ENVIRONMENTAL ASSESSMENT FOR
AIRPORT DEVELOPMENT PROJECTS

Federal Aviation Administration
Orlando Airports District Office
Southern Region Airports Division

Melbourne International Airport
Replacement Air Traffic Control Tower

Final Report
June 10, 2016

This Environmental Assessment becomes a Federal document when evaluated and signed by the responsible FAA official.

Responsible FAA Official: [Signature] Date: 6/13/16
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REPLACEMENT AIR TRAFFIC CONTROL TOWER

Melbourne International Airport

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Melbourne International Airport  rev. 6/10/2016
1. **Proposed Action Location:**

Orlando Melbourne International Airport (MLB)
1 Air Terminal Pkwy, 2nd Floor
Melbourne, FL 32901 [Brevard County]

2. **Airport Sponsor Information:**

Greg Donovan, A.A.E. (Executive Director)
Melbourne Airport Authority
1 Air Terminal Pkwy, Suite 220
Melbourne, FL 32901-1888

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Email: GDonovan@mlbair.com

3. **Preparer Information:**

Dr. David A. Byers, AlCP, CM
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4. **Proposed Action:**

*(List and clearly describe ALL components of project proposal including all connected actions). Attach a map or drawing of the area with the location(s) of the Proposed Action(s) identified:*

The Sponsor proposes to site, design, and construct a replacement ATCT that will provide a broad range of air traffic control services similar to the existing ATCT. **Figure 1** illustrates the layout and facilities of the Airport. The existing ATCT was constructed by the FAA in 1965 and since 1998; it has been operated under the Federal Contract Tower (FCT) Program. As a connected action, the existing ATCT will be demolished after the replacement ATCT is commissioned.

As shown in **Figure 2**, the Proposed Project site is approximately 150 feet southeast of the existing ATCT on previously undeveloped property. The Proposed Project site is offset 1,223 feet south of the RW 9R/27L centerline and 5,746 feet from the approach end of Runway 9R, as measured along the centerline.

The proposed ATCT structure will extend to 138 feet above ground level (AGL) (163 feet above mean sea level (MSL)). The proposed ATCT structure would penetrate the 7:1 transitional surface of Runway 9R/27L by 33 feet. According to the FAA's September 2015 final determination letter, the FAA does not object to the penetration provided the ATCT is lighted in accordance with FAA Advisory Circular 70/7460-1K, *Obstruction Marking and Lighting.*
Figure 1
Project Environs
Site

The proposed ATCT project involves the following elements:

- Clearing and grubbing approximately 13,100 square feet of airport property containing vegetation and trees
- Construction of the foundation, ATCT structure, and accessory structures
- Extension of utilities to the new ATCT site
- Expansion and reconfiguration of the existing vehicle parking lot and fence enclosure
- Drainage improvements
- Demolition of Existing ATCT Structure

Figure 3 illustrates the proposed layout of the ATCT site.

5. Project Purpose and Need:

The Sponsor proposes to construct an ATCT facility to replace the existing ATCT which was constructed in 1965 and has reached the end of its useful life. The new ATCT will improve the functional and operational capabilities of ATC services provided by FAA under the FCT program. The new ATCT will meet the current FAA technical and operational requirements in FAA Order 6480.4A, *Airport Traffic Control Tower Siting Criteria* and 7110.65U, *Air Traffic Control*, improving the safety and efficiency of the air traffic environment for a broad and diverse variety of the Airport’s users.
The existing ATCT, which was constructed in 1965, is well beyond its useful life. According to the FAA, the average ATCT facility has an expected useful life of approximately 25 to 30 years. The existing ATCT structure was cited in a condition assessment study conducted under FAA Order 6480.17, Terminal Facility Modernization/Relocation Survey and Evaluation Handbook which establishes the criteria for evaluating FAA-operated terminal air traffic control facilities.

The assessment was conducted in late 2008 and among the more significant deficiencies of the existing ATCT, the FAA found:

- The ATCT Cab height is too low making it extremely difficult to differentiate between taxiways and runways and to determine the location of aircraft. The runways' layout and length when the ATCT was originally built have changed significantly. The increased distance to the far end of some runways and taxiways creates a considerable depth perception problem and the problem is particularly acute at night.

- The Integrated Control and Safety Systems (ICSS) system needs to be replaced/upgraded.

- The in-door temperature varies considerably among levels.

- There are on-going leak issues with the Cab roof and the roof beneath the Catwalk. Moisture is getting into the building and creating mold and mildew issues.

- The slot windows at the corners of the ATCT are experiencing leak issues similar to the roof problems.

- Moisture from the leaks has created a mold, mildew, and corrosion problem throughout the facility. The corrosion problem is particularly acute in the unconditioned spaces on the First Floor. In addition in the unconditioned space, there is a considerable amount of flaking paint (assumed to be lead-based) from the structural steel, and other painted metal surfaces.

The FAA’s detailed assessment of the ATCT resulted in a combined facility deficiency score of 25% based on the following factors:

**Table 1**  
ATCT Condition Assessment

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Score</th>
<th>Max</th>
<th>Rank</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ch. 6 - Air Traffic Impact</td>
<td>301</td>
<td>172</td>
<td>17%</td>
<td><em>Cab does not meet current standards</em></td>
</tr>
<tr>
<td>Ch. 7 - Building Requirements</td>
<td>262</td>
<td>888</td>
<td>29%</td>
<td><em>Leaks in roof and cab glass</em></td>
</tr>
<tr>
<td>Ch. 8 - Structural Requirements</td>
<td>10</td>
<td>124</td>
<td>8%</td>
<td><em>Flaking paint (Lead-based)</em></td>
</tr>
<tr>
<td>Ch. 9 - Mechanical Systems</td>
<td>152</td>
<td>300</td>
<td>51%</td>
<td><em>HVAC inadequate</em></td>
</tr>
<tr>
<td>Ch. 10 - Electrical Systems</td>
<td>188</td>
<td>520</td>
<td>36%</td>
<td><em>ICSS system inadequate</em></td>
</tr>
<tr>
<td>Ch. 11 - Site Specific Requirements</td>
<td>30</td>
<td>132</td>
<td>23%</td>
<td><em>Facility at end of useful life</em></td>
</tr>
</tbody>
</table>

Source:  
MLB ATCT Condition Assessment (MLB.6480.17v22 dated 11/12/08)  
FAA Order 6480.17, Terminal Facility Modernization/Relocation Survey and Evaluation Handbook

See *Attachment A* for the excerpts of the FAA’s condition assessment study for the MLB ATCT.
As a consequence of the study, the FAA recommended the ultimate relocation of the ATCT functions to a new facility. Since the existing ATCT is owned by the FAA, the original assumption was that the FAA would ultimately fund and construct the replacement of the facility. However, in subsequent discussions, the FAA indicated that there is no funding available or likely for a replacement ATCT facility at MLB and at many other similar facilities.

In order to advance the project, the Sponsor has elected to use its own resources along with FDOT funding to advance the development of the replacement ATCT. The current estimate for the ATCT is $6 million.

6. Alternatives to the Project:

Describe any other reasonable actions that may feasibly substitute for the proposed project, and include a description of the "No Action" alternative. If there are no feasible or reasonable alternatives to the proposed project, explain why (attach alternatives drawings as applicable). NOTE: If more than one (1) "build" Alternative is considered reasonable and feasible, you must answer all of the following questions for all of the reasonable and feasible Build Alternatives.

