

# **Neighborhoods Requesting Responsible Air Traffic Growth**

June 2007

Version# 6182007a

# Neighborhoods Represented



- 1 Central Park
- 4 Poinciana Park – Prospect Heights
- 6 El Cid
- 7 Southland Park/ Prospect Park
- 8 Flamingo Park
- 9 Grandview Heights
- 13 Mango Promenade
- 28 Parker Ridge
- 39 Sunshine Park
- 40 Vedado

# Our Mission

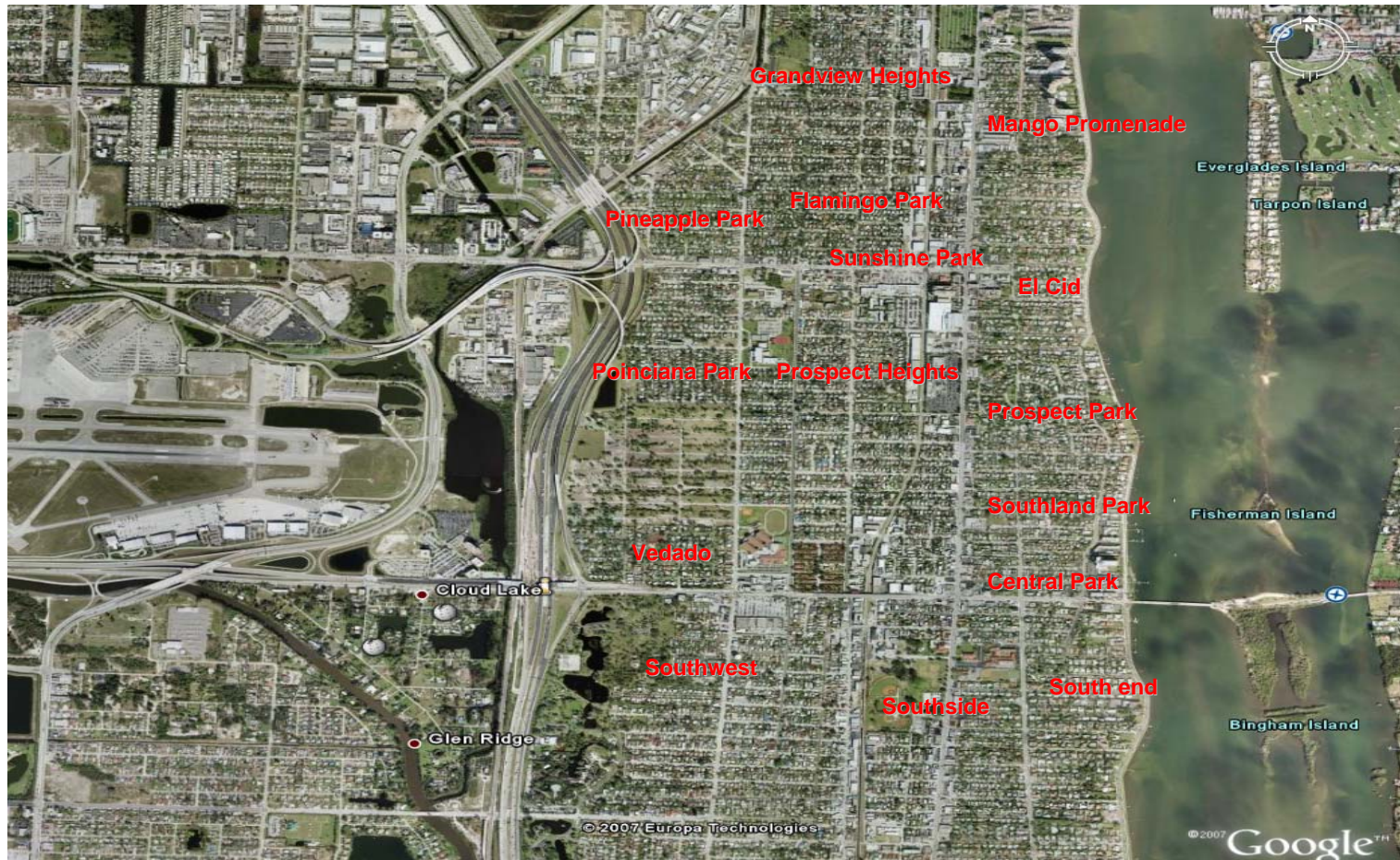
We, the concerned citizens affected by the airport's planned expansion, have come together to protect our quality of life and preserve our neighborhoods from the negative impact of airport expansion. We support an alternative and logical solution.

