

## **SUMMARY OF DISCUSSION**

### **Focus Group Meeting #3 Historic Resources**

#### **Palm Beach International Airport Environmental Impact Statement for Airport Improvement Program**

#### **Group A February 27, 2008**

---

The purpose of the Focus Group Meeting was to provide neighborhood and community representatives an overview of the FAA's process for addressing Historic Resources in the Environmental Impact Statement (EIS).

The Focus Groups are comprised of citizens representing the neighborhoods in the EIS study area. To facilitate discussion, two Focus Group meetings were scheduled. The same information was presented at both Focus Group meetings. Twenty-five (25) Focus Group members plus one guest each, for a total of fifty (50) people were invited to the meeting on February 27. Focus Group Members and their guests in attendance at the meeting were:

Nancy Pullum - El Cid Historic Neighborhood Association  
Linda Cullen - Flamingo Park Neighborhood Association  
Gregg Weiss - Flamingo Park Neighborhood Association  
Rick Rose - Grandview Heights Neighborhood Association  
Nina Blakeman – Prospect Heights Neighborhood Association  
Al Vasquez – Parker Ridge Neighborhood Association  
JoAnne Jaimes – Parker Ridge Neighborhood Association  
Bailey Grey – Southland Park Historic Neighborhood Association  
Tom Conboy – Poinciana Park Neighborhood Association  
Jose Rodriguez – Vedado Park Neighborhood Association  
Reverend Mathieu Jean-Baptiste – United Haitian Baptist Church

FAA and URS began the meeting with an introduction of participants, after which a Power Point presentation was made. Copies of the presentation material were provided to each Focus Group member attending the meeting approximately one week before the meeting. The presentation material was made available to the public through the FAA's PBI A EIS web site.

The questions and issues discussed at the meeting are summarized below. Where ever possible, the person or persons asking the question or making the comment are identified. All responses were provided by the FAA on the night of the meeting.

**Question:** Rick Rose asked how the FAA defined the Area of Potential Effect (APE), and stated that he didn't think it was reflective of the airports noise contours and "fanned" flight tracks.

**FAA Response:** FAA stated that the APE was based on the limits of the preliminary noise contours of all the alternatives retained for detailed analysis, and that it did include the consideration of "fanning" of aircraft.

**Question:** Nancy Pullum stated that she would like to see the noise contours within the preliminary APE drawing.

**FAA Response:** FAA indicated that graphics of the noise contours would be included in the Draft EIS.

**Question:** Tom Conboy commented that the FAA did not mention that potential economic effects were used to help establish the boundaries of the APE and if they weren't, then why not?

**FAA Response:** FAA responded that in accordance with standard practice and accepted methodologies, the boundaries of the APE were based on the limits of the preliminary noise contours. Potential economic impacts are an "indirect" effect that was not used to establish the APE.

**Question:** Rick Rose stated that the FAA should look at the economic impact – what is the economic impact of the Historic District or to the Historic District?

**FAA Response:** FAA acknowledged Mr. Rose's statement and stated that economic impacts would be evaluated in the EIS.

**Question:** Jose Rodriguez displayed an Executive Order that states that a Federal Agency must not impact historic resources.

**FAA Response:** FAA asked for the number of the Executive Order and stated that the Agency would review the wording of the Order.

**Question:** A Focus Group member asked who would be signatories of the Memorandum of Agreement (MOA)?

**FAA Response:** FAA stated that for this project, parties signing the MOA could include the FAA, SHPO, Airport Sponsor, City of West Palm Beach, other potentially affected municipalities, and other interested parties.

**Question:** Al Vasquez asked what is the ACHP?

**FAA Response:** FAA responded that ACHP stands for the Advisory Council on Historic Preservation, and that they are an agency located in Washington D.C. to oversee and arbitrate issues related to historic resources.

**Question:** Al Vasquez asked what is the ACHP's role?

**FAA Response:** FAA indicated that in the NEPA process, their role would be to arbitrate any differences of opinion that arose between the FAA and the SHPO or other Section 106 Consulting Parties.