An ATCT Siting Study for a replacement ATCT for MLB was completed in September 2015. The Siting Study included three alternative sites, including the Proposed Project site, which were evaluated based on the guidance provided in FAA Order 6480.4B, Airport Traffic Control Tower Siting Criteria.

These criteria included:

a. Visual Performance – minimum vertical Line-of-Sight (LOS) in order to assess angle of incidence (look-down angle) and Object Discrimination capabilities.

b. Airport Planning Standards – building restriction lines, object free zones, runway visibility zone, aircraft parking aprons, buildings, aircraft movement areas, rotating beacon, and on-airport development.

c. Terminal Instrument Procedures (TERPS) Analysis – possible impacts to the existing and planned approaches, circling minimums, and missed approach segments.

d. FAR Part 77 Surfaces – for possible impacts to the existing and planned obstruction criteria.

e. Security Set-Back Criteria – security and safety of the working environment of the ATCT.

f. Location of Utilities & Access – availability of utilities (sewer, water, gas, three phase electric, telephone, cable and airport lighting control vault) and ground access for vehicles.

Refurbishment of the existing ATCT facility was not part of the 2015 Siting Study. Given the FAA’s 2008 condition assessment and subsequent recommendation for relocation, the renovation of the existing tower was determined not to be a viable alternative for maintaining an adequate ATCT facility.

As a No-Action alternative, the FAA would be required to continue to maintain the existing facility with increasingly expensive maintenance and repair costs until capital funds became available to replace the ATCT. Under the current environment of fiscal budget restrictions, this may never happen. While the Sponsor is not obligated to do so, it has elected to assist the FAA with ensuring that modern and efficient facilities meeting FAA’s current ATCT design standards are available for
providing air traffic control services at the Airport. A No-Action alternative would likely result in the diminishing effectiveness of the Airport’s ATC facilities, potentially compromising the safety of airport users.

In studying options for developing a replacement ATCT facility, three sites were evaluated as alternative locations. These sites were reviewed by a panel of experts based on the aforementioned siting criteria in addition to relative technical, operational, and safety requirements. After extensive and detailed discussions, Site 2 was selected as the preferred site. Site 1 was also determined to be suitable for ATCT development; however it did not have the advantages of Site 2’s proximity and access to the existing ATCT’s utilities and vehicle parking area. Site 3 was dismissed from further consideration due to vehicle access issues. Site 1 is being held as a backup site if Site 2 is determined to be unsuitable. For a detailed discussion of the analysis of the alternative sites, refer to the Siting Report & Functional Hazard Analysis as documented in the Safety Risk Management Document which includes a detailed discussion regarding the ATCT siting review process. See Figure 4 for the location of the two alternative sites.

7. Affected Environment

Describe the Affected Environment (existing conditions) in the project area (land cover, terrain features, level of urbanization, sensitive populations, etc.). Describe the land use in the vicinity of the project. If not already provided, attach a graphic and aerial of the area with the location(s) of the proposed action(s) identified.

The Melbourne International Airport is comprised of approximately 2,435 acres within the incorporated City of Melbourne, Florida. Melbourne can be characterized as a diversified community consisting of beach and resort activities, high-tech industry campuses, and a major research and engineering university.

The area surrounding the Airport is developed with residential, commercial, and industrial land uses. The area immediately adjacent to the Airport is zoned for industrial uses (M-1).

The Proposed Project site as an environmental study area is comprised of approximately two acres and encompasses all of the components of the Proposed Project. The project study area is completely within the Airport’s property boundaries and is characterized by cleared and uncleared uplands, located adjacent to the existing Air Traffic Control Tower.

8. Environmental Consequences

The following discussion describes the expected impacts of the proposed project (Site 2) on the natural environs as compared to the No-Build alternative. Appropriate measures to mitigate adverse impacts suggested by agencies and current practice are also included in the discussion.

a. Air Quality

Brevard County is classified as an “attainment” area for all criteria pollutants having a National Ambient Air Quality Standard (NAAQS). As a replacement for an existing facility, the Project will not generate any additional vehicular traffic. Construction activities which may create short-term air quality impacts will be mitigated by incorporating appropriate provisions outlined in FAA Advisory Circular 150/5370-10, Standards for Specifying Construction of Airports, Specification P-156, “Temporary Air and Water Pollution, Soil Erosion, and Siltation Control” into the project construction specifications. These measures can include (but not limited to):
Figure 4
Alternative Sites 1 and 2

DATA (AT C OF BLDG.):  ① LAT 28° 06’ 56.72” LONG 80° 38’ 44.95” GND. EL. 22.3±
CONTROLLER EYE HT. 99’ AGL. EYE EL. 121.3’ MSL
1,065’ FROM C RUNWAY 9R–27L (RW C EL. 27.4±)
6,395’ FROM FARDEST RUNWAY END (FUTURE 9R EXT.)

② LAT 26° 05’ 55.01” LONG 80° 36’ 35.30” GND. EL. 23.0±
CONTROLLER EYE HT. 108’ AGL. EYE EL. 133’ MSL
1,223’ FROM C RUNWAY 9R–27L (RW C EL. 26.4±)
7,267’ FROM FARDEST RUNWAY END (FUTURE 9R EXT.)

MELBOURNE INTERNATIONAL AIRPORT
ATCT SITING STUDY
SITES 1 AND 2
- Dust abatement (e.g., treating excavated areas with water)
- Covering of construction materials and stockpiled soils as necessary
- Suspending activities during high wind conditions
- Revegetating disturbed areas.

b. Biological Resources

The Project will disturb approximately 13,100 square feet (0.3 ± acres) of vegetative growth (i.e., trees, shrubs, etc.). The habitats and presence of Florida Scrub Jay and Gopher Tortoise have been previously identified by the Florida Natural Areas Inventory to be located within ½ mile of the Project site as depicted in Figure 5. Both of these species are listed as a threatened species in 50 CFR Title 17, Subpart B. Gopher tortoise burrows have been observed on the project site. As a common practice, the burrows will be excavated and tortoises relocated by qualified personnel operating under a permit issued by the Florida Fish and Wildlife Conservation Commission (FWC). Coordination with the USFWS indicated that the project is “not likely to adversely impact resources protected by the Endangered Species Act of 1973”. (See Attachment C).

c. Climate

No Impact

d. Coastal Resources

The Project will add approximately 4,000 square feet of impervious surface. The Project is not located within a coastal zone, nor will stormwater runoff be allowed to impact adjacent coastal resources. The Florida Department of Environmental Protection (FDEP) reviewed the project and indicated that they have no objection. (See Attachment C).

e. Department of Transportation Act, Section 4(f)

The Project will not affect any federal, state or local park, recreational area, wildlife/waterfowl refuges, or other publically significant sites.

f. Farmlands

The Project will not affect any federal, state, or locally significant agricultural sites.

g. Hazardous Materials, Solid Waste, and Pollution Prevention

The Project will not generate any hazardous materials or wastes. Solid waste from ATCT construction (i.e., scrap materials) will be recycled or otherwise disposed of using local waste management resources but will not exceed local capacities.

The existing ATCT will be demolished after the replacement ATCT is commissioned. Demolition may involve the handling of potentially hazardous materials such as non-friable asbestos commonly found in vinyl floor tile and lead based paint. Prior to demolition, the coordination with FDEP will be conducted to ensure that the disposal of any and all hazardous materials will be conducted in compliance with all appropriate federal, state, and local requirements.
Figure 5
Sensitive Resource Sites

Project Sites 1 and 2

Source: Florida Conservation Land Map, Florida Natural Areas Inventory (FNAI)
h. Historical, Architectural, Archeological, and Cultural Resources

No known historical, architectural, archeological or cultural resources will be affected by the Project. A review by the Florida Division of Historical Resources (SHPO) determined that the proposed project will "have no effect on historical properties listed or eligible to be listed on the National Register of Historic Places". (See Attachment C). FAA coordination with Native American tribal communities indicated that there were no objections to the proposed project.

i. Land Use

The Project is consistent with the Sponsor’s current Airport Layout Plan. Upon approval of the site analysis and environmental assessment, the ATCT will be depicted on an update of the ALP.