Together we are empowered to seek friendly, safe, and low impact alternatives to the proposed double runway airport expansion project at PBIA.

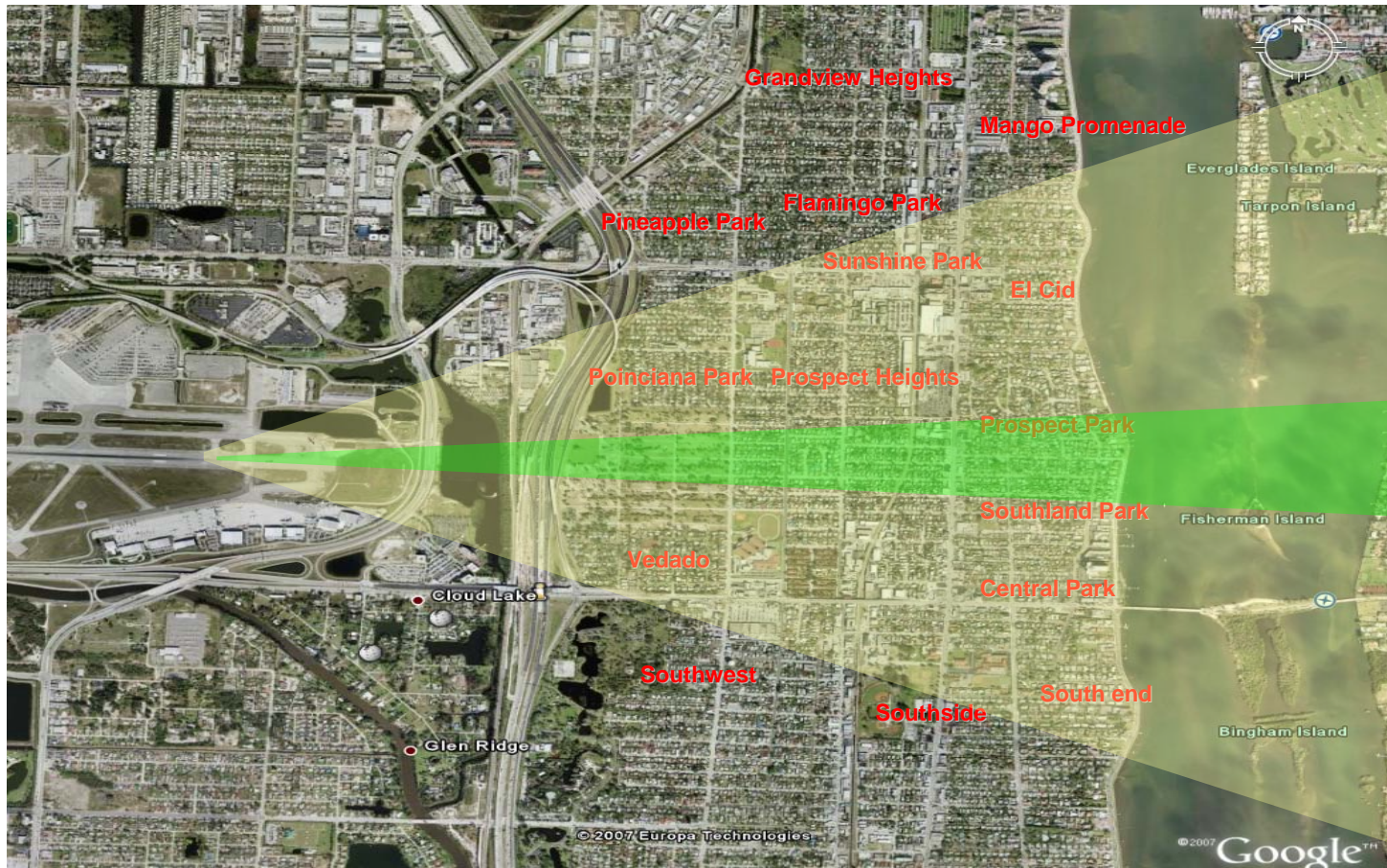
Alternatives consist of any means that:

