



Venice of America

CITY OF FORT LAUDERDALE

**JOINT WORKSHOP WITH PARKS, RECREATION AND
BEACHES ADVISORY BOARD AND AVIATION ADVISORY BOARD
FORT LAUDERDALE EXECUTIVE AIRPORT
ADMINISTRATIVE OFFICE - MULTIPURPOSE ROOM
6000 NW 21 AVENUE, FORT LAUDERDALE, FL
THURSDAY, MAY 22, 2014, 1:30 P.M.**

Board Members	Attendance	Cumulative Attendance 7/13 through 6/14	
		Present	Absent
Ron Carlson	P	9	0
Jeffrey Fauer	P	5	0
Michael J. Grimmé	P	3	0
Linda Iversen, Chair	P	9	0
Patrick Kerney	P	6	3
Ed Kwoka	P	3	0
Tom Moody	P	3	0
Stephen O'Malley, Vice Chair	P	8	1
Dana Pollitt	P	3	0
Mark Volchek	P	7	2
Pamela Bushnell, Commissioner City of Tamarac [non-voting]	P	8	1
Jeff Helyer, City of Oakland Park [non-voting]	P	8	1

Parks, Recreation and Beaches Advisory Board Members

Steven Buckingham
Larry Mabson
JoAnn Medalie
Karen Polivka
Bruce Quailey, Chair
Betty Shelley
Richard Zaden

Guest Speakers

Joe Cerrone, Recreational Design & Construction
Gary Henry, Schlitterbahn Waterparks & Resorts

City Staff

Lee Feldman, City Manager
DJ Williams-Persad, Assistant City Attorney III
Diana Alarcon, Transportation & Mobility Director
Julie Leonard, Transportation & Mobility Deputy Director
Mark Cervasio, Acting Airport Manager

FORT LAUDERDALE EXECUTIVE AIRPORT
6000 N.W. 21ST AVENUE, SUITE 200, FORT LAUDERDALE, FLORIDA 33309
TELEPHONE (954) 828-4955, FAX (954) 938-4974

Rufus James, Assistant Airport Manager
Fernando Blanco, Airport Engineer
Florence Straugh, Noise Abatement Officer
Scott Kohut, Airport Operations Supervisor
Karen Reese, Business Outreach & FTZ Administrator
Diana McDowell, Administrative Assistant II
Frank Chesser, Airport Electrician
Laura Morton, Airport Programs Administrative Assistant
Angelia Basto, Senior Accounting Clerk

CALL TO ORDER

Chair Iversen called the meeting to order at 1:31 p.m.

Roll was called and it was determined a quorum was present.

JOINT WORKSHOP ITEM

1. Discussion of Schlitterbahn Waterpark proposal at Lockhart Stadium

Chair Iversen introduced Lee Feldman, City Manager.

Mr. Feldman stated that the Schlitterbahn Waterpark proposal had been underway for several years and that the joint workshop was being held to provide an opportunity for the Aviation Advisory Board and Parks, Recreation and Beaches Advisory Board to offer any comments or suggestions before a deal was finalized. He added that a proposal would be presented to the City Commission in the form of a lease for the use of the Fort Lauderdale Stadium, Lockhart Stadium, and the area to the South which encompasses about 64 acres. He noted that a deal was structured with the Federal Aviation Administration (FAA), ensuring a fair market return on the investment, and the FAA requested an executed agreement by July 15, 2014. The lease documents were in the process of being finalized and would be presented to Schlitterbahn and negotiations would be finalized and presented to the City Commission on June 17, 2014. Additionally, there would be two public outreach meetings on May 27, 2014 and June 4, 2014 in the Twin Lakes and Palm Aire communities.

Public: Why is the city only arranging two dates for five to six neighborhoods surrounding the Airport that will be impacted?

Mr. Feldman responded that there was a deadline and that the neighborhoods that were identified were Twin Lakes and Palm Aire as the City neighborhoods to focus on and get input from, however other neighborhoods were welcome to attend the public meetings as well. He then introduced Joe Cerrone from Recreational Design & Construction and Gary Henry from Schlitterbahn to present the proposal.

Mr. Cerrone presented a PowerPoint presentation on the proposed Schlitterbahn Waterpark development (see attached).

Public: What's the general admission?

Mr. Cerrone noted that the price ranges and that there were also annual passes which averaged four to five dollars per entry. He then introduced Gary Henry from Schlitterbahn to provide additional pricing information.

Mr. Henry introduced himself as a second generation from the Henry Family and added that Schlitterbahn was started by his mother and father in the 1960s as a camp ground lodging business which led to a Waterpark business. He added that there was a menu of pricing and noted that the top price in New Braunfels, Texas was about \$50 and other parks ranged down to about \$38. He noted that there was pricing for children, seniors, military, groups, and season passes for about \$100 which averaged about 12 uses and resulted to around \$8 per visit.

Public: What's the proposed season?

Mr. Henry stated that it would probably be similar to other amusement parks in the area. The target market was families with young children which were typically out of school from Memorial Day to Labor Day, so that would be the bulk of the season when the park would be open daily and then it would be open weekends from the Spring to the Fall. He noted that the waterpark in West Palm Beach had a 170 day season which included the summer, weekends, and Spring Break.

Public: Have the traffic issues and the traffic impact been addressed? It was noted that when there were soccer games, traffic was an issue and also that the traffic backed up regularly around the turnpike entrance and Commercial Blvd.

Mr. Henry stated that they had looked at the traffic and concluded that the infrastructure would support the project.

Public: Are you aware that Commercial on Powerline has an F rating by the Department of Transportation?

Mr. Henry responded that he was not aware but that a study would be forthcoming as required by the City that would go more in depth. He added that the admission into the water park is spread out over a three hour period as well as the deloading in the evening, so it was not a surge of traffic. Mr. Cerrone added that the traffic was not like the traffic from a soccer match where everyone arrives and departs at the same time.

Mr. Quailey: Have appraisals, feasibility studies, and occupancy rates at other parks been provided as part of the due diligence?

Mr. Henry confirmed that he had provided information to Mr. Feldman.

Mr. Quailey noted that the Parks, Recreation and Beaches Advisory Board had not seen that information.

Mr. Henry noted that a lot of the information was proprietary but the publically available information was provided and questions were addressed as needed.

Mr. Quailey: What are the tree house occupancy levels and rates?

Mr. Henry explained that a standard hotel room rents for about 40 cents per square foot, so a typical 400 square foot hotel room rents for approximately \$160. The tree house rents for 80-82 cents per square foot and during the season the occupancy rate is typically around 94%.

Mr. Quailey: Is the rate \$1,000 per night as reported?

Mr. Henry confirmed and added that the tree house is a three bedroom house with a living room that has a convertible sofa, a full kitchen, and two bathrooms. So the \$1,000 unit would sleep 12 people.

Public: Is the hotel open year round when the park is not open?

Mr. Henry confirmed that the hotel was open year round.

Public: Who voted Schlitterbahn number one?

Mr. Henry stated that Schlitterbahn was voted number one by the Golden Ticket Commission, which included about 450 industry representatives from around the world.

Public: Where is the main entrance to the park?

Mr. Henry responded that the main entrance had not been designed yet, but that it would probably be around the existing entrance. Mr. Cerrone confirmed that it would be similar to the current entrance.

Public: Where is the water coming from for the Waterpark?

Mr. Henry explained that the Waterpark was like a swimming pool on a bigger scale, so it would only get filled one time and the water would be treated and filtered on a continual daily basis. The backwash that comes out through the filtration goes into a holding tank and that water is re-used to irrigate the landscaping. He added that the waterpark would be on the municipal system.

Public: Will the sewer system handle all of the Waterpark's problems?

Mr. Henry responded that the sewer system would not handle any of the water that was not sanitary. The kitchens and bathrooms that were already in existence would utilize the sanitary system and the water filtration system for all of the pools and slides would not dump into the sanitary system.

Public: Why did you pick Fort Lauderdale in the middle of Broward County with lots of traffic and a high volume of tourists and locals instead of a more rural area like other Waterparks?

