Section 402 of the CWA describes the National Pollution Discharge Elimination System (NPDES). Section 401 requires that states certify compliance of federal permits or licenses through the state Water Quality Certification program and ensure that actions are consistent with the water quality regulations of the State of Florida. The USEPA regulates these programs in accordance with Title 40, Chapter I, Part 131, Code of Federal Regulations (40 CFR 131).

The Oil Pollution Act of 1990, as amended, requires the prevention of oil pollution into navigable waters by tank vessels. This includes the preparation of a response plan and inspection of spill response equipment. This act applies to the storage of flammable/combustible liquids. Prior to 1990, the Water Quality Improvement Act of 1974 was the primary federal law governing the discharge of oil into navigable waters. This regulation prohibits the discharge of harmful quantities of oil into navigable waters.

The Safe Drinking Water Act (SDWA) regulates the safety of drinking water in the country and requires entities of the Federal Government to comply with all requirements of state programs designed to prevent contamination of underground sources of drinking water. The Sole Source Aquifer Program (SSA), authorized by Section 1424(e) of the SDWA, requires the USEPA to review any federally-financed assisted projects that have the potential to contaminate an aquifer which has been designated a sole source.

In the State of Florida, the 1972 Water Resources Act, the Florida Air and Water Pollution Control Act, and the State Comprehensive Plan address water resources and natural systems protection. The Florida Department of Environmental Protection (DEP) administers Water Quality Certification in the State of Florida. Permitting and enforcement authority under Section 402 of the CWA has been delegated, by the USEPA, to Florida DEP under the Wastewater Program. The Florida DEP was authorized by the USEPA in October 2000 to implement the NPDES stormwater permitting program in the State of Florida, in all areas except those controlled by Tribal entities.

The NPDES stormwater program regulates point source discharges of stormwater into surface

waters of the State of Florida from certain municipal, industrial, and construction activities. As the NPDES stormwater permitting authority, Florida DEP is responsible for promulgating rules and issuing permits, managing and reviewing permit applications, and performing compliance and enforcement activities. The Florida NPDES stormwater permitting program is separate from the state stormwater/environmental resource permitting programs and local stormwater/water quality programs, which have their own regulations and permitting requirements. The Florida DEP manages both the quantity and quality of water through its relationship with the State of Florida's five water management districts. The 1972 Water Resources Act gives Florida DEP general supervisory authority over the districts and directs Florida DEP to delegate water resources programs to them, where possible. The Project Study Area lies within the jurisdiction of the South Florida Water Management District (SFWMD). Regulatory authority under programs delegated to the SFWMD include management of the consumptive use of water, aquifer recharge, well construction, and surface water management, and the administration of the DEP's stormwater management program.

The Florida DEP is also responsible for regulating public water systems in the State of Florida. This authority derives from Chapter 403, Part IV, Florida Statutes (FS), and by delegation of the federal program from the USEPA.

Local regulations related to water quality include Chapter 27 of the Broward County Code of Ordinances, which addresses pollution control. Most of the water resources regulations are contained in Article V Water Resource Management. The Broward County Department of Planning and Environmental Protection (BCDPEP) Water Resources Division's primary function is water resources planning and licensing countywide.

Central to improvement of water quality is the permitting process. With respect to surface water, the BCDPEP issues two types of licenses, including a Surface Water Management License, for projects greater than an acre, and a General License for smaller projects.

Florida DEP issues permits for industrial and municipal discharges to the state's waters. Airport tenants that conduct air transportation operations can also be regulated under the NPDES Industrial Activity Phase I; Standard Industrial Classification Code 4512-4581 Air Transportation Facilities, Sector S-Air Transportation Facilities. This regulation requires Broward County and those airport tenants whose operations fall within this Standard Industrial Classification Code to obtain a State of Florida Multi-Sector Generic Permit for Stormwater Discharge Associated with Industrial Activity (MSGP).

Water resources in the area include the Biscayne aquifer, the intermediate aquifer systems, and the Floridian aquifer system. Waters in all the aquifer systems are a calcium bicarbonate type, due to the dominance of shell, limestone, or dolomite. The presence of these substrates contributes to the hard to very hard classification of the water.

The most significant potential water quality impact involves water wells located on Air Park Property. There are a total of fourteen (14) wellfields situated along the western side of the airport. Of these, Wells numbered 10-14 are closest to the airfield and areas of proposed development. Their approximate locations are depicted in Figure 5.3.

The protection of wellfields is noted in the 1986 Amendments to the Safe Drinking Water Act. The federal wellhead protection program required all states including the State of Florida to develop a wellhead protection plan, and it required communities to develop local plans to protect their groundwater source of drinking water from contaminants. The State Wellhead Protection Program is governed by Florida Administrative Code (FAC) Chapter 62-521. Broward County's Wellfield and Environmental Services Team is governed by Article XIII of the Natural Resource Protection Code (Chapter 27).