- Control noise and environmental pollutions
- Protect our schools, parks, and public spaces
- Safeguard our historic homes
- Reduce flooding and traffic

# Impacted Areas (East)

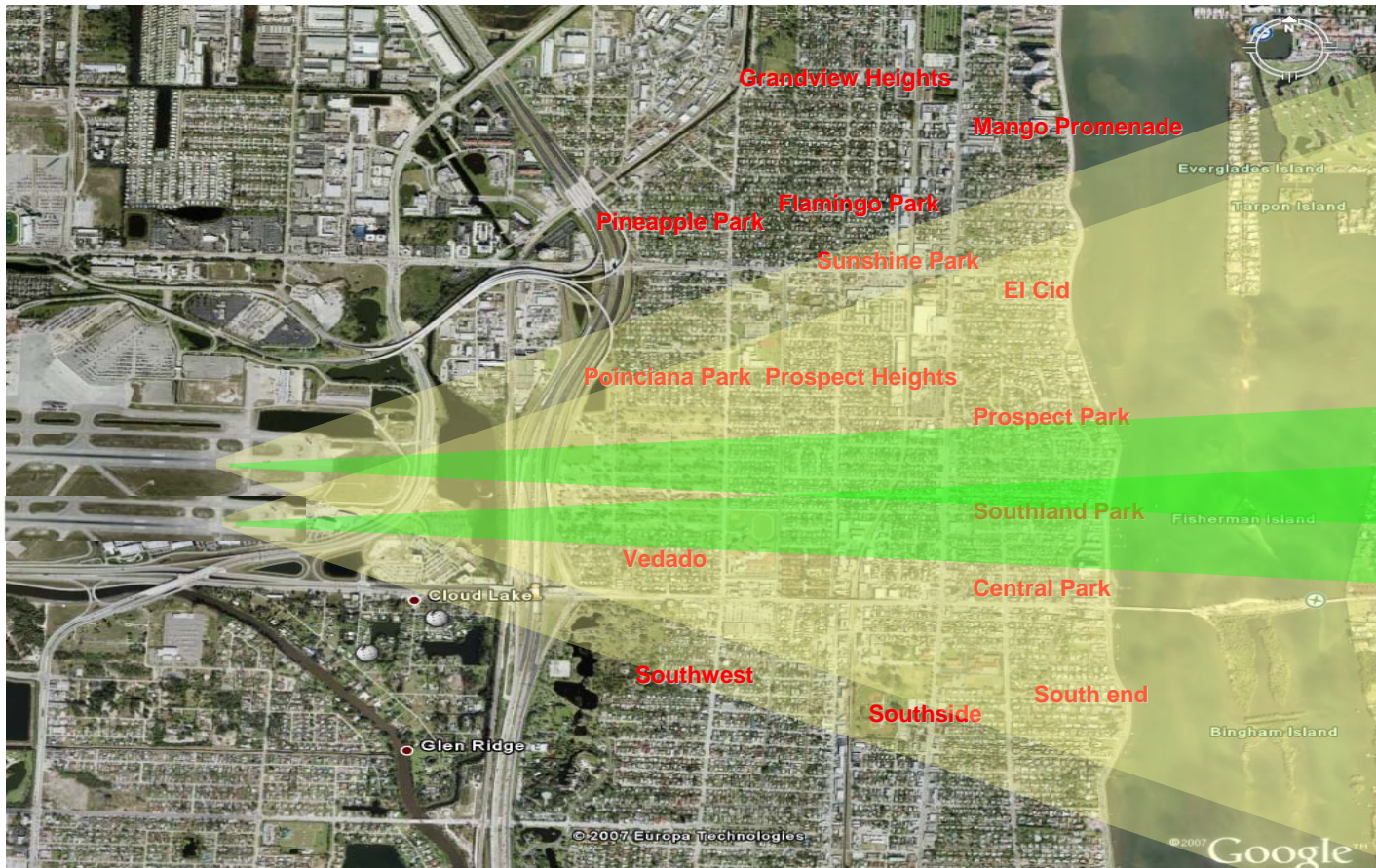


# Impacted Areas (East Flight Pattern - Current)

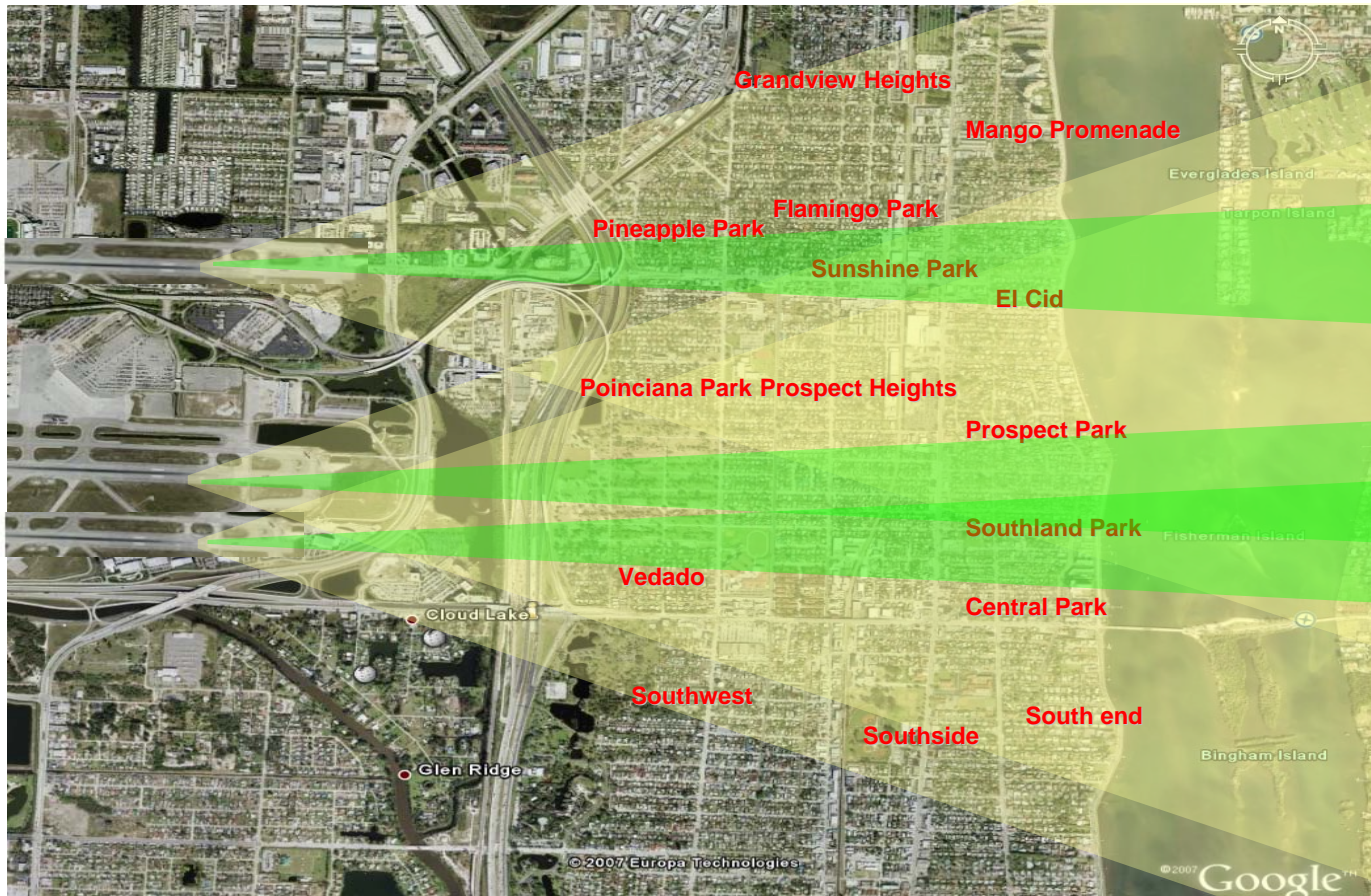


\* Note: Fanning illustrations are for discussion purposes only

# Impacted Areas (East Flight Pattern – New Expansion)



# Impacted Areas (East Flight Pattern – Where does it end ?)



# Area Impact

- City of West Palm Beach bearing the brunt of the potential negative impact of the PBI expansion.
- Erosion of the tax base due to devaluation of properties within area of impact
- Historic Districts which neighborhoods have worked hard to restore in the last 25 years
- Quality of Life and Safety Issues
- The City of West Palm Beach has the unique distinction of being one of the only (if not the only) cities on the East coast of south Florida which has a waterfront scenic drive directly adjacent to the Intracoastal waterway with open park space for the public to enjoy. This scenic drive stretches from Summa Beach to Currie Park with a break from Greenwood to Monceaux Road. A large part of the southern portion of this scenic drive is affected by the air traffic from PBI and would be negatively affected by additional air traffic created by the expansion.
- Geographic residential and coastal areas and resources potentially affected by noise and pollution which citizens cannot measure without costly studies being undertaken at huge private expense.
- Other groups affected include the Condominiums on South Flagler and the residences in Palm Beach which are located between the middle and South Bridges.