Coordination with the Brevard County’s Planning and Development Department indicated no objection to the proposed project. The City of Melbourne’s Community Development Department indicated that the development of the Air Traffic Control Tower (ATCT) at the Orlando-Melbourne International Airport is consistent with the City of Melbourne future land use classification (Industrial) and zoning designation (M-1) but is subject to approval by City Council of the conditional use request since the ATCT exceeds the maximum permitted height of 96 feet. The conditional use was approved by the City of Melbourne’s Planning and Zoning Board on April 21, 2016. (See Attachment C).

j. Natural Resources and Energy Supply

As a replacement for the existing ATCT, the Project will not create a demand for natural resources and energy supplies that will exceed available or future resources.

k. Noise and Noise-Compatible Land Use

The Project will not generate any long-term noise impacts. During construction, noise from construction vehicles will be mitigated by specifying limits to the hours of construction (e.g., 7:30 am to 8:00 pm, etc.).

l. Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety Risks

The Project will have no adverse impacts on the community’s socioeconomic characteristics. Temporary economic impacts during construction will include short-term employment and purchases of goods and services locally. The Project will not impact minority or low income populations. No risks to children’s environmental health and/or safety will be generated by the Project.

m. Visual Effects

The Project will not create any adverse light emissions or otherwise alter the visual character of the existing airport environs.
n. Water Resources

**Wetlands** – The Project will not adversely affect any federal or state delineated wetlands. During construction, short-term impacts (siltation, etc.) will be mitigated by soil erosion controls. Coordination with the U.S. Army Corps of Engineers indicated that the project will not adversely affect any jurisdictional waters. The St. Johns River Water Management District (SJRWMD) indicated that an Environmental Resource Permit may be required to ensure protection of stormwater and other resources.

**Floodplains** – The project will not be located in or encroach upon and base/100-year floodplains.

**Surface and Ground Waters** – The U.S. Army Corps of Engineers indicated that the project will not adversely affect any jurisdictional waters. The St. Johns River Water Management District (SJRWMD) indicated that an Environmental Resource Permit may be required to ensure protection of stormwater and other resources.

Wild and Scenic Rivers – not applicable

9. Cumulative Impacts

The Project will not create any incremental impacts on the environment in conjunction with past, current, or future actions, federal or otherwise. The Project will not require any irreversible and irretrievable commitment of resources that would result in a significant permanent loss of environmental resources.

10. Mitigation Measures

The potential environmental impacts created by the development of a replacement ATCT facility are minimal. **Table 2** summarizes the impacts on each environmental resource most of which are temporary due to construction activities. None of the potential impacts identified are expected to be considered significant by the FAA or other coordinating agencies. As discussed earlier, the development of an air traffic control tower will require the preparation and submittal of an Environmental Assessment Report to provide adequate information for agency consultation, public input and informed decision making.

11. Permits

**Table 3** presents the permits anticipated to be required for construction of the new ATCT. No difficulties are expected for obtaining these permits.

<table>
<thead>
<tr>
<th>Permit</th>
<th>Agency</th>
<th>Remarks</th>
</tr>
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<tbody>
<tr>
<td>Gopher Tortoise Relocation</td>
<td>FWC</td>
<td>Relocate on-site gopher tortoises</td>
</tr>
<tr>
<td>Building Permit</td>
<td>City of Melbourne</td>
<td>New Construction</td>
</tr>
<tr>
<td>Conditional Use Permit</td>
<td>City of Melbourne</td>
<td>ATCT height exceeds zoning standards</td>
</tr>
<tr>
<td>Environmental Resource Permit</td>
<td>St. Johns River WMD</td>
<td>Only if stormwater resources will be affected</td>
</tr>
<tr>
<td>NPDES Permit</td>
<td>FDEP</td>
<td>Only if more than 1 acre is disturbed</td>
</tr>
</tbody>
</table>
# Table 2
## Summary of Potential Environmental Impacts

<table>
<thead>
<tr>
<th>Environmental Resource</th>
<th>Preliminary Environmental Impact Assessment</th>
<th>Remarks (Mitigation)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Temporary</td>
<td>Permanent</td>
</tr>
<tr>
<td>1. Air Quality</td>
<td>◆</td>
<td>No Impact</td>
</tr>
<tr>
<td>2. Biological Resources</td>
<td>◆</td>
<td>No Impact</td>
</tr>
<tr>
<td>3. Climate</td>
<td>No Impact</td>
<td>No Impact</td>
</tr>
<tr>
<td>4. Coastal Resources</td>
<td>No Impact</td>
<td>No Impact</td>
</tr>
<tr>
<td>5. Department of Transportation Act, Section 4(f)</td>
<td>No Impact</td>
<td>No Impact</td>
</tr>
<tr>
<td>6. Farmlands</td>
<td>No Impact</td>
<td>No Impact</td>
</tr>
<tr>
<td>8. Historical, Architectural, Archeological, &amp; Cultural Resources</td>
<td>No Impact</td>
<td>No Impact</td>
</tr>
<tr>
<td>9. Land Use</td>
<td>No Impact</td>
<td>No Impact</td>
</tr>
<tr>
<td>10. Natural Resources and Energy Supply</td>
<td>No Impact</td>
<td>No Impact</td>
</tr>
<tr>
<td>11. Noise and Noise-Compatible Land Use</td>
<td>No Impact</td>
<td>No Impact</td>
</tr>
<tr>
<td>12. Socioeconomics, Environmental Justice &amp; Children's Health &amp; Safety Risks</td>
<td>No Impact</td>
<td>No Impact</td>
</tr>
<tr>
<td>13. Visual Effects</td>
<td>No Impact</td>
<td>No Impact</td>
</tr>
<tr>
<td>14. Water Resources</td>
<td>◆</td>
<td>No Impact</td>
</tr>
<tr>
<td><strong>Cumulative Impacts</strong></td>
<td>No Impact</td>
<td>No Impact</td>
</tr>
<tr>
<td><strong>Irreversible and Irretrievable Commitment of Resources</strong></td>
<td>No Impact</td>
<td>No Impact</td>
</tr>
</tbody>
</table>

**Notes:**
◆ "...may affect but not likely to adversely affect...
◇ mitigation measures proposed
12. Consistency with Approved Plans or Laws

The Project is consistent with existing environmental plans, laws, and administrative determinations of Federal, state, regional, or local agencies as well as local plans, goals, policies, or controls that have been adopted for the area.

The draft EA was submitted to the State of Florida’s Clearinghouse for review and approval. The Clearinghouse determined the project to be consistent with the Florida Coastal Management Program. (See Attachment C).

13. Public Involvement

a. FAA/Sponsor/Stakeholders’ Comparative Safety Assessment Panel – A meeting for the Comparative Safety Assessment of the ATCT Siting analysis was held on July 15, 2015. The Safety Risk Management Panel included 12 SMS-trained individuals, and representatives from FAA, and the project consultants, CBTX, Airport Engineering Consultants (AEC) and Quadrex Aviation. The Safety Risk Management Panel reviewed the Preliminary Hazard List and discussed specific hazards identified in the preliminary evaluation process. The panel recommended Site 2 as the preferred site for relocating the ATCT facility.

b. EA Early Coordination

Starting on September 28, 2015, the Airport Authority distributed an early coordination package to various Federal, state, and local agencies. The packet discussed the intent to prepare an EA for the proposed ATCT, requested any relevant information that the agency may have regarding the project site and/or environs, and provided the opportunity for agencies to comment on the Proposed Project’s potential environmental, social, and economic issues.