Mr. Henry replied that Fort Lauderdale was a beautiful area and that the goal was to attract the tourists and locals to the Waterpark. He also noted that the New Braunfels, Texas waterpark was also in the middle of the City as well and the concerns related to traffic were manageable. The New Braunfels park at peak attendance had 18,000 people and the Fort Lauderdale park would be about half that at peak capacity. The population of New Braunfels was about 50,000 and it could handle the traffic.

Public: What days of the week and hours of the day will the peak attendance be?

Mr. Henry stated that Saturday was the peak time with about 10,000 in attendance and Sunday through Friday the attendance level would be around 5,000-6,000. The attendance builds through the week starting from Sunday through Friday with the peak on Saturday. Sunday was also the lowest loading day since people typically arrive later in the day.

Public: Is the summertime the peak as opposed to the other seasons?

Mr. Henry confirmed that the summertime would be the peak and added that when schools were in session they would market to school and group business. For example, over the past weekend in New Braunfels there were 8,000 in attendance and 6,000 were school kids that arrived on school buses and charter buses, which minimized the traffic.

Public: Was the Galveston location in business prior to 2008?

Mr. Henry responded that it opened in 2006.

Public: How did the Galveston location survive Hurricane Ike and what would be done in Fort Lauderdale to prepare the park for hurricanes and severe weather such as thunder and lightning storms?

Mr. Henry responded that the Kansas park had high wind and tornado exposure and all of the parks had lightning storm exposure so the parks have places to get people under cover. There was also a management plan in place for severe weather. He added that the Galveston park was damaged by Hurricane Ike and the sea wall protected the water from coming into the park but the storm surge drove the water through the Houston ship channel and the water turned and overran Galveston island and left it ten feet underwater. So the parks have elevated structures, equipment and electrical rooms. The City's building code would address the survivability of the structure to a particular wind load.

Mr. Cerrone added that most waterparks don't have big heavy structures and that the wind blows through the light steel or wood framed structures. For example, in South Padre Island, Texas there were a lot of storms and the park was the first business back in business.

Mr. Henry noted that in 2008, after Hurricane Ike, the Galveston park suffered no damage from wind only rising water. He added that in 2009 when South Padre Island was hit by Hurricane Dolly there was no significant damage.

Commissioner Bushnell: What happens with the electric escalator slides when the power goes out in the case of a lightning strike?

Mr. Cerrone stated that there were lightning detection systems in place and that there was advance warning which would provide time to move people to designated areas. He added that the escalator slides weren't tall and that if the power did go out people would be directed to walk off.

Mr. Henry added that they purchase a service in all of the parks that tracks the electrical storm activity and provides advance notice to get people out of the water and away from structures that may be struck by lightning.

Commissioner Bushnell noted that termites were an issue in South Florida and asked if the treehouses would be built in wood?

Mr. Cerrone stated that the original building material in Florida was pine, so it could be built in wood but it may just be skinned in wood.

Public: Are you planning on integrating public transportation such as tri-rail or shuttles to limit traffic.

Mr. Henry confirmed that that was under discussion.

Public: In the locations where this project is in operation, have there been any issues or concerns by the local community that were not foreseen? If so, what were the issues or concerns and how were they addressed?

Mr. Henry stated that there were four parks in operation and a fifth one would open in the summer and each one had a unique set of circumstances but typically something always comes up that wasn't thought of and Schlitterbahn's philosophy is to work with the community and the City. He added that as a tenant of the Airport, Schlitterbahn would work with the administration to address any issues that arise.

Public: When analysis was completed on this project, was Six Flags Atlantis looked into considering that it is no longer in business?

Mr. Cerrone responded that they were aware of the park and noted that the reason it was no longer in business was due to the land being more valuable as a shopping center.

Public: As part of your analysis, did you look at Rapids Waterpark in West Palm Beach?

Mr. Henry replied that they did look into Rapids Waterpark's experience and season and believed that there would not be a competition factor due to the distance between the locations and noted a few examples of other locations where there were multiple surrounding waterparks.

Public: What is the amount of the lease rate to the City that the FAA accepted?

Mr. Henry stated that the lease rate for the first year was \$810,000.

Public: What is the maximum lease rate?

Mr. Henry responded that it could increase up to five percent regardless of the economy.

Public: Did you have to show the FAA the economic impact or did they only consider the rent amount in making their determination?

Mr. Feldman stated that the FAA's concern was to ensure a fair market rent was received for the property, which was about ten percent of the appraised value for non-aviation use. However, that amount would not work for this project so the argument was made to the FAA that the stadiums were not effectively being used. The School Board moved out because the FAA would no longer accept a percent in gross as their rent and the FAA has indicated that they will no longer accept a percent on gross for rent after December, 2014 for the Strikers at Lockhart Stadium.

Mr. Feldman added that the options would be for the Airport to pay to demolish the facilities in order to limit the maintenance, or provide basic maintenance to the stadiums for about \$500,000 per year which may not be commercially viable, or bring the stadiums up to code and marketing conditions to attract potential tenants for about \$12,000,000. The analysis was presented to the FAA and due to the maintenance cost and investment required, the FAA approved a lower rent amount and negotiated the amount of \$810,000.

Public: What outreach did the City make to Aviation Developers?

Mr. Feldman noted that the use of the facility had been discussed since the Orioles left and the Aviation community knows that the parcels are available and the only proposal received in the last two years was for a gas station on Commercial Blvd.

Public: Was the FAA invited to this meeting?

Mr. Feldman responded that he did not invite the FAA and that they generally did not attend the Aviation Advisory Board meetings. He added that the joint meeting was being held for the Aviation Advisory Board and Parks, Recreation and Beaches Advisory Board and that the City had been dealing with the FAA and they were aware of the project.

David Coddington, Greater Fort Lauderdale Alliance, noted that they market the area and they were currently working with several Aviation companies that were looking to expand. So if they were interested in the stadiums, the City would have been contacted.

Public: How much access will the City have to the new fields that will be built?

Mr. Henry stated that he was aware that the City desired to utilize the land for public access for sports and they committed to develop the fields and operate them. He added that he envisioned reaching out to the Parks, Recreation and Beaches Advisory Board, the Soccer Association, the school districts, and whoever had the expertise managing soccer leagues.

Public: When will the soccer fields be built?

Mr. Henry stated that the soccer fields would be built when the waterpark was built.

Public: What entity are you using as the lessee?

Mr. Henry responded that the entity had not been formed yet and that it would be a special purpose entity.

Public: Would there be any guarantees from the parent company?

Mr. Henry stated that it would be determined by the lender and the structure negotiated with the City.

Public: Why would the lender have anything to do with the lease terms as far as whether you or one of your other entities would guarantee the lease other than a single asset entity without assets other than the waterpark?

Mr. Henry responded that the first phase of the waterpark was estimated to be a \$50 million dollar investment and with that amount of an investment they did not intend to abandon the project and not pay the rent.

Public: What happens if the waterpark fails and how do we protect the City if the entity has no other assets or a guarantor backing the entity?

Mr. Henry stated that lease document should address that and they had discussed restoring the ground to the way it was before if they walk away and no one takes over the operation. They also discussed assumption rights of the mortgagee to assume the lease if the project did not succeed and have another operator operate the facility.

Public: Have you had to close any waterparks that were unsuccessful?

Mr. Henry stated that they did not have any waterparks that failed.

Cary Goldberg, President of Envision Uptown Inc., requested that consideration be made in the design of the project to create more soccer fields to meet the need for a central location. He added that they could build structure parking and possibly fund it with grants for municipal recreational uses. He also asked that sureties be included in the lease agreement if the project doesn't succeed to demolish and restore the property.

Public: If the project fails, would a new operator face any challenges with regard to the patents?

Mr. Henry stated that they owned over 60 patents in the industry and that they built the first waterpark in China for a Chinese entity in Shenzhen and the first waterpark in the Middle East in Dubai. He added that the license for the technology goes with the ride once it is built.

Public: When will the waterpark open?

Mr. Henry responded that the opening date had not been determined.

Public: How long will it take to build the waterpark?

Mr. Henry responded that the design and permitting typically take 6 months and the construction takes about 18 months.

Public: What percentage of the 64 acres will be for parking?

Mr. Cerrone stated that it would expand on what currently exists.

Public: Will there be any modifications to existing roads located around the park?

Mr. Henry stated that it would be determined when the traffic study is completed.