# Area Impact

## Historic Neighborhoods Potentially Affected

Nationally Listed with the Secretary of the Interior or eligible to be listed Historic Districts representing approximately 1,700+Primary Structures directly affected:

Historic District	# Of Primary Structures	#Of Accessory Structures	# Of Vacant Lots	Total # Of Structures and Vacant Lots	Contributing Primary Structures	Non-Contributing Primary Structures
Belair	86	38	1	125	51	35
Central Park	196	53	6	255	105	91
El Cid	298	159	5	462	193	105
Flamingo Park	425	257	5	687	288	137
Grandview Heights	229	112	19	360	197	82
Mango Promenade	100	37	8	145	76	24
Prospect/Southland	384	204	12	600	220	164
<b>TOTAL</b>	<b>1718</b>	<b>860</b>	<b>56</b>	<b>2634</b>	<b>1130</b>	<b>638</b>

# Area Impact

## Public Facilities Potentially Affected

(Parks, City Recreation Facilities and other Public Venues)

- Belvedere Elementary
- Conniston Middle School
- South Olive Elementary School
- Forest Hill High School
- St. Juliana
- Palm Beach Academy Day School
- Dreher Park & Zoo
- South Olive Park
- Phipps Park
- Vedado Park
- Howard Park
- George Petty Park
- Flamingo Park
- Monceaux Park
- Greenwood Park
- Norton Gallery Park
- Flagler Waterfront Walking Park
- Westminster Park
- Science Museum and Planetarium
- Phipps Park
- Prospect Park
- Parker Ridge Park
- South Ridge Housing Project
- PBA Athletic Complex
- Multiple Day Care Centers



# Area Impact

## Issues:

- Reduction of Property Values
- Degradation of some of the most prime real estate in West Palm Beach between Olive and Flagler
- Interference with people's right to peaceful enjoyment of their homes due to excess noise and pollution