**Question:** Al Vasquez asked if there had ever been a project that was stopped for Historic reasons?

**FAA Response:** FAA responded that no projects have been stopped for historic reasons, but that a lot of coordination efforts are made and money is spent to find ways to avoid, minimize, and mitigate impacts to historic resources. FAA also indicated that in the end, the final decision

on historic resources and potential impacts is made by the lead Federal Agency, in this case, the FAA.

**Question:** Nancy Pullum stated that there are more resources in the Central Park Historic District than are shown on the graphic.

**FAA Response:** FAA stated that it will work with her to identify and include them in the EIS.

**Question:** Nancy Pullum indicated that the boundaries of the El Cid Historic District shown in the graphic are not correct.

**FAA Response:** FAA stated that it will work with her to identify the correct boundaries and include them in the EIS.

**Question:** Rick Rose stated that in Sunshine Park, there is a high percentage of Historic homes.

**FAA Response:** FAA acknowledged Rick's comment.

**Question:** Nancy Pullum stated that FAA should fix the legend in slide 41 – it is not the El Cid Historic District.

**FAA Response:** FAA indicated that the graphic would be fixed.

**Question:** A comment was made that no eligibility determination had been made yet for the Prospect Park / Southland Park area.

**FAA Response:** FAA stated that an eligibility determination for this area will be made by FAA as part of the EIS process.

**Question:** Rick Rose asked what if FAA says the Prospect Park / Southland Park area is not eligible, but local submittals say that it is eligible?

**FAA Response:** FAA responded that the eligibility determinations will be reviewed by SHPO before a final determination is made.

**Question:** Tom Conboy asked what is the status of the Poincietta Park area?

**FAA Response:** FAA responded that this area is being looked at by FAA.

**Question:** Al Vasquez asked what is the status of the Parker Ridge neighborhood?

**FAA Response:** FAA responded that this area is being looked at by FAA.

**Question:** Al Vasquez stated that his home was built in 1928.

**FAA Response:** FAA responded that each district/individual home would be looked at in terms of its historic context of setting.

**Question:** Jose Rodriguez asked what about individual resources such as churches, etc.; ie. there is a Greek Orthodox Church that is locally listed.

**FAA Response:** FAA stated that a "second reading" of that particular property had already been done and that it will probably be listed.

**Question:** Rick Rose pointed to Slide #54 and asked if economic sustainability would be considered in the evaluation of Historic Resources?

**FAA Response:** FAA replied that Economic impacts will be evaluated in DEIS.

**Question:** JoAnne Jaimes asked if the computer models that are being used to evaluate noise consider temperature, barometric pressure, and other physical characteristics?

**FAA Response:** FAA responded that the INM is being used to model noise and that it does consider the physical characteristics of the area being modeled.

**Question:** JoAnne Jaimes asked if there is noise monitoring being done for the EIS?

**FAA Response:** FAA indicated that the airport has noise monitors and that no specific noise monitoring is being done by FAA for this project.

**Question:** Tom Conboy stated that he was not shown on the list of attendance for Focus Group Meeting #2.

**FAA Response:** FAA indicated that his attendance will be noted.

**Question:** Tom Conboy stated that he would like FAA's meeting discussion points that are posted on the Web-Site be separated out between those FAA responses made at the meeting vs. those FAA responses provided after the meetings.

**FAA Response:** FAA indicated that it would see if this can be done.

**Question:** Rick Rose commented that FAA should do a Focus Group Meeting on economic impacts.

**FAA Response:** FAA responded that the topics of the Focus Group Meetings are set, and that they were based on the issues of most concern that were made during the Scoping process.

**Question:** Rick Rose asked how will the community be compensated by the negative impact of the airport expansion?

**FAA Response:** FAA responded that it has not determined whether or not the proposed project would have a negative economic impact.

**Question:** Al Vasquez stated that he had read the "Reminder to Focus Group Members" that was provided to the Focus Group representatives along with a copy of the presentation and had several questions (a) What is the empowerment of the group, and (b) What can the Focus Groups change?