Public: Will the traffic study only look into Powerline Road and Commercial Blvd.?

Mr. Cerrone responded that the City would make that determination.

Public: How will the park affect the value of the surrounding real estate?

Mr. Cerrone stated that he believed it would increase the value.

Mr. Carlson: Has the South Florida Water Management District been contacted?

Mr. Cerrone stated that they had not contacted the Water Management District. He noted that the water main to the site was 32 inches and the demand was already included on the site due to the Stadium.

Commissioner Bushnell asked if the water was potable and noted that if so, they would have to contact the Water Management District.

Mr. Henry said the pools would have potable water and eventually they would contact the Water Management District.

Public: There is a water shortage in South Florida; will that be taken into consideration?

Mr. Henry stated that Texas has a severe drought zone and they address water conservation issues and that those practices would most likely be carried over.

Public: What will be done regarding noise abatement related to concerts and fireworks?

Mr. Henry said it would be studied and that concerts were something that would be looked into and that the idea of fireworks was not practical.

Public: How high will the structures be in comparison to where the planes will be taking off and landing?

Mr. Henry stated that any structure that will be built will have to go through FAA approval. Mr. Cerrone added that the light poles at the stadium were in excess of 150 feet and nothing would be even close to that height.

Public: How many waterparks have Recreational Design and Construction built?

Mr. Cerrone responded that six or seven were built in South Florida and noted examples such as Grapeland Waterpark, T.Y. Park, and C.B. Smith Park.

Public: Has Recreational Design and Construction built anything similar to the size of what was proposed?

Mr. Cerrone stated that they had not.

Public: Will there be a bonded contract?

Mr. Cerrone replied that he assumed so and that the lender would probably require one. He added that he didn't believe that they would be the only contractor as Schlitterbahn performs a lot of the work as well.

Public: In other locations, how much business is attracted to the location such as fast food, conveniences or gas stations that may impact the traffic, noise, and safety?

Mr. Henry responded that due to the seasonal aspect of the waterpark it was hard to justify building new hotels and restaurants but noted that in past experience he had seen an increase in business for the existing businesses.

Public: Will the employment opportunities be in house or will private industries be utilized to provide support services:

Mr. Henry said they would contact for specialized operations such as cleaning, maintenance, pest control, security, etc.

Public: What is the amount of rent for the Galveston location?

Mr. Feldman stated that the rent was far more in Fort Lauderdale than at the Galveston Airport and Mr. Henry noted that it was under \$200,000. Mr. Feldman added that it was addressed with the FAA and they basically responded that if they knew then what they know now, they would have not approved that rate.

Mr. Feldman noted that he made note of comments from the discussion that would be incorporated into the lease and would bring it back to the Aviation Advisory Board and the Parks, Recreation and Beaches Board. He added that time was of the essence due to the July 15th deadline and the boards may need to hold special meetings to address the item.

Chair Iversen asked if anyone that had signed in to speak had any further questions or comments.

Jack Bennings, Greater Fort Lauderdale Alliance, commented that the fulltime seasonal workers were the hardest potential candidates to place, specifically youth and seniors. He noted that the Greater Fort Lauderdale Alliance supported the project and believed that it would address two critical areas in the unemployment figures.

Public: What has the City done to address the impact to Police and Fire responses and who would pay the cost associated with that? Also, has the City granted tax abatement to this company for the rent of the space?

Mr. Feldman responded that there was no tax abatement and that property taxes would pay for Police and Fire responses.

Public: Who will pay for the water going into the park and coming out of the park?

Mr. Feldman stated that the waterpark would pay for water going in and sewage going out.

Public: How many jobs are anticipated and will autistic people be hired? Also, are there any autistic people working in the other locations?

Mr. Henry stated that there would be about 75 fulltime employees and about 1,000 seasonal workers comprised of high school and college students and retirees. He mentioned a program in the New Braunfels location that worked in conjunction with a state agency to bring in special need individuals. He added that they had a few specific jobs that they work very well in such as interfacing with the customer.

Public: Why are you building a waterpark next to an Airport with the risk of an airplane crashing into it?

Mr. Henry responded that he wasn't aware of any crashes associated with the property historically and that incidents typically occurred in the departure or arrival path.

Mr. Henry thanked the boards for the opportunity to present and Chair Iversen announced the joint workshop was over.

VOTING ITEMS

1. Approve Minutes of April 24, 2014 Meeting

Motion made by Vice Chair O'Malley, seconded by Mr. Grimmé to approve the minutes. In a voice vote, motion passed unanimously.

2. Assignment of the Fort Lauderdale Crown Land Trust, Inc. lease for Lots 29, 30, 34 & 35 to Crown Land Trust, Inc.

Staff recommended the City Commission authorize the proper city officials to execute Consent to Assignment of the Fort Lauderdale Crown Land Trust, Inc. lease for Lots 29, 30, 34 & 35 at Executive Airport to Crown Land Trust, Inc.

Motion made by Mr. Grimmé, seconded by Mr. Volchek, to approve the staff recommendation. In a voice vote, motion passed unanimously.

3. Reject all bids for the purchase of the Downtown Helistop West Staircase Replacement - Project 11723

Staff recommended rejection of the bid for the Downtown Helistop West Staircase Replacement and to re-bid the project.

Motion made by Mr. Grimmé, seconded by Mr. Kerney, to approve the staff recommendation. In a voice vote, motion passed unanimously.

4. RFQ 946-11345 – General Engineering Construction Management Services for U.S. Customs and Border Protection Facility – Award Contract to ACAI, Inc.

Staff recommended the award of the contract in the amount of \$211,592 to ACAI, Inc. to provide construction management services for the U.S. Customs and Border Protection Facility.

Mr. Kerney informed the board that he had a conflict of interest and would abstain from voting (conflict of interest form attached).

Motion made by Mr. Volchek, seconded by Vice Chair O'Malley, to approve the staff recommendation. Motion carried (9-0 and 1 abstained).

5. Task Order No. 3 – Parcels B, C, & D – Construction Observation Services – Miller Legg & Associates, Inc.

Staff recommended approval of Task Order No. 3 with Miller Legg & Associates, Inc. in the amount of \$31,325.

Motion made by Mr. Pollitt, seconded by Mr. Carlson, to approve the staff recommendation. In a voice vote, motion passed unanimously.

6. Supplemental Joint Participation Agreement with Florida Department of Transportation – Construction of U.S. Customs & Border Protection Facility – P11242

Staff recommended the City accept an additional \$460,950 in grant funding from the Florida Department of Transportation for the construction of the U.S. Customs & Border Protection Facility, Project 11242, and execute a Supplemental Joint Participation Agreement.

Motion made by Mr. Moody, seconded by Mr. Carlson, to approve the staff recommendation. In a voice vote, motion passed unanimously.

7. Purchase of John Deere Triple Flail Mower

Staff recommended the City approve the purchase for a new Triple Flail Tractor mower with boom arm attachment, in the amount of \$131,610.55.

Motion made by Mr. Carlson, seconded by Mr. Pollitt, to approve the staff recommendation. In a voice vote, motion passed unanimously.

Mr. Pollitt excused himself from the meeting at 3:20 p.m.

8. FXE U.S. Customs International Waste Disposal Contract

Staff recommended award of the one (1) year contract with an option to extend the contract for three (3) additional one-year terms to Progressive Waste Solutions of FL, Inc. in the estimated annual amount of \$56,120.00.

Motion made by Mr. Kerney, seconded by Vice Chair O'Malley, to approve the staff recommendation. In a voice vote, motion passed unanimously.

UPDATE ITEMS

A. Noise Compatibility Program

Ms. Straugh provided an update.

B. Development and Construction

Mr. Kohut provided an update.

C. Foreign-Trade Zone #241

Ms. Reese provided an update.

D. Arrearages

Ms. McDowell provided an update.

E. Communications to the City Commission

The Board had nothing to communicate to the City Commission.

F. FLL Update

Ms. Straugh provided an update.

Other Items and Information

There being no further business before the Board, the meeting adjourned at 3:39 p.m.

➤ Next scheduled meeting: June 26, 2014 – 1:30 p.m.