- Degradation of historic property due to "flight" of property owners, possibly leading to neglect, blighted neighborhoods, and demolition by neglect of historic resources (such as what happened to the area now occupied by City Place)
- Soundproofing does not provide a reasonable alternative due to the fact that window changes can affect the historic status of a structure.
- South Florida outdoor living is compromised by excessive noise and pollution
- The loss of the Hillcrest neighborhood resulted in the demolition of a large inventory of historic homes which were part of the architectural, social and cultural heritage of the City of West Palm Beach

# Area Impact

## Socioeconomic

- Disproportionate percentage of affected population minority, working class, elderly – the most vulnerable citizens
- Attainable/Affordable Housing:
  - The area east of the airport, bordered by Congress, Dixie, Okeechobee and Forest Hill contains a significant amount of attainable/workforce housing in the older neighborhoods of the City of West Palm Beach.(Prospect Heights, Pineapple Park, Sunshine Park, Parker Ridge, Poinciana Park. The citizens of these older neighborhoods take great pride in their areas and have worked in partnership with the City to improve their neighborhoods and services. While this County is struggling to deal with how to increase the inventory of affordable/workforce housing, the expansion of the airport could easily jeopardize a scarce resource within The City of West Palm Beach.
  - Large Hispanic and Haitian population residing within the affected areas have had virtually no communication about the expansion plans and potential impact.
  - South Ridge Housing Project is directly within the flight path and contains 200 units housing elderly, mostly Hispanic residents.