Responses received form the early coordination effort were considered and used. (See Attachment B for the distribution list and a representative copy of the coordination packet). Attachment C includes correspondence received from responding agencies regarding the Proposed Project.

c. Public Outreach

The Draft EA was made available for public review and comment beginning on January 15 until February 19, 2016. Copies of the draft EA were made available on the Airport’s website (www.flymlb.com) and at the following locations:

Melbourne Public Library
540 E. Fee Ave.
Melbourne, FL 32901

Melbourne International Airport
1 Air Terminal Pkwy, 2nd Floor
Melbourne, FL 32901

A Notice of Availability and Opportunity for a Public Hearing was published on January 15, 2016. (See Attachment D). No comments for the general public or a request for a public hearing were received.
14. Attachments

The following attachments are included in this document:

Attachment A – Background Information
Attachment B – Coordinating Agencies
Attachment C – Agency Correspondence
Attachment D – Public Consultation

15. Preparer Certification

I certify that the information I have provided above is, to the best of my knowledge, true and correct.

Dr. David A. Byers, AICP, CM
Quadrex Aviation, LLC
P.O. Box 34155
Melbourne, FL 32903-1155

Phone: (321) 574-5633
Email: DAByers@quadrex.aero

16. Airport Sponsor Certification

I certify that the information I have provided above is, to the best of my knowledge, true and correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed action(s) until FAA issues a final environmental decision for the proposed action(s), and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred and all appropriate Federal, state and local permits and certifications have been obtained.

Greg Donovan, A.A.E. (Executive Director)
Melbourne Airport Authority
1 Air Terminal Pkwy, Suite 220
Melbourne, FL 32901-1888

Phone: (321) 723-6227
Email: GDonovan@mlbair.com
Attachment A

Background Information
2.2.1.1 AIR TRAFFIC – CHAPTER 6 - FAA ORDER 6480.17

FAA Order 6480.17 sets forth procedures for analyzing existing FAA-operated terminal air traffic control facilities relative to the scope of modernization work required or establishing justification for facility replacement. Most of the existing FAA terminal air traffic control facilities and supporting space has surpassed their 20-year life span. The need for major modification or replacement of these facilities must be determined in order to ensure the success of the FAA mission.

The following is a summary of the ATCT Air Traffic Evaluation Worksheet (Chapter 6) which provides information to support in-depth evaluation of air traffic control functions from an operational point of view. The complete Chapter 6 evaluation for FAA Order 6480.17 can be found in Appendix 5 (pages 8 to 25).

Some of the more significant operational issues brought forth by Air Traffic include:

- The ATCT Cab height is too low. It is extremely difficult to differentiate between taxiways and runways from the Cab, and hence to determine the location of the aircraft. The runways’ layout and length when the ATCT was originally built were quite different than the current arrangement. Thus the increased distance to the far end of some runways and taxiways creates a considerable depth perception problem with the Cab’s low height. The problem is particularly acute at night.

- The ICSS system needs to be replaced/upgraded.

Some of the more significant non-operational issues brought forth by Air Traffic include:

- The temperature for the 4th Floor varies considerably.

- There are on-going leak issues with the Cab roof and the roof beneath the Catwalk. This issue has been addressed periodically, with the most recent “fix” being done in the past few months. Moisture is getting into the building and creating mold and mildew issues.

- The slot windows at the corners of the ATCT are experiencing leak issues much like to aforementioned roof problems. The recent experience with Tropical Storm Fay resulted in considerable moisture getting into the facility from these windows. A project to reseal the windows is planned for the near future.

- All the moisture created from the aforementioned leaks has created a mold, mildew and corrosion problem throughout the facility. The corrosion problem is particularly acute in the unconditioned spaces on the First Floor. In addition in the unconditioned space there is a considerable amount of flaking paint (assumed lead-based) from the structural steel, and other painted metal surfaces.

A diagram of the airport showing the ATCT location on the airport property as well as the runway and taxiway configurations is provided at the end of Appendix 7.
## ATCT / TRACON FACILITY MODERNIZATION EVALUATION

### 1. General

<table>
<thead>
<tr>
<th>Facility Name:</th>
<th>MLB ATCT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Facility Location:</td>
<td>Melbourne, Florida</td>
</tr>
<tr>
<td>Date of Survey:</td>
<td>11-12-08 and 11-13-08</td>
</tr>
</tbody>
</table>

**Facility Representatives**

- Air Traffic: John Roberts (RVA)
- Airway Facilities: Dale Robinson

**Members of the Field Team:**

- Coordinator: Jim Fiedorek (PM)
- Imanuel Tanudji (Arch)
- Lee Craft (Mech)
- Lindsay Rekuc (Elec)
- Chris Mehrtash (Elec)
- Craig Brandt (O&M)

### 2. Cost Estimate

- Total Cost for Modernization: See ROM Estimate (Appendix 8)
- Replacement Cost of Facility: $3,852,820 (See Life Cycle Report)
- Maximum Allowable Expenditure: (Leased Property)

### 3. Recommended Action

- Modernize
- Relocate

### 4. Remarks

- Airway Facilities Deficiency Score: 33%
- Air Traffic Deficiency Score: 17%
- Combined Facility Deficiency Score: 25%
# CHAPTER 6

## AIR TRAFFIC EVALUATION

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<tr>
<th>SECTION</th>
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<th>OPERATIONAL IMPACT</th>
<th>PEOPLE IMPACT</th>
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| PERCENTAGE PER DIVISION | 22% | 18% | 2% |

**CHAPTER TOTALS**

- CHAPTER TOTAL FACILITY SCORE: 301
- CHAPTER TOTAL POSSIBLE SCORE: 1772
- PERCENTAGE THIS CHAPTER: 17%
# CHAPTER 7

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**CHAPTER TOTALS**

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### CHAPTER 8

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| DIVISION TOTALS | FACILITY SCORE | 0 | 0 | 10 | 0 |
|                 | TOTAL POSSIBLE | 0 | 0 | 124 | 0 |

| PERCENTAGE PER DIVISION | NA | NA | 8% | NA |

### CHAPTER TOTALS

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| PERCENTAGE PER DIVISION | NA | NA | 23% | NA |

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Attachment B

Coordinating Agencies
## Attachment B
### EA Coordination
### List of Agencies

### Federal Agencies

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<tr>
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<th>Contact Information</th>
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| **U.S. Environmental Protection Agency (EPA)** | NEPA Program Office - Region 4  
U.S. Environmental Protection Agency  
Sam Nunn Atlanta Federal Center  
61 Forsyth Street, SW  
Atlanta, GA 30303-8960 |
| **U.S. Army Corps of Engineers (CoE)**       | Planning Division  
Jacksonville District Office  
United State Army Corps of Engineers  
701 San Marco Blvd.  
Jacksonville, FL 32207 |
| **U.S. Fish and Wildlife Service (FWS)**     | ATTN: NEPA Coordinator  
North Florida Ecological Services Field Office  
U.S. Fish and Wildlife Service  
7915 Baymeadows Way, Suite 200  
Jacksonville, FL 32256-7517 |
| **U.S. Department of Agriculture (USDA)**    | District Conservationist  
Crestview Service Center  
Natural Resources Conservation Service  
938 North Ferdon Blvd.  
Crestview FL 32536-1706 |
| **U.S. Department of the Interior (DOI)**    | Regional Environmental Protection Assistant  
Office of Environmental Policy and Compliance  
U.S. Department of the Interior (Atlanta Region)  
75 Spring Street SW Suite 1144  
Atlanta, GA 30303 |
| **Federal Emergency Management Agency (FEMA)** | Regional Environmental Officer Region 4  
Federal Emergency Management Agency  
3003 Chamblee Tucker Road  
Atlanta, GA 30341 |