[Minutes prepared by Angelia Basto, Senior Accounting Clerk]

PLEASE NOTE:

If a person decides to appeal any decision made with respect to any matter considered at this public meeting or hearing, he/she will need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

FORM 8B MEMORANDUM OF VOTING CONFLICT FOR COUNTY, MUNICIPAL, AND OTHER LOCAL PUBLIC OFFICERS

LAST NAME—FIRST NAME—MIDDLE NAME KERNEY PATRICK JOSEPH	NAME OF BOARD, COUNCIL, COMMISSION, AUTHORITY, OR COMMITTEE AVIATION ADVISORY BOARD
MAILING ADDRESS 320 SE 16TH AVE	THE BOARD, COUNCIL, COMMISSION, AUTHORITY OR COMMITTEE ON WHICH I SERVE IS A UNIT OF: <input checked="" type="checkbox"/> CITY <input type="checkbox"/> COUNTY <input type="checkbox"/> OTHER LOCAL AGENCY
CITY COUNTY FTL Broward	NAME OF POLITICAL SUBDIVISION:
DATE ON WHICH VOTE OCCURRED 5/22/14	MY POSITION IS: <input type="checkbox"/> ELECTIVE <input checked="" type="checkbox"/> APPOINTEE

WHO MUST FILE FORM 8B

This form is for use by any person serving at the county, city, or other local level of government on an appointed or elected board, council, commission, authority, or committee. It applies to members of advisory and non-advisory bodies who are presented with a voting conflict of interest under Section 112.3143, Florida Statutes.

Your responsibilities under the law when faced with voting on a measure in which you have a conflict of interest will vary greatly depending on whether you hold an elective or appointive position. For this reason, please pay close attention to the instructions on this form before completing and filing the form.

INSTRUCTIONS FOR COMPLIANCE WITH SECTION 112.3143, FLORIDA STATUTES

A person holding elective or appointive county, municipal, or other local public office **MUST ABSTAIN** from voting on a measure which would inure to his or her special private gain or loss. Each elected or appointed local officer also **MUST ABSTAIN** from knowingly voting on a measure which would inure to the special gain or loss of a principal (other than a government agency) by whom he or she is retained (including the parent, subsidiary, or sibling organization of a principal by which he or she is retained); to the special private gain or loss of a relative; or to the special private gain or loss of a business associate. Commissioners of community redevelopment agencies (CRAs) under Sec. 163.356 or 163.357, F.S., and officers of independent special tax districts elected on a one-acre, one-vote basis are not prohibited from voting in that capacity.

For purposes of this law, a "relative" includes only the officer's father, mother, son, daughter, husband, wife, brother, sister, father-in-law, mother-in-law, son-in-law, and daughter-in-law. A "business associate" means any person or entity engaged in or carrying on a business enterprise with the officer as a partner, joint venturer, coowner of property, or corporate shareholder (where the shares of the corporation are not listed on any national or regional stock exchange).

* * * * *

ELECTED OFFICERS:

In addition to abstaining from voting in the situations described above, you must disclose the conflict:

PRIOR TO THE VOTE BEING TAKEN by publicly stating to the assembly the nature of your interest in the measure on which you are abstaining from voting; *and*

WITHIN 15 DAYS AFTER THE VOTE OCCURS by completing and filing this form with the person responsible for recording the minutes of the meeting, who should incorporate the form in the minutes.

* * * * *

APPOINTED OFFICERS:

Although you must abstain from voting in the situations described above, you are not prohibited by Section 112.3143 from otherwise participating in these matters. However, you must disclose the nature of the conflict before making any attempt to influence the decision, whether orally or in writing and whether made by you or at your direction.

IF YOU INTEND TO MAKE ANY ATTEMPT TO INFLUENCE THE DECISION PRIOR TO THE MEETING AT WHICH THE VOTE WILL BE TAKEN:

- You must complete and file this form (before making any attempt to influence the decision) with the person responsible for recording the minutes of the meeting, who will incorporate the form in the minutes. (Continued on page 2)

APPOINTED OFFICERS (continued)

- A copy of the form must be provided immediately to the other members of the agency.
- The form must be read publicly at the next meeting after the form is filed.

IF YOU MAKE NO ATTEMPT TO INFLUENCE THE DECISION EXCEPT BY DISCUSSION AT THE MEETING:

- You must disclose orally the nature of your conflict in the measure before participating.
- You must complete the form and file it within 15 days after the vote occurs with the person responsible for recording the minutes of the meeting, who must incorporate the form in the minutes. A copy of the form must be provided immediately to the other members of the agency, and the form must be read publicly at the next meeting after the form is filed.

DISCLOSURE OF LOCAL OFFICER'S INTEREST

I, PATRICK KEENEY, hereby disclose that on MAY 22, 20 14:

(a) A measure came or will come before my agency which (check one or more)

- inured to my special private gain or loss;
- inured to the special gain or loss of my business associate, _____ ;
- inured to the special gain or loss of my relative, _____ ;
- inured to the special gain or loss of _____, by whom I am retained; or
- inured to the special gain or loss of _____, which is the parent subsidiary, or sibling organization or subsidiary of a principal which has retained me.

(b) The measure before my agency and the nature of my conflicting interest in the measure is as follows:

MY CONTRACTING COMPANY HAS DONE BUSINESS IN THE COMPANY THAT IS RECOMMENDED FOR AWARD ACLA, INC.

If disclosure of specific information would violate confidentiality or privilege pursuant to law or rules governing attorneys, a public officer, who is also an attorney, may comply with the disclosure requirements of this section by disclosing the nature of the interest in such a way as to provide the public with notice of the conflict.

Date Filed 5/22/14

Signature 

NOTICE: UNDER PROVISIONS OF FLORIDA STATUTES §112.317, A FAILURE TO MAKE ANY REQUIRED DISCLOSURE CONSTITUTES GROUNDS FOR AND MAY BE PUNISHED BY ONE OR MORE OF THE FOLLOWING: IMPEACHMENT, REMOVAL OR SUSPENSION FROM OFFICE OR EMPLOYMENT, DEMOTION, REDUCTION IN SALARY, REPRIMAND, OR A CIVIL PENALTY NOT TO EXCEED \$10,000.

ITEM 2

DATE: June 20, 2014
TO: Aviation Advisory Board
BY: Mark J. Cervasio, Acting Airport Manager 
SUBJECT: Schlitterbahn Waterpark Lease Agreement - Parcels 25, 26, 27 and 19B

The City has been working with Schlitterbahn Waterparks and Resorts of Texas on a lease of parcels 25, 26, 27 and 19B (The Stadium property) at Executive Airport, for the development of a waterpark. The property consists 64.32 acres and is situated on the east side of the airport. Currently these parcels include Fort Lauderdale Stadium with associated parking facilities and ball fields on parcel 27, and Lockhart Stadium with associated parking facilities on parcel 26. Parcels 25 and 19B have no improvements placed on them.

The proposed Schlitterbahn Waterpark is a one-of-a-kind economic development project that will transform the existing Fort Lauderdale Stadium property and adjacent parcels into a world class resort featuring a five star waterpark along with amusement rides, swimming pools, sports and recreational activities, summer camps, resort lodging, destination retail, and live entertainment.

Renovations will be made to Lockhart Stadium and the surrounding properties. This will provide the City with a permanent home for the Fort Lauderdale Strikers, and a state-of-the art complex to host local, state and national athletic events, as well as major outdoor concerts, events and festivals. Four new soccer fields will be constructed and available for public use. The project is expected to create 100 new permanent jobs, including executive, management, and administrative positions, and 2,000 new seasonal jobs, while generating an economic impact of \$267 million per year.

Annual rent for the property will start at \$810,000.00 or \$.28 per square foot and will be due in monthly installments. Monthly rent shall begin accruing on the commencement date of the lease; however, payments will be deferred for an 18 month period beginning on the commencement date of the lease. The deferred rent will bear simple interest. The interest rate will be set once per year on the anniversary date of the lease. The deferred rent and accrued interest will be paid in 60 monthly payments, beginning the 60th month after the commencement date of the lease.

Rent will be subject to an annual increase beginning one year after the commencement date. The rent adjustments will be the greater of a 1% increase or an increase based on the Consumer Price Index (CPI), but will not be greater than 5% in any given year. The term of the lease will be for 30 years with two five year options.

