





- Building permits are given locally, not Federally; regulations need to be incorporated into the permit process
- The new process is for clarification of information, outlining the process, and ensuring it is documented
- Only two airports in Florida have gone through the process so far (Jacksonville and Orlando)
- There are 11 jurisdictions to deal with around FXE
- If FXE does not come into compliance, it may not be eligible for grant money from FDOT
- The process applies to both FXE and the downtown heliport
- What happens if the adjacent jurisdictions will not cooperate with FXE?
  - The first process is to update the ULDR for the City. Step two would be to get the Interlocal Agreements set up. If a municipality does not cooperate, the recourse would be to go back to FDOT.
- The Airport will not have to pay any money.
  - If other airports do not cooperate, the situation goes to FDOT.
- Orlando incorporated the ULDRs into Orange County, and may have gotten Interlocal Agreements (ILAs) with several adjacent counties
- Chair Kwoka wanted to follow the Orlando process closely since it is similar
- Maximum building heights for new buildings are indicated in the drawings
  - Existing buildings are grandfathered in

A public meeting was held on February 21, 2019, at FXE, and the Planning and Zoning Department and City Attorney are now reviewing the documents. After that review, the documents will go to the Planning and Zoning Board and then have two readings at the City Commission. The Airport will have to keep FDOT up to date on its progress.

The new regulations will allow building permit officials to be more aware of the Airport and noise requirements. The Airport is now part of the DRC process and has to sign off on reviewing plans for building development. The location and the impact on a development will be considered.

Mr. James confirmed there is review already occurring as part of the DRC process for the development around the heliport. He said there was nothing being built on the northwest quadrant as seen from the heliport. Mr. Harrison takes care of the DRC process.

Discussion ensued about the ease or difficulty of flying out of the heliport, with Chair Kwoka saying it is difficult. Mr. James and Chair Kwoka discussed helicopter departures. It was noted that the landing pattern for the heliport was due to accessibility, not noise control.

## ~~B. Development and Construction~~

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