### State Agencies

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| **FL Dept of Environmental Protection (FDEP)** | Office of Intergovernmental Programs  
Florida Department of Environmental Protection  
3900 Commonwealth Blvd., MS 47  
Tallahassee, FL 32399-3900 |
| **FL Historical Resources (FLSHPO)**        | Division of Historical Resources  
Bureau of Historic Preservation  
R.A. Gray Building  
500 South Bronough Street  
Tallahassee, FL 32399-0250 |
| **FL Fish & Wildlife Conservation Commission (FWCC)** | Northeast Region  
Florida Fish and Wildlife Conservation Commission  
1239 SW 10th Street  
Ocala, FL 34471 |
| **Florida Natural Areas Inventory (FNAI)**   | Florida Natural Areas Inventory  
1018 Thomasville Road, Suite 200-C  
Tallahassee, FL 32303 |
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<td>Chairman</td>
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<tr>
<td></td>
<td>Miami, FL 33144</td>
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<td><strong>Brevard County</strong></td>
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<td>Miccosukee Tribe of Indians of Florida</td>
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<tr>
<td></td>
<td>SR Box 68 Old Loop Road</td>
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<tr>
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<td><strong>Muscogee (Creek) Nation</strong></td>
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<tr>
<td>Planning Division</td>
<td>George Tiger</td>
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<tr>
<td>City Hall, Third Floor</td>
<td>Principal Chief</td>
</tr>
<tr>
<td>900 E. Strawbridge Avenue</td>
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<tr>
<td>Melbourne, FL 32901</td>
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<td></td>
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<td>Robert Thrower</td>
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<td>James E. Billie</td>
<td>Paul N. Backhouse, Ph.D.</td>
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<td>Chairman</td>
<td>Acting Tribal Historic Preservation Officer</td>
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<td>Seminole Tribe of Florida</td>
<td>Tribal Historic Preservation Office</td>
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<tr>
<td>6300 Stirling Road</td>
<td>30290 Josie Billie Highway</td>
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<td>Hollywood, FL  33024</td>
<td>PMB 1004</td>
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<td></td>
<td>Clewiston, FL 33440</td>
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<td><strong>Seminole Nation of Oklahoma</strong></td>
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<td>Leonard M. Harjo</td>
<td>Ms. Natalie Harjo</td>
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<tr>
<td>Principal Chief</td>
<td>Tribal Historic Preservation Officer</td>
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<td>Seminole Nation of Oklahoma</td>
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<td>P.O. Box 1498</td>
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<td>Wewoka, OK 74884</td>
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Attachment C

Agency Correspondence
Dr. Byers,

This email is in response to your letter received October 15, 2015, regarding potential environmental issues associated with the air traffic control tower replacement at Melbourne International Airport. Based on drawings attached to your letter, it does not appear that jurisdictional waters of the United States would be affected by the proposed project. If that is indeed the case, the U.S. Army Corps of Engineers has no jurisdiction over the project area. If there are federally listed species in the project area, you will need to contact the United States Fish and Wildlife Service directly.

If the project location changes such that there are questions concerning jurisdictional waters of the United States, please feel free to give me a call.

Best Regards,

jc

Jeffrey S. Collins
Senior Project Manager
USACE Regulatory - Cocoa Permits Section
400 High Point Drive, Suite 600
Cocoa, Florida 32926
Phone: 321-504-3771, x13

ELECTRONIC SUBMITTAL OPTIONS:
Send NEW PERMIT APPLICATIONS to northbranchapps@usace.army.mil.
Send all COMPLIANCE-RELATED documents to CESAJ-ComplyDocs@usace.army.mil.
Emailing a File over 10MB? Please use our Safe Access File Exchange:

Let us know how we're doing! Complete this brief survey:
http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey
RE: Consultation - Environmental Assessment  
Air Traffic Control Tower Replacement  
Melbourne International Airport

The Melbourne Airport Authority is proposing to construct a new Air Traffic Control Tower (ATCT) facility at the Melbourne International Airport (MLB) to replace the aging FAA ATCT. To comply with Federal Aviation Administration (FAA) regulations and policies regarding the National Environmental Policy Act (NEPA), the Airport Authority is preparing an Environmental Assessment (EA) to document the potential environmental impacts associated with the development of the new ATCT project. The EA report will be submitted to the FAA for review for acceptance with a determination as a Finding of No Significant Impact (FONSI) or evidence for preparing an Environmental Impact Statement (EIS).

The proposed project consists of the construction of a 138-foot tall precast concrete air traffic control tower immediately adjacent to the existing Tower. The project anticipates using the existing access road, parking lot, and utilities. Construction will occur primarily on a lot previously disturbed by airport development.

Quadrex Aviation, LLC is serving as an authorized agent of the Airport Authority for preparing the draft EA report and coordinating the consultation with concerned agencies. We are sending you this preliminary notification for:

- advising your agency of the proposed project and preparation of the EA  
- requesting any relevant information that your agency may have regarding the airport site or environs  
- soliciting early comments regarding potential environmental issues that should be considered in the preparation of the EA report

We have attached exhibits of the airport location, project site, and other pertinent information for your review. Please provide us with an acknowledgment of this notice, specific information that should be considered in our analysis, and preliminary comments if appropriate. Your prompt response is appreciated. If you have any questions or need additional information regarding the proposed ATCT project, please do not hesitate to contact me at (321) 574-5633 or via email at dabyers@Quadrex.aero.

Sincerely,

Dr. David A. Byers, AICP, CM  
Project Manager

cc: G. Donovan, MAA  
C. Graham, MAA
Dr. David A. Byers  
Project Manager  
Quadrex Aviation, LLC  
P.O. Box 34155  
Melbourne, Florida 32903-1155

RE: DHR Project File No.: 2015-4725, Received by DHR: September 30, 2015  
Project: Consultation – Environmental Assessment, Air Traffic Control Tower Replacement, Melbourne International Airport  
County: Brevard

Dear Dr. Byers:

The Florida State Historic Preservation Officer reviewed the referenced project for possible effects on historic properties listed, or eligible for listing, on the National Register of Historic Places. The review was conducted in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations in 36 CFR Part 800: Protection of Historic Properties.

It is the opinion of this office that the proposed project will have no effect on historic properties listed, or eligible for listing, on the National Register of Historic Places.

If you have any questions, please contact Jason Aldridge, Historic Sites Specialist, by email at Jason.Aldridge@dos.myflorida.com, or by telephone at 850.245.6333 or 800.847.7278.

Sincerely,

Robert F. Bendus, Director  
Division of Historical Resources  
& State Historic Preservation Officer

Division of Historical Resources  
R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399  
850.245.6300 • 850.245.6436 (Fax) flheritage.com  
Promoting Florida’s History and Culture • VivaFlorida.org
Dr. David A. Byers, AICP, CM  
Project Manager  
Quadrex Aviation, LLC  
P.O. Box 34155  
Melbourne, FL 32903-1155  

SAI # FL201510057455

Dear Dr. Byers:

Florida State Clearinghouse staff has received and reviewed the referenced FAA notice under the following authorities: Presidential Executive Order 12372; § 403.061(42), Florida Statutes; the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended; and the National Environmental Policy Act, 42 U.S.C. §§ 4321-4347, as amended.