Execution of this lease is an opportunity to realize revenue from property that has long been undervalued and is now vacant.

Staff Recommendation

The staff recommends that the City Commission authorize the proper city officials to execute a lease agreement with Schlitterbahn Waterparks and Resorts for parcels 25, 26, 27 and 19B at Executive Airport for an annual rental rate starting at \$810,000 for the first year and adjusted annually thereafter, as per the lease, for a term of 30 years with two (2) five (5) year options.

ITEM 3

DATE: June 20, 2014
TO: Aviation Advisory Board
FROM: Mark J. Cervasio, Acting Airport Manager *MJC*
SUBJECT: Executive Airport – RFQ 946-11300 – Consultant Competitive Negotiations Act (CCNA) – FXE Airport Sustainability Master Plan – Adoption of Evaluation Committee Rankings and Authorization to Negotiate with Top-Ranked Firm

The Board may recall that airport staff was able to obtain a grant from the Federal Aviation Administration (FAA) in the amount of \$315,000 or 90% of the cost for the development of a Sustainability Master Plan (SMP). The SMP will be used to complement the current Airport Master Plan Update developed in 2010. The SMP will provide a framework for actions that will guide FXE on a path towards identifying environmental impacts that result from design, construction, and operations of the Airport and implementing sustainable options that minimize these impacts. The SMP will evaluate environmental, conservation and energy initiatives in conjunction with cost benefits, stakeholder expectations, and regulatory requirements.

A scope of service was established based on the FAA's guidelines for SMP preparation and a Request for Qualifications (RFQ) was released on February 20, 2014. Four (4) responses to the RFQ were received by the deadline on March 18, 2014. An Evaluation Committee was established to review the submittals and shortlist a minimum of three (3) firms for further evaluation. The shortlisting meeting took place on April 25, 2014. After going through the ranking process, the committee decided to invite all four firms in to make a presentation on how they would accomplish the work. After the presentations the committee recommended the firms be ranked as follows:

1. Bureau Veritas North America, Inc.
2. Ricondo & Associates
3. HDR Engineering, Inc.
4. Vanasse Hangen Brustlin, Inc

Staff Recommendation

Staff recommends the adoption of the Evaluation Committee's recommendations for ranking the firms, and authorization to negotiate with the top-ranked firm, or successively ranked firms, if negotiations with the higher ranked firm is not satisfactory.

UPDATE ITEM A

DATE: June 20, 2014
TO: Aviation Advisory Board
FROM: Mark J. Cervasio, Acting Airport Manager *MJC*
BY: Florence Straugh, Noise Abatement Officer
SUBJECT: Noise Compatibility Program Update

Noise Monitoring Terminal Replacement

The purchase of four (4) Noise Monitoring Terminal (NMT) replacements was approved by the City Commission last month. We have completed a Budget Request Transfer and are in the process of issuing a Purchase Order to begin the project. We will advise the Board when the project commences.

Airport Noise Consultant and Related Services

The City posted a bid for an Airport Noise Consultant and Related Services on June 3, 2014, which closes on July 1, 2014. Once the bids are received, a review panel will recommend a vendor to be selected. This selection will be presented to the Board for a vote then taken to the City Commission.

Nighttime Jets

There was one jet over 80 dB at night between 10:00 p.m. and 7:00 a.m. in May 2014. The flight occurred before 11:00 p.m.

Noise Abatement Cooperative Effort

The data below summarizes the monthly noise and operations statistics for May 2014.

	May-14
Total Jet Departures	865
Runway 26 Departures	69
Runway 08 Departures	796
Runway 13-31 Departures	0
Total I-95 Turns	475
% I-95 Turns - Rwy 8 Jet Departures	60%
Noise Events at Monitor #1	264
Noise Events at Monitor #2	152
Jet Events over 80 dB at Monitor #1	60
Jet Events over 80 dB at Monitor #2	21
No. of Households Reporting	12
No. of Noise Reports	35



COOPERATIVE NOISE ABATEMENT EFFORT

Month of May

June 26, 2014

Operations	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14
Total Jet Departures	811	744	766	736	622	778	1015	1110	979	1026	1040	956	865
Jet Departures Rwy 26	158	84	127	56	89	97	126	170	475	345	297	145	69
Jet Departures Rwy 8	653	660	639	680	532	681	889	940	504	680	743	811	796
Jet Departures Rwy 13 and 31	0	0	0	0	1	0	0	0	0	1	0	0	0
Jet Departures Rwy 8													
Jet Departures I-95 Turn	406	382	369	359	292	427	532	543	258	392	437	488	475
% Jet Departures I-95 Turn	62%	58%	58%	53%	55%	63%	60%	58%	51%	58%	59%	60%	60%
Jets Over 80 dB at NMT #2	8	15	12	6	14	8	12	17	13	15	13	14	21
Prop Departures Rwy 8													
Prop Over 80 dB NMT #2	28	25	16	32	17	17	20	43	16	28	22	43	34
Nighttime Jet Deps (10 p.m. - 7 a.m.)													
Total Nighttime Jet Departures	52	67	47	60	59	68	95	112	94	100	104	78	71
Nighttime Jet Deps Rwy 26	13	14	9	7	14	9	17	16	53	41	40	8	9
Nighttime Jet Deps Rwy 8	39	53	38	53	45	59	78	96	41	59	64	70	62
Nighttime Jet Deps Rwy 13 and 31	0	0	0	0	0	0	0	0	0	0	0	0	0
Nighttime Jet Deps Runway 8													
Nighttime I-95 Turns 11 p.m. - 7 a.m.	36	44	36	49	41	52	66	77	33	54	55	67	50
Nighttime Straight-Out 10 p.m. - 7 a.m.	3	9	3	0	5	7	0	18	8	5	9	6	1
Nighttime Jets Over 80 dB 10 p.m. -7 a.m.	1	1	0	0	0	0	0	0	0	0	1	0	1
Noise Reports													
Noise Reports by Aircraft Category at FXE													
# Noise Reports on Jets	2	3	4	4	6	6	11	25	17	20	14	10	4
# Noise Reports on Propellers	13	1	4	1	6	5	14	51	26	25	11	13	6
# Noise Reports on Helicopters	7	10	5	6	2	15	15	24	17	12	9	9	23
# Noise Reports - unmatched	0	0	0	0	1	1	1	3	0	0	0	2	0
# Noise Reports - FLL & Other													
Airports' Overflights	0	0	1	0	4	6	0	5	1	1	1	1	2
Total Noise Reports	22	14	14	11	19	33	41	108	61	58	35	35	35
# of Households Reporting	10	7	10	6	8	10	9	25	13	22	22	13	12

Notes:
 Noise Monitor Terminal #2 (NMT #2) - noise levels in decibels (Lmax) recorded at NMT #2
 On March 4-5, 2014, FLL radar was down for maintenance, radar data was missing
 On March 12, 2014, 1435-1533 radar data was missing
 On March 13, 2014, 1329-1415 and 1508-1528 radar data was missing



COOPERATIVE NOISE ABATEMENT EFFORT

Month of May

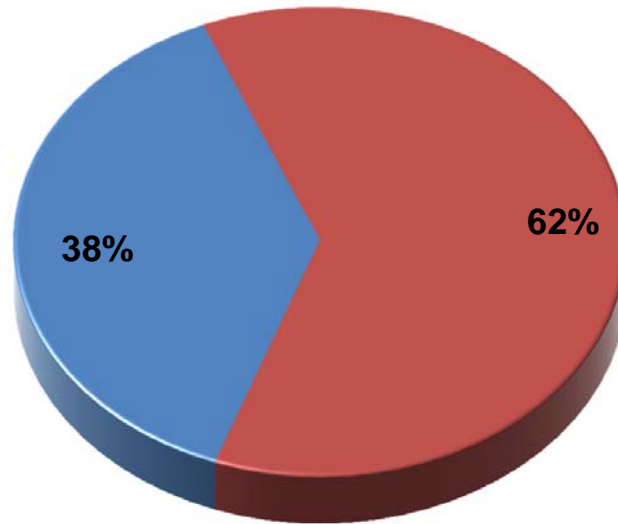
June 26, 2014

Monthly Operations over 80dB Per Aircraft Type

Total Percentage of Departures Over 80 dB: 1.1%

21
Out of
865

2% of Jets Departures were over 80 dB.