Under F.A.C. 62-521, "Wellhead Protection Areas" were created. These are areas designated by the Department consisting of a 500-foot radius setback distance around a potable water well where ground water is provided the most stringent protection measures to protect the ground water source for a potable water well and includes the surface and subsurface area surrounding the well. New aboveground and underground storage tanks are not allowed in these areas unless such tanks are associated with emergency equipment to provide power to ensure a continuous supply on an emergency basis of public water supply, electrical power, sewer service, telephone service, or other essential services that are of a public benefit.

A second layer of regulation was established under Article XIII of the Natural Resource Protection Code (Chapter 27). Under the code, three (3) zones were established in relation to each wellhead with different activities being allowed in each zone. Zone 1 represents the land area situated between the well(s) and the 10-day travel time contour. Zone 2 consists of the land area situated between the 10-day and the 30-day travel time contours, and Zone 3 is the land area situated between the 30-day and the 210-day travel time contours, or the 30-day and the one-foot drawdown contours, whichever is greater.

Within zone 1, a nonresidential activity that includes the storage, handling, usage or production of any regulated substances is generally not permitted. Those facilities in zone 2 which stored, handled, used, or produced any regulated substances on August 28, 1986, or any new facility established thereafter, may continue to do so upon obtaining a hazardous material wellfield license. Finally, those facilities storing, handling, producing, using or manufacturing regulated substances in zone 3 shall require a hazardous material license. Additional requirements established in Chapter 27 of the Code describe requirements related to inventory, monitoring, reporting, etc.

The proposed airport improvement program includes additional pavement and buildings. As a result of these improvements, there will be an increase in stormwater water runoff, i.e., water from rainfall that accumulates and runs off land surfaces such as streets, parking lots, construction sites, and business and residential lawns. For regulatory purposes, it is considered non-point source pollution, because unlike point source pollution, it does not come from one specific location; rather, it comes from a broad range of sources. Pollutants carried by this runoff can be discharged into canals, lakes, and other bodies of water with adverse environmental impacts.