Based on the information contained in the public notice and minimal project impacts, at this stage, the state has no objections to the proposed federal action. The state’s continued concurrence will be based on the activity’s compliance with Florida Coastal Management Program (FCMP) authorities, including federal and state monitoring of the activity to ensure its continued conformance, and the adequate resolution of any issues identified during subsequent reviews. The state’s final concurrence of the project’s consistency with the FCMP will be determined during the environmental permitting process, in accordance with Section 373.428, Florida Statutes, if applicable.

Thank you for the opportunity to review this public notice. Should you have any questions or need further assistance, please don’t hesitate to contact me at (850) 245-2170 or Lauren.Milligan@dep.state.fl.us.

Yours sincerely,

Lauren P. Milligan  
Coordinator  
Florida State Clearinghouse  
Florida Department of Environmental Protection  
3900 Commonwealth Blvd, M.S. 47  
Tallahassee, FL 32399-3000  
ph. (850) 245-2170  
fax (850) 245-2190  
Lauren.Milligan@dep.state.fl.us
Dear Dr. Byers,
Brevard County Planning & Development Department offers no comments regarding this proposed project. Thank you for the opportunity to review the proposal as part of the EA process.

Sincerely,

Robin M. Sobrino

Robin M. Sobrino, AICP
Director
Brevard County Planning & Development Department
2725 Judge Fran Jamieson Way Building A
Viera, FL 32940
(321) 633-2069 extension 56363
(321) 633-2074 (fax)

"Under Florida Law, email addresses are Public Records. If you do not want your e-mail address released in response to public record requests, do not send electronic mail to this entity. Instead, contact this office by phone or in writing."
Dr. Byers,

I received by mail the notice of the environmental assessment for the air traffic control tower replacement at Melbourne International Airport. We can prepare a Standard Data Report for the site if you need an official report from the Florida Natural Areas Inventory.

I wanted to verify that you understood there would be a charge for this type of request. Standard data reporting fees for private, for-profit firms are $89 per hour, with a one hour minimum; a small site like this would take an hour or less. An invoice will be sent after delivery of the report. The details of the Standard Data Report are on our website, here: http://www.fnai.org/datarequest.cfm

We also have an online Biodiversity Matrix tool that provides an aggregated view of the vicinity of a site.

Please respond if you would like me to continue with your Standard Data Report.

Nathan Pasco
GIS/Data Services
Florida Natural Areas Inventory
1018 Thomasville Road, Suite 200-C
Tallahassee, FL 32303
(850) 224-8207 ext. 211
Fax: (850) 681-9364
npasco@fnai.org

Science for Conservation

Like us on Facebook,
follow our blog,
or visit our home page.
Dear Dr. David A. Byers:

On October 26, 2015, the St. Johns River Water Management District received your letter and plans, requesting a permit determination. The project proposes two locations for the construction of a 138-foot tall precast concrete air traffic control tower. The primary location (Site No. 2) is immediately adjacent to the existing Tower, and the alternate location (Site No. 1) is at the southwest of Service and Patrol Roads. Both sites are located within existing mowed/maintained areas of airport property. However, Site No. 1 includes an upland cut ditch that appears to be impacted as part of this development. If Site No. 1 is chosen and constructed in the proposed location, an Environmental Resource Permit will be required. If Site No. 2 is chosen and constructed at the same location, an Environmental Resource Permit will not be required. Please let me or Nanette know if you have any additional questions. Thank you for contacting the District on this matter.

Fariborz Zanganeh, P.E.
Supervising Professional Engineer
Division of Regulatory, Engineering and Environmental Services, Bureau of Environmental Resource Regulation
St. Johns River Water Management District
Palm Bay Service Center
525 Community College Parkway, S.E. • Palm Bay, FL 32909
Office: (321)676-6630
Email: fzanganeh@sjrwmd.com
Website: floridaswater.com
Connect with us: Newsletter, Facebook, Twitter, YouTube

We value your opinion. Please take a few minutes to share your comments on the service you received from the District by clicking this link

Notices
• Emails to and from the St. Johns River Water Management District are archived and, unless exempt or confidential by law, are subject to being made available to the public upon request. Users should not have an expectation of confidentiality or privacy.
• Individuals lobbying the District must be registered as lobbyists (§112.3261, Florida Statutes). Details, applicability and the registration form are available at http://floridaswater.com/lobbyist.
AGENDA
LOCAL PLANNING AGENCY/PLANNING & ZONING BOARD
MELBOURNE CITY HALL COUNCIL CHAMBER
APRIL 21, 2016 • 6:30 P.M.

1. Pledge of Allegiance to the Flag

2. Introduction of Members

3. Declaration of Conflict

NEW BUSINESS

4. PUBLIC HEARING – CONDITIONAL USE REQUEST (CU-2016-07) WITH SITE PLAN APPROVAL (SP-2016-05) AIR TRAFFIC CONTROL TOWER:

This Public Hearing is called to consider an Ordinance of the City of Melbourne, Brevard County, Florida, by amending the Official Zoning Map as it relates to Ordinance 2005-120 for a Conditional Use request to allow a building height of 107.58± feet, with site plan approval to construct an air traffic control tower on an overall 1.60± acre property zoned M-1 (Light Industrial), located on the north side of Tower Access Road, north Grumman Place, and east of West NASA Boulevard.

5. SITE PLAN APPROVAL REQUEST (SP-2016-06) NORTHROP GRUMMAN CORPORATION CENTER OF EXCELLENCE EXPANSION:

This hearing is called to consider Site Plan approval to expand the existing Northrop Grumman campus to 157.32± acres and construct three new office and laboratory buildings totaling 545,111± square feet and a future 90,000± square foot accessory employee services building ("The Nest"), on property zoned M-1 (Light Industrial), located at the Melbourne International Airport, north and east of NASA Boulevard, west of Tower Access Road and south of the main airport runway.

6. FUTURE/ADDITIONAL BUSINESS

7. ADJOURNMENT

Pursuant to Section 286.0105, Florida Statutes, the City hereby advises the public that: If a person decides to appeal any decision made by this Board, agency, or meeting or hearing, he will need a record of the proceedings, and that for such purpose, affected persons may need to insure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. This notice does not constitute consent by the City for the introduction or admission into evidence of otherwise inadmissible or irrelevant evidence, nor does it authorize challenges or appeals not otherwise allowed by law.

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodations to participate in this meeting should call the Community Development Department at (321) 608-7500, no later than 5:00 p.m., at least 48 hours prior to the meeting.
MEMORANDUM

TO: Planning and Zoning Board

FROM: Cheryl A. Dean, AICP
Planning Manager

RE: Conditional Use Request (CU-2016-07) with Site Plan Approval (SP-2016-05) Melbourne Airport Authority Air Traffic Control Tower Replacement

DATE: April 21, 2016

Owner/Applicant/Representative
Melbourne Airport Authority, Owner/Applicant; Brian Pendleton, Airport Engineering Co., Inc., Representative

Proposed Action:
➢ Conditional Use - to allow a building height of 107.58± feet (an additional 11.58± feet) for the new air traffic control tower in an M-1 (Light Industrial) zoning district; and
➢ Site Plan Approval - to allow construction of a new air traffic control tower at the Melbourne International Airport on a 1.6± acre airport site.