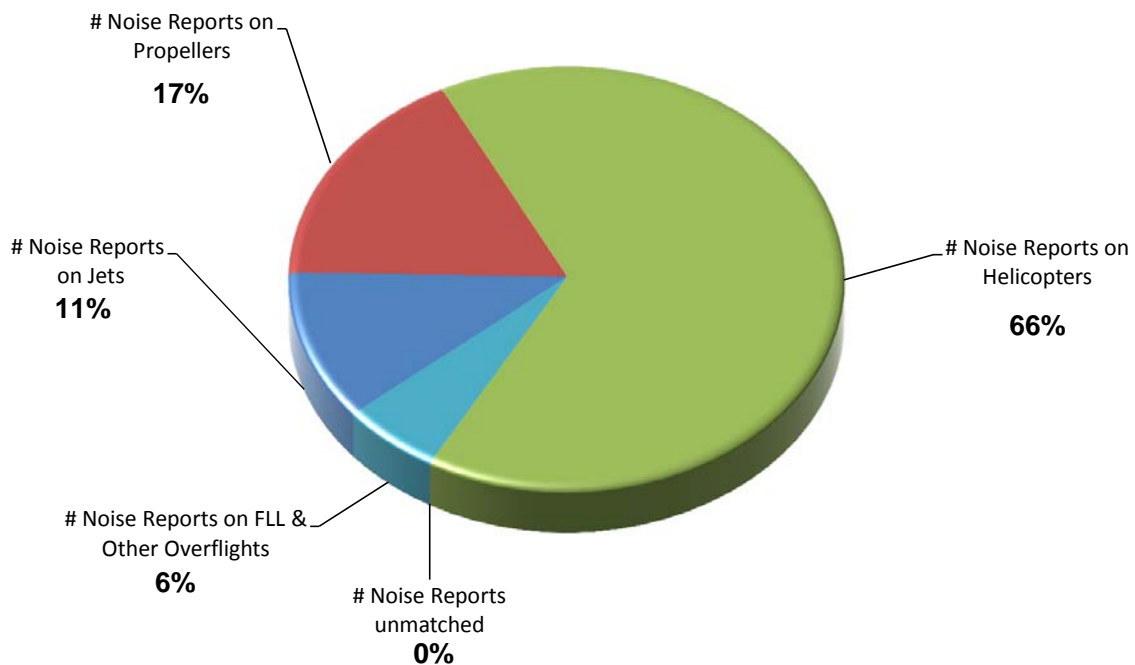
34
Out of
4251

0.8% of Propeller Departures were over 80 dB.

■ % Aircraft over 80 dB - Jets

■ % Aircraft over 80 dB - Props

Monthly Noise Reports Per Aircraft Type





COOPERATIVE NOISE ABATEMENT EFFORT

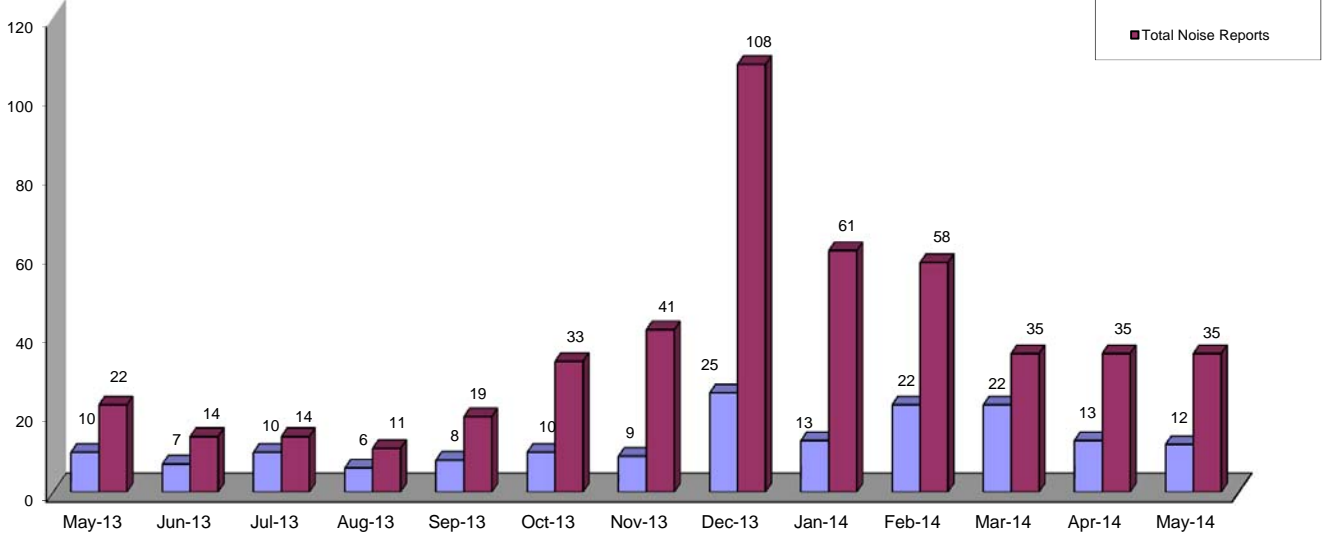
Month of May

June 26, 2014

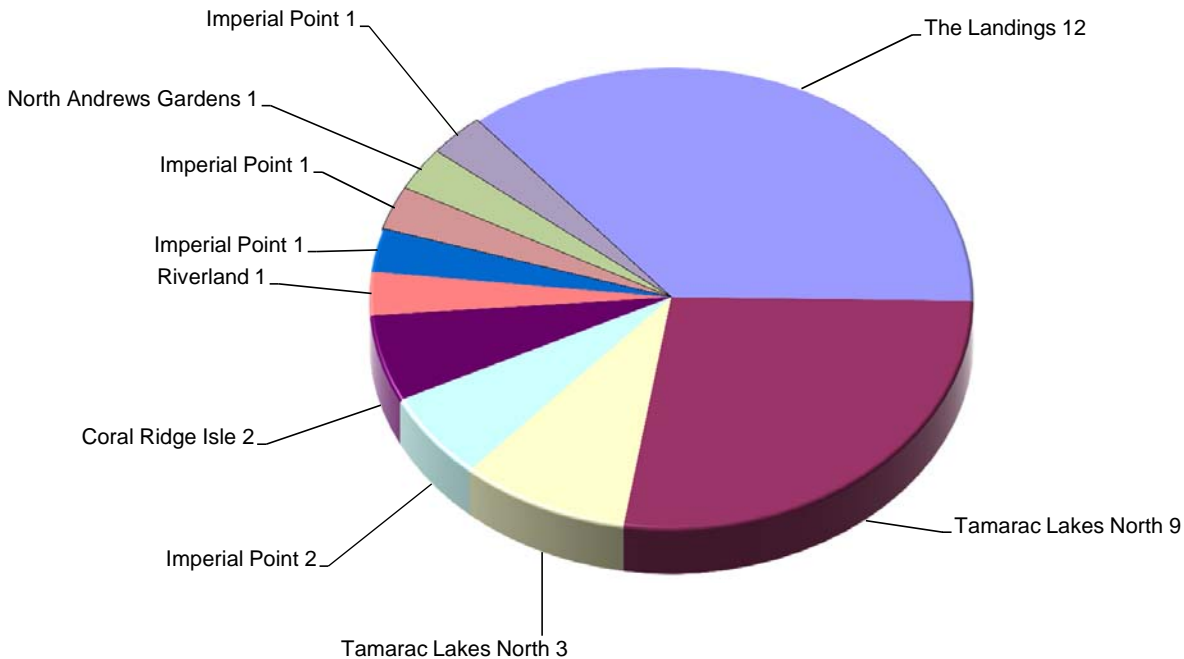
Number of total households contacting FXE to report aircraft noise:

12

Monthly Total Number of Households Reporting and Noise Reports



Report Distribution by Household
 10 Households made 33 aircraft noise reports or 94% of the 35 total noise reports