# Alternatives

Palm Beach County's Airport Network needs to be approached with a REGIONAL strategy so that no individual community is impacted more than others - share the existing capacity at all airports

FAA already recognizes this strategy as the best solution to capacity issues at larger airports (i.e. Bay area in California), now Palm Beach County must recognize this too

## PBIA

60% of traffic at PBIA is General Aviation, 40% Commercial goal is to increase Commercial traffic capacity (tourism)

- Promote General Aviation to other existing airports
  - Add customs stations
  - Add towers
  - Lengthen shorter runways to accommodate jets
  - Illuminate runways for nighttime use
  - GA landing fees higher at PBIA versus Regional's
- Limit GA operations at PBIA like LaGuardia (i.e. 6 per hour at LGA) airport site is too small a footprint for an airport with the existing growth plans that PBIA has (see Long Term Concepts)
- Fully independent parallel runways (4300' apart) is the only way to maximize airfield capacity
- Land locked on all sides
- Next expansion to decimate more neighborhoods
  - Long Term Concepts (9/05) shows 8 layouts with an additional runway (north of Belvedere)
  - West Palm Beach is bearing all the negatives of any physical expansion

# Alternatives

## REGIONAL AIRPORTS

4 existing regional airports are 100% General Aviation not at capacity, room to grow

- Pahokee/Belle Glade under-utilized and area needs economic stimulus
  - Lantana helicopters could be relocated
  - Lower GA landing fees than others = more air traffic
- Palm Beach Gardens/North County
  - Longer runway to accommodate jet General Aviation

## CREATE ANOTHER REGIONAL AIRPORT

No other major airports between PBI and Orlando - even Pelly agrees one is needed

- Continued growth projected in Martin and St. Lucie populations - all using PBI
  - Need new reliever airport to handle future growth in the north

# Alternatives

## PROPOSAL SUMMARY

- Route all air traffic to maximize the 2 runway system at PBIA
- Incent General Aviation to other regional airports
- Future new major airport north

## BENEFITS

- Huge tax payer savings due to utilizing existing assets
- Increases capacity at PBIA for commercial traffic
- Structures on south side of PBIA not relocated
- Keep crosswind design for FEMA - longer evacuation/return window even with high winds
- Diverts some air traffic away from historic landmarks and districts, schools and PBAU Park
- Orderly flow of ground traffic minimizes aircraft crossing active runways when using specific flight paths
- Splitting traffic between 2 runways (instead of 1 primary) makes the noise contours shrink
  - Reduces noise mitigation expenses (soundproofing) to the airport
  - Fewer densely residential areas impacted
  - High percentage of commercial/airport owned/vacant land uses on 13/31 path
  - Real Contours software used by PBIA can provide "what if scenario" to show new contours

# What has been Accomplished

1. Obtained Strong Support from WPB City Hall, Mayor, Commissioners and Planning Staff.
2. Built Relationships and Participated with CCAN and AAA meetings.
3. Met with County Commissioner Jeff Koons and have his support of our group. He has mentioned our group in a few recent presentations.
4. Opened up communications with the Airport Noise Abatement group – Lisa De La Rionda
  - A. Recently replace the noise monitor in Vedado.
  - B. Seeing recent improved communications for this group.
5. Good communications between our group and Gunster Yoakley (MAR-A -LAGO Group's legal support team).
6. Having representation in local HOA general meetings to present our position – Last meeting attended: South-end.
7. Overall – now getting very good feedback and early information from various sources regarding PBI expansion.

# What's Next

1. Continue to spread the word and obtain support
  - A. Potential long term impact
  - B. Looking for alternative solutions and the leveraging of the airport system.
  - C. Getting all HOA's represented
  - D. Meeting with all County Commissioners in the late July timeframe
  
2. Attending related meetings (See next Slide for a upcoming schedule(s))
  - A. City Commission
  - B. County Commission
  - C. CCAN
  - D. AAA
  - E. ESI Public Hearings
  - F. ETC
  
3. How you can Help !!
  - A. Get Involved
  - B. Communicate to your neighbors and associations
  - C. Volunteer to attend meetings
  - D. Other ?

# Upcoming Meeting Schedules

1. EIS Focus Group –
2. CCAN -
3. AAAB - scheduled for Wednesday, August 15, 2007 at 1:30 PM in the Main Conference Room at Building 846, Airport Administration