**FAA Response:** FAA responded that (a) the purpose of the group was to exchange information with the FAA and to take the information presented by FAA and pass it along to their respective homeowners associations so that they too can be informed of the EIS, and (b) the Scope of Phase 2 cannot be changed at this time, but the Focus Group can have an influence on Phase 3 of the EIS, particularly with FAA's decisions on Mitigation Measures. However, FAA reminded everyone that all EIS decisions are ultimately made by the FAA, not the public. FAA noted that public input during Scoping had already had a tremendous impact on the Scope and cost of Phase 2 of the EIS, such as the creation and implementation of the Focus Group Process.

**Question:** Nancy Pullum stated that she didn't like how the citizens were being treated by the FAA.

**FAA Response:** FAA noted that there had been some difficulties encountered to date during the Public Involvement process but that FAA felt that everyone was moving in the right direction.

**Question:** Al Vasquez stated that this is a "fake process", that the Focus Group members have no say in the EIS process. He asked what is an example of how the people can influence the EIS process?

**FAA Response:** FAA responded that people have the ability to influence the mitigation measures and mitigation process in the EIS.

**Question:** Tom Conboy stated that he is not satisfied with FAA's response to his previous comments, particularly those dealing with the calculations of delay. He stated that the project is not justified based on his calculations of operations & forecasts.

**FAA Response:** FAA noted Tom's dissatisfaction and stated that FAA has approved the forecasts of operations for use in the EIS, and that they would not be changed.

**Question:** Jose Rodriquez and Nancy Pullum asked how can they submit information to FAA through the EIS process and how will it be taken into consideration?

**FAA Response:** FAA responded that information can be submitted to FAA through Lindy McDowell, and that through the Draft EIS was the best time to do this.

**Question:** Jose Rodriquez asked if there will there be a reconciliation in the DEIS that shows what comments were submitted by the public and what FAA has done to address the comments?

**FAA Response:** FAA responded that all public comments will be included in the DEIS and that responses to the comments will be included in the FEIS, but that there will not be a direct one-on-one reconciliation of comments vs. changes to the DEIS.

**Question:** Rick Rose asked what is purpose of EIS?

**FAA Response:** FAA replied that the purpose of the EIS was to disclose the potential impacts of the alternatives, identify which alternative has the least environmental impacts, and identify a preferred alternative (ie. What is the alternative that fully meets the capacity needs while resulting in the least environmental impact).

**Question:** Rick Rose asked if an EIS ever selected a preferred alternative that had more impacts than other alternatives?

**FAA Response:** FAA responded that sometimes, yes, an alternative with more environmental impacts has been selected as the Preferred Alternative.

**Question:** Al Vasquez stated that he had not received noise monitoring data and that the FAA has not agreed to do it even though the people requested it.

**FAA Response:** FAA replied that noise monitoring data from the airports existing system can be requested directly from the airport. FAA also stated that noise monitoring would not be conducted as part of the EIS.

**Question:** Al Vasquez stated that the people of West Palm Beach should be allowed to put a limit on operations at PBI, and that the people can live with a "constrained airport".

**FAA Response:** FAA replied that it cannot limit the number of operations at any airport.

**Question:** Al Vasquez commented that the FAA should not have "thrown out" alternatives that move operations to another airport or that build a new airport.

**FAA Response:** FAA replied that neither of these alternatives are feasible or within the FAA's ability to implement, therefore they were not retained for further analysis in the EIS.

**Question:** Tom Conboy asked if a meeting that discusses the forecasts can be held.

**FAA Response:** FAA responded that the agency had already approved the forecasts for use in the EIS and that a separate meeting to discuss forecasting issues would not be held.

**Question:** Jose Rodriguez asked if the project is based on the “wrong data”, will the project be stopped?

**FAA Response:** FAA responded that the FAA will validate the data used in the DEIS, and will correct incorrect data if it is found, but that it would not stop the project.

**Question:** Joanne commented that Washington Dulles International Airport was built in the middle of nowhere and is now a viable airport – why can’t we do that here?

**FAA Response:** FAA responded that in order to propose the development of a new airport, there needs to be a “Willing Sponsor” who proposes the new airport to the FAA. FAA clarified that the agency is not a “Sponsor”.

**Question:** Joanne commented that the communities to north of Palm Beach are economically starved, and asked if a presentation can be made to them to sponsor a new airport?