COOPERATIVE NOISE ABATEMENT EFFORT

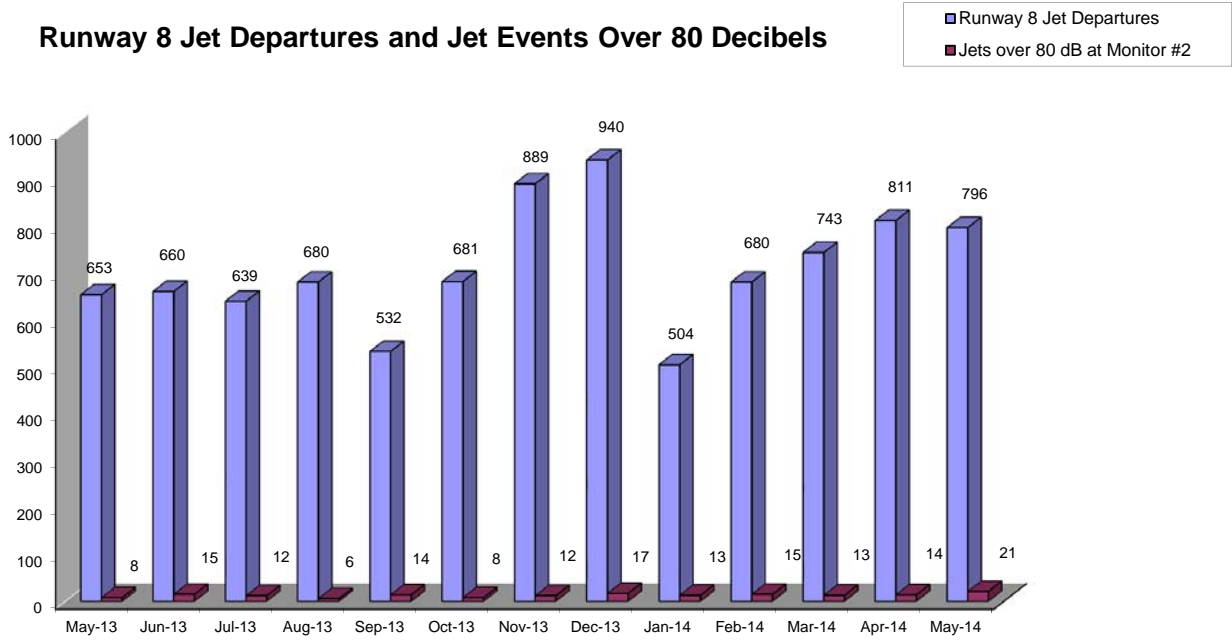
Month of May

June 26, 2014

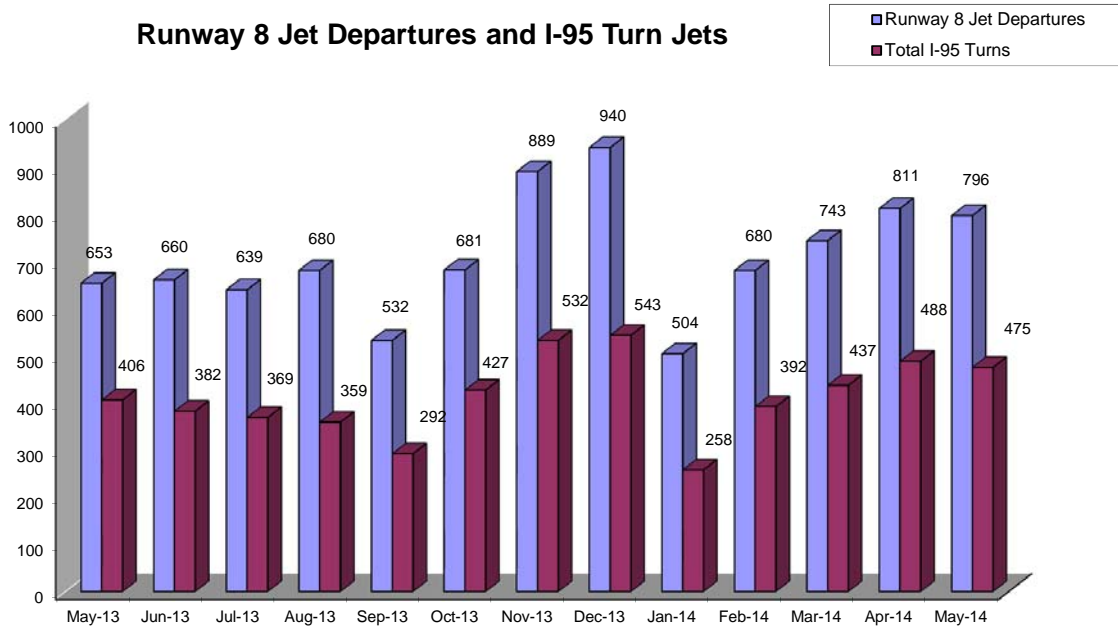
Number of Runway 8 Jet Departures over 80 decibels:

21

Runway 8 Jet Departures and Jet Events Over 80 Decibels



Runway 8 Jet Departures and I-95 Turn Jets



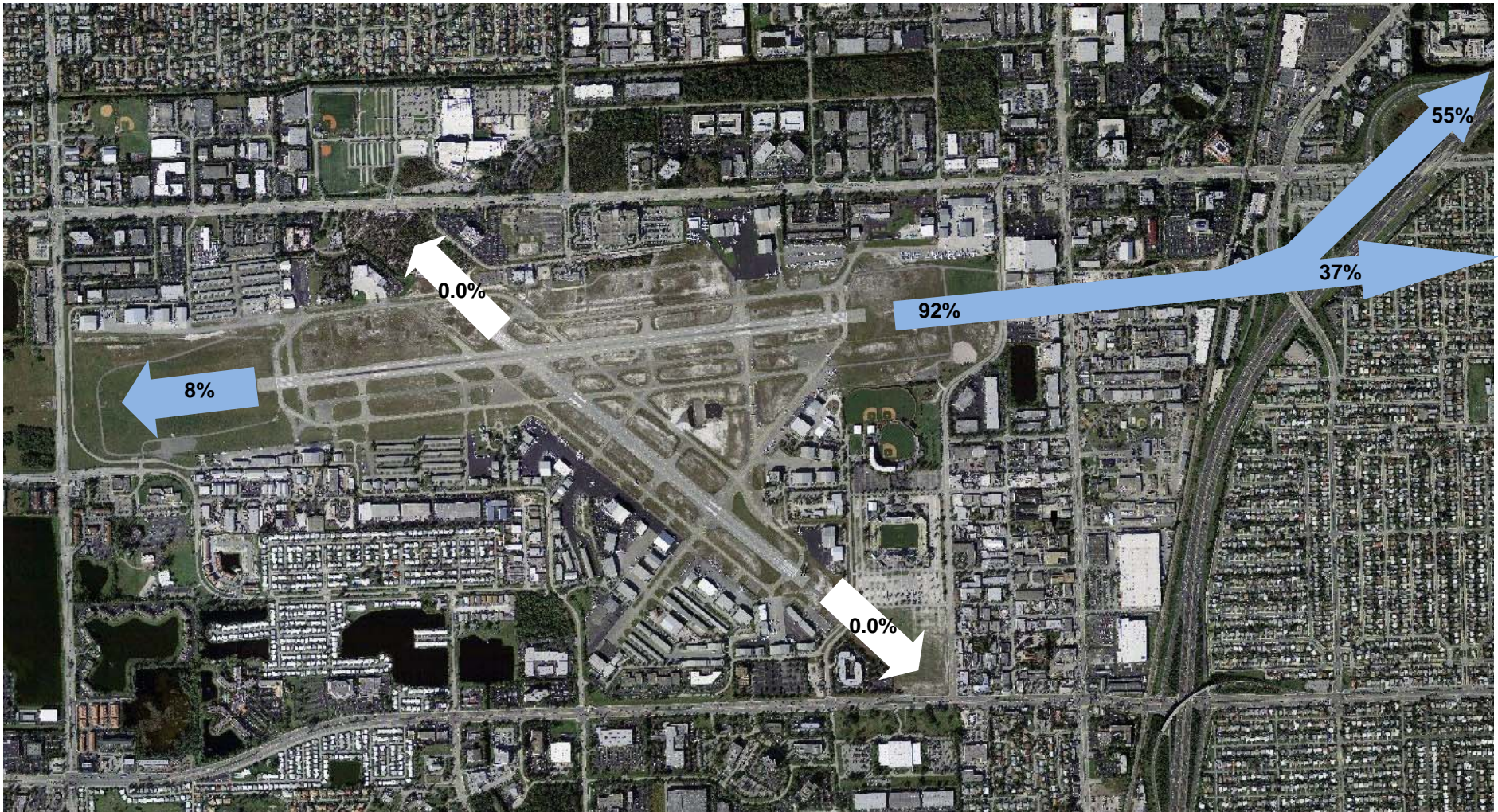


COOPERATIVE NOISE ABATEMENT EFFORT

Month of May

June 26, 2014

Percentage of Jet Departures Per Runway



UPDATE ITEM B

DATE: June 20, 2014
TO: Aviation Advisory Board
BY: Mark J. Cervasio, Acting Airport Manager
BY: Scott Kohut, Airport Operations Supervisor
SUBJECT: Airport Development and Construction