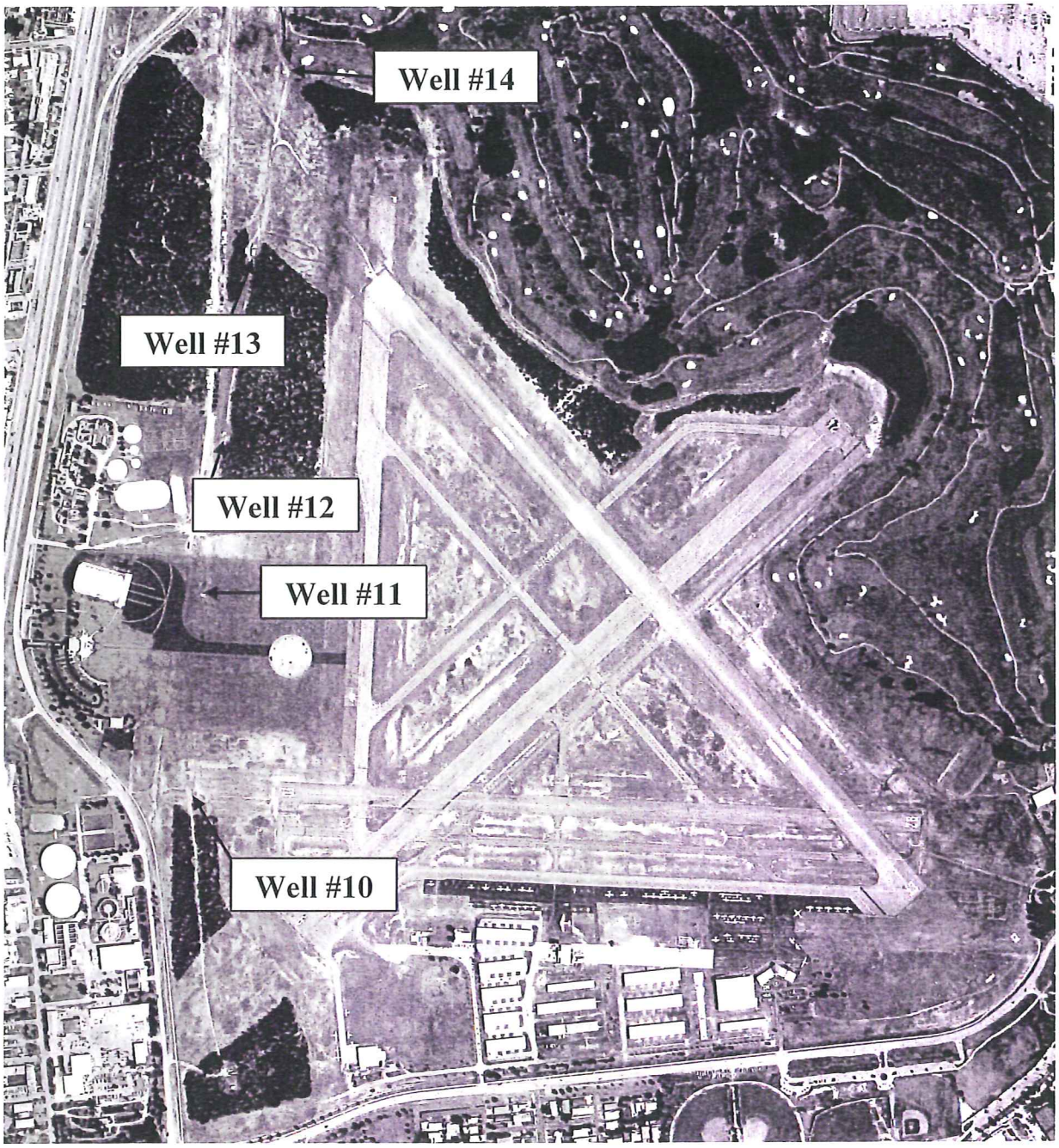

Figure 5.3: Generalized Locations of Selected Wells

Construction of the proposed airport improvements will temporarily increase runoff to the surrounding area; however, Best Management Practices, including the maintenance of detention/retention basins, can be used to mitigate the flow of runoff so that impacts to water resources should be minimized. These actions will reduce impacts associated with construction of the proposed projects to area streams and ponds and to the area water quality in general. Coordination with the South Florida Water Management District and the Florida Department of Environmental Protection will be required for implementation of various proposed improvements.

Long-term impacts of the projects would be limited to increased runoff due to increased areas of pavement for airfield facilities, apron, and ramp. Construction of additional buildings will also increase runoff. These increases can be accommodated through stormwater management planning and implementation of those plans.

The capital improvement program incorporated in the City/FAA agreement includes a Master Drainage Plan to be completed within the next two years. This plan should reflect and consider the improvements recommended in this airport master plan.

It is further recommended that an in-depth review of proposed plans along with the pertinent wellfield regulations be conducted prior to construction of major improvements that will be closer to the wellfields. At that early stage, modifications to the plans or mitigation actions, such as drilling of replacement wells can be more easily undertaken to ensure compliance.

5.19 Wetlands

The proposed project site was remotely evaluated for the presence of wetlands, based on U.S, Geological survey, Soil Conservation Service, and National Wetland Inventory (NWI) databases and maps, as well as current aerial photography. The approximate wetland limits were not field verified; however, review of the site does not indicate that wetland areas will be directly impacted by proposed improvements. Indirect impacts, though likely to be minimal, should not result in any significant secondary or cumulative impacts to regional wetland systems.

There appears to be only one small wetland that exists on the Air Park site, which lies at the northeast end of Runway 6-24. This crescent-shaped, isolated wetland is described by the National Wetland Inventory codes as a Palustrine System of non-tidal freshwaters, less than 20 acres in size, without active wave-forming or bedrock shoreline features, and having a low water depth of less than 6.6 feet in the deepest part of the basin, and salinity of less than 0.5 ppt. The wetland is characterized by having emergent wetland vegetation of perennial plants that persist from growing season to the next growing season. The wetland is semi-permanently flooded with surface water persistent throughout the growing season in most years.

The isolated nature of the wetland precludes the likelihood that any significant impacts to wetlands that may exist on adjacent lands may be affected by proposed activities for this project. A series of water hazard ponds have been constructed on the golf course property immediately to the north and northeast of the airport. No detailed water flow mapping has been conducted to

address how these systems may influence the water quality of flood storage capacity of the largest isolated wetland described above.

Recognizing the No Net Loss requirement for wetlands in Florida, any proposed alterations or modifications to the flows into the previously described onsite wetlands must be achieved through proper notification and permitting from the wetland regulatory agencies. These agencies include: the U.S. Army Corps of Engineers, the South Florida Water Management District, the Florida Department of Environmental Protection, and Broward County Environmental Protection Department. If unavoidable impacts to wetland must occur to enable the proposed development and planning efforts of the airport, wetland mitigation options must also be considered to provide for and address the "No Net Loss" requirements.

As noted earlier in this chapter, the City will be preparing a Master Drainage Plan for the airport in the near-term. This plan will incorporate consideration of wetlands.

Based on this information, the proposed aviation-related and commercial development projects planned for this airport should not result in significant long-term impacts to wetlands.

5.20 Wild and Scenic Rivers

Portions of two rivers in Florida are classified as "Wild and Scenic". The Loxahatchee River lies in the eastern part of the state and the Wekiva River is located in central Florida. The proposed airport development will not affect either.