**FAA Response:** FAA responded that yes, a presentation could be made to these communities but that the FAA cannot do it, it must come from an Airport Sponsor.

## **SUMMARY OF DISCUSSION**

### **Focus Group Meeting #3 Historic Resources**

#### **Palm Beach International Airport Environmental Impact Statement for Airport Improvement Program**

#### **Group B February 28, 2008**

---

The purpose of the Focus Group Meeting was to provide neighborhood and community representatives an overview of the FAA's process for addressing Historic Resources in the Environmental Impact Statement (EIS).

The Focus Groups are comprised of citizens representing the neighborhoods in the EIS study area. To facilitate discussion, two Focus Group meetings were scheduled. The same information was presented at both Focus Group meetings. Twenty-four (24) Focus Group members plus one guest each, for a total of forty-eight (48) people were invited to the meeting on February 28. Focus Group Members and their guests in attendance at the meeting were:

Richard High – Central Park Neighborhood Association  
Ron Byrnes - Historic Prospect Park Monceaux Homeowners Association  
Mary Jane Zapp – Southside Neighborhood Association  
Eugene Christophensen – Portofino South Condo Association  
Diane Grimley – Town of Haverhill  
Charles Grimley – Town of Haverhill  
George Humphries – Gun Club Road  
Brenda Warren – Royal Palm Estates  
Janel Horne – Royal Palm Estates  
Paul Agnew – CCAN  
Mike Klingensmith – Town of Cloud Lake  
Kevin Wellman – Town of Glen Ridge

FAA and URS began the meeting with an introduction of participants, after which a Power Point presentation was made. Copies of the presentation material were provided to each Focus Group member attending the meeting approximately one week before the meeting. The presentation material was made available to the public after the meetings through the FAA's PBI A EIS web site.

The questions and issues discussed at the meeting are summarized below. Where ever possible, the person or persons asking the question or making the comment are identified. All responses were provided by the FAA on the night of the meeting.

**Question:** It was asked what categories are evaluated in the EIS?

**FAA Response:** FAA replied that over twenty environmental categories are evaluated in the EIS. FAA provided a web-site link to FAA Order 5050.4B that provides a description of FAA's NEPA guidance for EIS's:

[http://www.faa.gov/airports\\_airtraffic/airports/resources/publications/orders/environmental\\_5050\\_4/](http://www.faa.gov/airports_airtraffic/airports/resources/publications/orders/environmental_5050_4/)

**Question:** It was asked where are the Section 106 Guidelines?

**FAA Response:** FAA directed the group to a website called: "Working with Section 106":

<http://www.achp.gov/work106.html>

**Question:** It was asked when will the noise contours be available to the public?

**FAA Response:** FAA responded that the noise contours will be available in the fall of this year, when the DEIS is published.

**Question:** Paul Agnew asked if it is it up to the FAA to make the determination of eligibility on Historic Resources?

**FAA Response:** FAA responded that yes, as the lead Federal Agency for the EIS, FAA makes the eligibility determinations with SHPO concurrence.

**Question:** Paul Agnew asked if the SHPO was involved in the EIS yet?

**FAA Response:** FAA responded that the SHPO has not been involved beyond the initial consultation on the EIS with the FAA. FAA further indicated that FAA's Cultural Resources Report will be sent to the SHPO next month, which will initiate more active coordination between the FAA and the SHPO.

**Question:** It was asked whether a Local Historic District is automatically also considered a National Register eligible district?

**FAA Response:** FAA responded that no, a Local Historic District must go through a separate process and be nominated for national register listing.

**Question:** George Humphries asked how do you define adverse effect?

**FAA Response:** FAA responded that the agency looks at the nature of the historic resource, what the project impacts are, and how the impacts affect the setting and significance of the historic resource. FAA indicated that the determination is "somewhat subjective".

**Question:** It was asked what happens with litigation – would it hold up the process?

**FAA Response:** FAA responded that the process would go on independent from any litigation.

**Question:** Paul Agnew asked if any projects had gotten to the point where the Federal Agency makes the final decision (on adverse effects)?