Location
The property is located on Tower Access Road, north of Grumman Place and east of Woody Burke Road, in Township 27 South, Range 37 East, Section 32 (fka 911 Tower Access Road).

The conditional use area includes and slightly expands the existing air traffic control parcel on land owned by the Melbourne Airport Authority. The property has an Industrial Future Land Use classification and M-1 Zoning. This property is classified as “Future Aviation Related” property per the Melbourne Airport Layout Plan and the Airport Master Plan.

History
The existing air traffic control tower was constructed in the mid-1960s.

Adjacent Property Future Land Use And Zoning
Access: Tower Access Road, to the south of the project area

To the East: Airport-related improvements
    Zoning: M-1
    Land Use: Industrial
**Conditional Use Analysis**

The applicant is requesting a Conditional Use approval to allow the new air traffic control tower at a height of 107.58± feet.

**Height.** City Code, Appendix B, Article IV, Section 1(E), allows for a building height of up to 96 feet in this part of the Airport Overlay Zone. Uses requiring a height greater than 96 feet tall may be permitted, if granted conditional use approval by City Council. Appendix B, Article IX, Section 5 establishes general standards to consider when evaluating the merits of a conditional use permit request.

The conditional use area incorporates 1.6± acres connected with the Melbourne International Airport. The request is to allow for a building height of 107.58± feet (11.58± additional feet in height). The permitted height for this area of the Airport Overlay Zone is 96 feet. The height of the new air traffic control tower is governed by criteria set forth with the FAA, which has changed considerably since the mid-1960s, when the original tower was constructed. In addition, the airfield at the airport has expanded, so the taller air traffic control tower is necessary to provide the required vertical line of sight.

Consistent with Appendix B, Article IV, Section 1(C), the proposed building was reviewed for impacts to scenic views, and the additional height should not further block the breeze and light to adjacent properties and sidewalk area. The request meets the minimum lot size of 22,500 square feet and the minimum lot width of at least 150 feet. There are no solar energy panels on adjacent structures or property that will be shadowed by the extra height.

The area is surrounded by industrially-zoned property owned by the Melbourne Airport Authority; therefore, there is no abutting single-family residential uses/zoning.

*Since the approval of additional height is LESS than 100% of the permitted height, such consideration WILL NOT require a five-sevenths (5/7) vote of City Council (City Code, Appendix B, Article IV, Section 1(C)(1)(f)).*
City Code, Appendix B, Article IV, Section1(C)1(f), states that conditional use requests to increase building height by up to 100% of the permitted height will require meeting additional standards, such as additional breezeway, landscape requirements and/or other public benefits as deemed necessary by the City. Breezeway would not be applicable under these circumstances (the airport is a large open area by its design). The use of additional landscaping is also not appropriate at the airport and the airport has a variance to not provide trees/landscaping in certain areas around the airport.

**Public Benefit:** Under traditional circumstances, a request for additional height is accompanied by an increase in density, intensity/floor area. In this case, the use of the requested additional height is of a scale that replaces the existing air traffic control tower to be more effective in daily air travel and will be consistent with the FAA technical and operational requirements (FAA Order 6480.4A). The height of the building does not increase the density/intensity of the building. Therefore, staff is recommending that a condition to require a “specific public benefit” improvement not be tied to this particular request.

Staff has assessed the compatibility with the surrounding area with the project and the public benefit improvements and does not find any negative issues with the request.

**SITE PLAN ANALYSIS**

**Project Description.** The project consists of the construction of a new air traffic control tower.

The project area includes the existing 0.92±-acre air traffic control property and the proposed 0.68±-acre property. The new tower is 26 feet wide by 26 feet long and is 107.58 feet tall, with eight floors (two of these floors are for equipment only). All associated site improvements, such as the existing driveways, parking, sidewalks, fencing, utilities, stormwater management and landscaping will also be modified to accommodate the tower replacement, including 12 employee parking spaces and one handicapped parking space. All surrounding properties are zoned industrially. Once the new air traffic control tower is in full operation, the FAA will commence with the demolition of the existing tower.

**Access.** The only access to the site will be from Tower Access Road.

**Stormwater.** The existing dry retention area will be modified to meet the new impervious area created by the tower replacement. The proposed stormwater management system will be required to meet the requirements of City Code, Chapter 50.

**Water and Sewer.** The existing water and sewer will be modified and relocated to connect to the new air traffic control tower, consistent with Chapter 5.
Landscaping. The project will meet all requirements of Appendix D, Chapter 9, Article XV, for landscape areas, to be designed for construction plan review and consideration.

Environmental Impact Analysis
In the Environmental Assessment Form for the air traffic control tower, prepared in March 2016 by the Federal Aviation Administration, the location of the building will be in an area currently developed with the existing tower and driveways, equipment, and related improvements. The expansion area will only slightly impact the adjacent tree area (to the east). The applicant agrees to selectively clear and only remove the trees in the proposed fill area identified on the plan. The applicant will be required to obtain the necessary permits to relocate any gopher tortoises identified prior to construction plan approval.

As with all development projects applicable permits will be required prior to construction plan approval.

Joint Planning Agreement (JPA):
The subject property is not located within the Joint Planning Agreement area.

Concurrency/Mobility
The proposed air traffic control tower will replace an existing control tower. The applicant has indicated that the number of personnel at the new tower will remain static and not increase. Consequently, this specific proposal does not generate additional automobile trips. Accordingly, the applicant will not be required to provide mobility standards or make a payment in lieu of constructing the standards.

The City’s Ten-Year Water Supply Facilities Work Plan indicates that adequate potable water is available to serve the subject site. The City also has adequate sanitary sewer service available to serve the subject property. The applicant intends to modify the existing water and sewer lines as needed to connect to the new air traffic control tower. As such, no water or sewer impact fees will be required for the project.

Findings for the Conditional Use/Site Plan
1. The requested Conditional Use to allow a building height of up to 107± feet, with site plan approval to construct an air traffic control tower on an overall 1.60± acre property zoned M-1 is consistent with the area's Industrial Future Land Use designation and the goals, objectives, and policies of the City's Comprehensive Plan.

2. The proposal is specifically consistent with Future Land Use Element Policy 1.13.2 which states development within and around the Airport Area (area bounded on the north by Sarno Road, on the south by Hibiscus Boulevard, on the east by the Indian River, and on the west by the St. Johns River) shall be consistent with the Melbourne International Airport Master Plan and subsequent updates.
3. The proposed height of the tower is necessary to provide the required vertical line of sight for airport operations. The height of the tower is imposed by the Federal Aviation Administration (FAA).

4. The Melbourne International Airport Authority has reviewed and affirmed the proposed project for consistency with the Airport Master Plan.

5. The site is designated as Industrial on the FLUM and is zoned M-1. The M-1 zone permits a variety of aviation and industrial uses and additional building height is a conditional use in this district. This conditional use is subject to Appendix B, Article IX, Section 5 of City Code.

6. The Conditional Use must meet the requirements of City Code, and therefore will not have a detrimental effect on the surrounding area, public facilities, and private, commercial and/or service facilities available within the area. More specifically, the proposed changes should not cause depreciation of property values, or reduce the safety, light, and general convenience of neighboring developments:
   a. The appearance and function of the surrounding area will not be significantly lessened due to the proposed Conditional Use since the subject site is located on property owned by the Melbourne International Airport. The proposed height of the tower is governed by the FAA.
   b. The application does not appear to impact the preservation of any City, state or federally designated historic, scenic, archaeological, or cultural resources.
   c. The proposed project should not change the general character of the area since a variety of industrial and aviation related uses are located in the vicinity of the subject property. The proposed development is compatible with other development at the Melbourne International Airport, and the building style and scale are proportionate and consistent to Airport area uses.
   d. The application will not have significant adverse impacts on the livability and usability of nearby land due to: noise, dust, fumes, smoke, glare from lights, late-night operations, odors, truck and other delivery trips, the amount, location, and nature of any outside displays, storage, or activities, potential for increased litter, and privacy and safety issues.
   e. The proposed air traffic control tower is not located in proximity to any residential areas.