#P11242 U.S. Customs and Border Protection Facility

The Notice to Proceed (NTP) for the construction of the new 7,900 square foot United States Customs and Border Protection Facility was issued on February 12th. Work completed since the last Board update includes rough installation of all electrical and plumbing connections, parking lot grading, slab preparation and installation of ramp lime rock. Project completion is anticipated in April 2015.

#11453 Taxiway Golf Relocation Project

The NTP for the Taxiway Golf Relocation Project was issued on January 28th. The project consists of relocating the portion of Taxiway Golf south of Taxiway Charlie 50 feet to the east to allow for adequate runway/taxiway separation when the new Customs facility is operational. The project also includes installation of energy efficient LED lighting. Work completed since the last Board update includes installation of signs and LED lights along Taxiway Charlie, asphalt test strip, connector paving at Taxiway Charlie and the approach end of Runway 31, and installation of lime rock at Taxiway Golf 7 and Golf 8. Substantial completion is anticipated the week of June 20th and final striping the week of July 20th.

#11743 Taxilane Charlie Rehabilitation and Replacement of Airfield Lighting

The NTP for the Taxilane Charlie Rehabilitation and Replacement of Airfield Lighting Project was issued on January 28th. The project consists of milling and resurfacing of Taxilane Charlie, reconstruction of the taxilane connectors, and replacing the existing quartz lighting with energy efficient LED lighting. Since the last Board update, all paving and LED light installation has been completed. Final striping is scheduled for July 7th and 8th.

May 2014

Alert I:

<u>Date</u>	<u>Aircraft Type</u>	<u>Problem</u>
5/1	C-152	Electrical Failure
5/12	PA-32	Partial Power Loss

Alert II:

<u>Date</u>	<u>Aircraft Type</u>	<u>Problem</u>
5/1	PA-32	Power Failure
5/31	PA-44	Unsafe Landing Gear

Airport Operations:

Total Operations:	<u>May '13</u> 13,712	<u>May '14</u> 15,801
12-Month Cumulative:	<u>Jun. '12 – May '13</u> 158,827	<u>May '13 – Apr. '14</u> 163,236
Operations 10:00 p.m. to 7:00 a.m.:	644	
Average Operations per night:	21	

Customs Figures:

Total Aircraft Cleared:	<u>May '13</u> 1,014	<u>May '14</u> 1,116
12-Month Cumulative:	<u>Jun. '12 – May '13</u> 12,048	<u>Jun. '13 – May '14</u> 12,464
Total Passengers and Crew:	<u>May '13</u> 3,739	<u>May '14</u> 4,195
12-Month Cumulative:	<u>Jun. '12 – May '13</u> 43,128	<u>Jun. '13 – May '14</u> 46,011

Helistop Operations:

Total Operations:	<u>May '13</u> 128	<u>May '14</u> 84
12-Month Cumulative:	<u>Jun. '12 - May '13</u> 210	<u>Jun. '13 - May. '14</u> 1,012

*Data missing from Aug. '12 thru Mar. '13

UPDATE ITEM C

DATE: June 20, 2014
TO: Aviation Advisory Board
FROM: Mark J. Cervasio, Acting Airport Manager *MJC*
BY: Diana McDowell, Administrative Assistant II
SUBJECT: Arrearages

Rent

There are no arrearages to report.

Fuel Flowage

There are no arrearages to report.

UPDATE ITEM E

http://articles.sun-sentinel.com/2014-06-14/news/fl-runway-east-end-20140613_1_kevin-quan-new-runway-emas



Crushed concrete to keep new airport runway safe

June 14, 2014

By Ken Kaye, Sun-Sentinel

Keeping airliners safe on the new south runway at Fort Lauderdale-Hollywood International Airport might seem a tall order, almost as tall as the runway itself.

Rising almost six stories above the ground, its east end culminates in a straight drop down. And that is why the 8,000-foot runway will feature EMAS, a special material designed to bog down and stop even the largest jetliners traveling at high speed.

EMAS, which stands for Engineered Materials Arresting Systems, is crushable concrete, packed into blocks about 3 feet thick and 4 feet wide.

The blocks are layered such that the farther a plane plows over the end of a runway, the more EMAS it encounters. The affect is akin to driving a car into deep, soft sand.

Additionally, there will be a 4-foot concrete wall and a special ramp allowing emergency vehicles to get to the area beyond the runway, just in case there is an accident in that area.

Here are more details on the safety features at the new runway, scheduled to open in September.

How will EMAS work here?

At Fort Lauderdale-Hollywood International, 6,115 blocks of the stuff will be placed at each end of the south runway, forming beds 563 feet long and 178 feet wide. They will be able to stop a 400-ton Boeing 747 rolling 80 mph.

Has it saved any planes?

Yes. In use at 69 U.S. airports, it has saved nine planes so far. Among them: a Cessna 680 Citation business jet that overran the runway at Palm Beach International in October 2013 and another Cessna Citation that overran the runway at Key West International Airport in November 2011. It's also stopped large airliners in New York and Chicago.

"The key thing is that it has worked every single time," said Kevin Quan, spokesman for manufacturer Zodiac Arresting Systems, of Logan, N.J. "We have a 100 percent success record – with little or no damage to the aircraft."

Instead of EMAS, why not just extend runways?

Normally, runways are required to have a safety zone at each end, or an area 1,000 feet long and 500 feet wide, providing a margin of error. But many airports are surrounded by homes and business districts and don't have space.

The Federal Aviation Administration approved EMAS as a substitute for safety zones. In 2004, Fort Lauderdale-Hollywood International, which is squeezed between Interstate 95 to the west and railroad tracks to its east, became Florida's first airport to use EMAS on its north runway.

Why didn't the airport build a safety zone for that end of the south runway?

That would have required the airport to extend the runway embankment another 1,000 feet, adding millions to the construction costs, and would have destroyed high-quality wetlands east of the airfield, said Steve Wiesner, the airport's assistant aviation director.

The EMAS will cost \$17 million, which is included in the runway's overall \$791 million price tag.

If an airliner goes over the end of the new runway or crashes short of it, can fire trucks get to it?

Yes. The airport has built a ramp allowing rescue vehicles to drive to the area at the bottom of the six-story drop. While no additional fire trucks are being acquired, officials note the existing trucks can get to the east end within the FAA's mandated three-minute limit.

"We also have agreements with other nearby fire departments, and they can assist us if we have an issue," said Greg Meyer, airport spokesman.

Has a large airliner ever overrun or landed short of a runway at Fort Lauderdale-Hollywood?

In modern times, no. In January 1962, a Northwest Orient Boeing 720 landed short of the main runway at what was then Broward International Airport, causing major damage – but no passengers were killed.

Under what conditions would an airliner be most likely to run into the EMAS?

While aborting takeoff, which is when planes are usually rolling fast and have to jam on the brakes.

Other than EMAS, would any other features stop an aircraft from going over the east end?

Only a 4-foot concrete wall, primarily intended to prevent workers from falling.

Will passengers feel like they're riding up a slope when taking off on the new runway?

No. The slope is very gradual and planes usually will lift off well before the slope begins. "A lot of times, planes might not even get near that elevated portion of the runway," Wiesner said.