**FAA Response:** FAA responded that it hasn't happened at an airport as far as they know; Tom Bennett indicated that there was one case where the process went to 2<sup>nd</sup> to last step.

**Question:** It was asked how many times have projects been stopped by Historic Resource issues?

**FAA Response:** FAA responded that for airports, it has never happened; for highways, historic resources have stopped projects.

**Question:** It was asked what is the time frame going from Step 2 to Step 3 of the process (referring to Slide 13 of the presentation), and when will FAA's Step 2 be complete – because several neighborhoods are working on obtaining National Register listing.

**FAA Response:** FAA indicated that Step 2 will be completed within the next several months.

**Question:** It was asked what constitutes an adverse effect?

**FAA Response:** FAA responded that the agency looks at the nature of the historic resource, what the project impacts are, and how the impacts affect the setting and significance of the historic resource.

**Question:** It was asked if economic impacts are looked at (i.e. not do a project because of the high costs of impacts)?

**FAA Response:** FAA responded that economic impacts are looked at but that projects are not typically stopped because of economic impacts. FAA stated that the determination on a project is based on the overall impacts. FAA clarified that a Benefit Cost Analysis (BCA) is done to determine if a project is economically responsible.

**Question:** A statement was made that there is a rumor that the County wants to expand PBI as much as possible to get all the revenue it can.

**FAA Response:** FAA responded that the Airport does get revenue from operations.

**Question:** A comment was made that the airport will grow even if this project doesn't get built, so who takes the responsibility to look to build an airport somewhere else?

**FAA Response:** FAA replied that it could be a Commission, Regional Planning Council, the Governor, local government, or a private sponsor. FAA does not sponsor new airports.

**Question:** Brenda Warren and Janel Horne asked if soil and ground water samples have been taken?

**FAA Response:** FAA responded that no, soils and groundwater sampling will not be done for the EIS.

**Question:** It was asked if there were representatives from the County/Airport at tonight's meeting?

**FAA Response:** FAA stated that no, this is an FAA project and meeting and that the Airport does not participate in the Focus Group Meetings. FAA wants to provide for the free flow of information with the public. FAA indicated that the Airport will be at the public hearing.

**Question:** George Humphries asked who initiated the project?

**FAA Response:** FAA responded that the project was initiated by the County Commission / Department of Airports.

**Question:** George Humphries asked if FAA puts limits on its approval of a project?

**FAA Response:** FAA responded that in some cases, limits such as runway use conditions are included in FAA's Record of Decision (ROD)

**Question:** George Humphries asked if the hours of operation or stage type of aircraft can be limited?

**FAA Response:** FAA responded that the agency is very constrained in what it can restrict/enforce at airports. There is a process (Part 161) that has to be gone through to try to impose limits on aircraft operations at airports.

**Question:** George Humphries asked who makes the decision to actually build the project?

**FAA Response:** FAA responded that the County Commission will make the decision to build it if the project is approved by FAA.

**Question:** A question was asked if FAA participates in funding of mitigation?

**FAA Response:** FAA responded that yes, it does participate in funding mitigation measures, but that it is very complicated as to how the funding is actually distributed. FAA noted that the agency does not pay for maintenance costs.

**Question:** Richard High stated that mitigation of Historic Resources, such as replacing windows is very difficult and that homeowners don't want to do it.

**FAA Response:** FAA responded that the agency frequently participates in the mitigation of historic properties.

**Question:** A comment was made that sound-proofing is not a viable mitigation measure in Florida.

**FAA Response:** FAA acknowledged that sound-proofing may not be as effective in Florida as in northern climates because of the "outdoor life" opportunities in Florida

**Question:** A comment was made that West Palm Beach has an extremely large number of historic resources than most parts of Country.

**FAA Response:** FAA acknowledged the statement.

**Question:** It was stated that the impacts to historic properties, and the high value of these properties will result in the County getting more Federal money for the project and lessen the amount of funding that has to be provided by the County, therefore that will make the County want to do the project more.

**FAA Response:** FAA responded that there would be more Federal money available for mitigation because the costs are higher for historic homes due to specialty construction materials and techniques required for mitigation.

---