7. Adequate transportation facilities are in place to serve the subject property. The site has direct access to NASA Boulevard. The proposed use does not have a detrimental impact on the transportation system, since adequate transportation facilities are in place to serve the subject site.
8. The proposed Conditional Use is in compliance with the standards outlined in City Code, Appendix B, Article V, Section 2 (use and dimensional standards table) and Appendix B, Article IX, Section 5 (Conditional Uses).

9. The applicant shall demonstrate, prior to construction plan approval, the financial and technical capacity to complete any improvements and the mitigation necessitated by the development as proposed, and has made adequate legal provision to guarantee the provision of such improvements and mitigation.

10. The proposed use complies with all additional standards imposed on it by the particular provision of these regulations authorizing such use, and by all other applicable requirements of the regulations of the City, including, but not limited to, Article IX, Section 6, site plan review standards.

Recommendation
Based on the findings presented above, for the project located on 1.6± acres, located on Tower Access Road, north of Grumman Place and east of Woody Burke Road (aka 911 Tower Access Road), the Community Development Department recommends:

A. Approval of CU-2016-07, to allow a building height of 107.58± feet (an additional 11.58± feet of height) for the new air traffic control tower at the Melbourne International Airport; and

B. Approval of SP-2016-05, to construct a 107.58±-foot tall, air traffic control tower on 1.6± acres at the Melbourne International Airport, zoned M-1, on a 3-sheet site plan prepared by Airport Engineering Co., Inc., of Rockledge, Florida, Project Number 1412, with a signed and sealed date of April 13, 2016, with the following conditions:

a. Any change to the Site Plan will require reevaluation by the City Engineering Department and Planning and Economic Development Department.

Any substantial change to the Site Plan as outlined in Appendix B, Article IX, Section 6 (E), will require review and approval by City staff, the Planning and Zoning Board, Local Planning Agency, and/or the City Council.

b. Prior to construction plan approval, the applicant shall provide the necessary requirements/approvals set forth by the FAA regarding the requested 107.58±-foot tall structure and associated improvements.

c. All hardwood trees and scrub oaks located outside of the building footprint and parking driveway aisles shall be preserved, and buildings and parking/drive aisles shall be shifted when possible to preserve hardwood trees or scrub oaks, as determined during construction plan review.
d. The proposed building shall be substantially consistent with the rendering submitted by the applicant.

e. A specific public benefit improvement is not required for this particular request, since the request for additional height does not increase the density or intensity.
Attachment D

Public Consultation
NOTICE ANNOUNCING AVAILABILITY OF ENVIRONMENTAL ASSESSMENT
AND
OPPORTUNITY FOR PUBLIC HEARING

Replacement Air Traffic Control Tower

Orlando Melbourne International Airport

The Melbourne Airport Authority proposes to construct a new air traffic control tower (ATCT) to replace the existing ATCT located on the Orlando Melbourne International Airport. Notice is hereby given of the availability of an Environmental Assessment prepared pursuant to the National Environmental Policy Act of 1969 that identifies and evaluates potential environmental impacts associated with the proposed project.

A copy of the Environmental Assessment which explains the proposed action and its environmental impacts are available for public inspection during normal business hours at the following locations:

Melbourne Public Library
540 E. Fee Ave.
Melbourne, FL 32901

Orlando Melbourne International Airport
1 Air Terminal Pkwy, 2nd Floor
Melbourne, FL 32901

A public hearing may be requested by individuals or organizations with significant concerns about the proposed project. A request for hearing should indicate the concerns and the reasons why a hearing is requested. A public hearing may be held if it is determined that there is substantial public interest to warrant a public hearing. Before submitting a request for public hearing, persons are encouraged to contact Dr. David A. Byers, Quadrex Aviation, LLC at (321) 574-5633 to express their views and discuss those aspects of the proposal that are of concern.

Comments regarding the Environmental Assessment and/or a request for a public hearing should be submitted in written form to Dr. David A. Byers via email to DAByers@Quadrex.aero or mailed to: Dr. David A. Byers, Quadrex Aviation, LLC, P.O. Box 34155, Melbourne, FL 32903. Comments or a request may be delivered in person to Orlando Melbourne International Airport, 1 Air Terminal Pkwy, 2nd Floor, Melbourne, FL 32901.

Comments or a request for a public hearing must be submitted no later than 5:00 PM on February 19, 2016. If the need for a public hearing is established, a notice of the date, time, and location will be published in area newspapers. The purpose of the public hearing shall be to address specific concerns regarding the proposed project’s potential economic, social, and environmental impacts and consistency with the goals and objectives of area planning.

###
NOTICE ANNOUNCING AVAILABILITY OF ENVIRONMENTAL ASSESSMENT AND OPPORTUNITY FOR PUBLIC HEARING

Replacement Air Traffic Control Tower
Orlando Melbourne International Airport

The Melbourne Airport Authority proposes to construct a new air traffic control tower (ATCT) to replace the existing ATCT located on the Orlando Melbourne International Airport. Notice is hereby given of the availability of an Environmental Assessment prepared pursuant to the National Environmental Policy Act of 1969 that identifies and evaluates potential environmental impacts associated with the proposed project.

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  540 E. Fee Ave.
  Melbourne, FL 32901
- Orlando Melbourne International Airport
  1 Air Terminal Pkwy. 2nd Floor
  Melbourne, FL 32901

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Comments regarding the Environmental Assessment and/or a request for a public hearing should be submitted in written form to Dr. David A. Byers via email to DByers@Quadrex.aero or mailed to Dr. David A. Byers, Quadrex Aviation, LLC, P.O. Box 34155, Melbourne, FL 32903. Comments or a request may be delivered in person to Orlando Melbourne International Airport, 1 Air Terminal Pkwy, 2nd Floor, Melbourne, FL 32901.

Comments or a request for a public hearing must be submitted no later than 5:00 PM on Friday, February 19, 2016. If the need for a public hearing is established, a notice of the date, time, and location will be published in area newspapers. The purpose of the public hearing shall be to address specific concerns regarding the proposed project’s potential economic, social, and environmental impacts and consistency with the goals and objectives of area planning.
STATE OF FLORIDA COUNTY OF BREVARD:
Before the undersigned authority personally appeared Kim Curro, who on oath says that he or she is a Legal Advertising Representative of the FLORIDA TODAY, a daily newspaper published in Brevard County, Florida that the attached copy of advertisement, being a Legal Ad in the matter of

Legal Notices

as published in FLORIDA TODAY, in the issue(s) of: 06/17/16

Affiant further says that the said FLORIDA TODAY is a newspaper in said Brevard County, Florida and that the said newspaper has heretofore been continuously published in said Brevard County, Florida each day and has been entered as periodicals matter at the post office in MELBOURNE in said Brevard County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that he or she has never paid nor promised any person, firm or coporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Sworn to and subscribed before me this 27th of June 2016, by Kim Curro who is personally known to me

Ruby Royer
Notary Public for the State of Florida
My Commission expires January 30, 2018

Publication Cost: $128.91
Ad No: 0001358535
Customer No: BRE-6Cl229