

Valkaria Airport Master Plan Update
Public Comment Summary: Working Paper #3
Discussion of Development Alternatives, Land Use Plan, and
Phasing

The meeting began and ended at the scheduled times, and all persons wishing to speak were allowed to do so. Some persons had multiple speaking opportunities. A total of nearly 100 persons were present, but only 71 signed the attendance roster. In addition to members of the general public, there were three FIT-CAMD consultants, three student helpers, the airport manager, the assistant county attorney for airport matters, a representative of the county's Natural Resource Management Office, and a FDOT representative present.

A total of 68 attendees completed and submitted the "Public Comment" forms for the meeting upon departure from the meeting. Numbers attributed to responses may not total 100%, because all respondents did not give a response to all questions. Respondents indicated the following communities of residence: Melbournes-17, Palm Bay-17, Grant-Valkaria-8, Malabar-2, Satellite Beach-2, Viera-2, Sebastian-1, Merritt Island-1.

An additional 26 comment forms, 17 of which were NOT distributed at the public meeting, were received by mail or courier within the following week. Late respondents indicated the following communities of residence: Melbournes-5, Indialantic-5, Fort Lauderdale-6, Grant-Valkaria-4, Rockledge-2, Palm Bay-1, Sebastian-1, Barefoot Bay-1.

Summary of Comments Submitted at Meeting

Please **RANK the alternatives** for each aspect of proposed improvements at Valkaria (shorthand descriptions are used to aid in selection). **In addition, provide a short summary of both your MOST preferred alternative AND your LEAST preferred alternative.**

RUNWAY ALTERNATIVES

- A. Runway Alternative 'A'—Do nothing:
MOST-1
- B. Runway Alternative 'B'—Retain and maintain both runways:
MOST-65.

TAXIWAY ALTERNATIVES

- A. Taxiway Alternative 'A'—Do nothing:
MOST-2, MID-1, LEAST-63
- B. Taxiway Alternative 'B'—Construct partial length parallel to Runway 14-32:
MOST-20, MID-45, LEAST-0.
- C. Taxiway Alternative 'C'—Construct full length parallel to Runway 14-32:
MOST-43, MID-19, LEAST-3.

HANGAR AREA ALTERNATIVES

- A. Hangar Area Alternative 'A'—Construct hangars entirely west of present hangars:
MOST-7, MID-19, LEAST-35
- B. Hangar Area Alternative 'B'—Construct hangars entirely east of present hangars:
MOST-10, MID-30, LEAST-24.
- C. Hangar Area Alternative 'C'—Construct Phase-I hangars east of present hangars and the balance to the west:
MOST-48, MID-14, LEAST-5

AIRCRAFT APRON ALTERNATIVES

- A. Aircraft Apron Alternative 'A'—Rehabilitate present apron area for single-row parking:
MOST-37
- B. Aircraft Apron Alternative 'B'—Rehabilitate and expand present apron to accommodate double-row parking:
MOST-29.

GOLF COURSE APRON ALTERNATIVES

- A. Golf course Aircraft Apron Alternative 'A'—Construct paved parking at golf course:
MOST-18, MID-26, LEAST-17
- B. Golf Course Alternative 'B'—Construct improved turf parking at golf course:
MOST-39, MID-23, LEAST-2
- C.. Golf Course Alternative 'C'—Do nothing:
MOST-6, MID-12, LEAST-44

GENERAL AVIATION TERMINAL ALTERNATIVES

- A. General Aviation Terminal Alternative 'A'—Essentially a do nothing alternative:
MOST-7
- B. General Aviation Terminal Alternative 'B'—Construct terminal/airport management facility:
MOST-58

AIRCRAFT FUELING FACILITY ALTERNATIVES

- A. Aircraft Fueling Facility Alternative 'A'—Do nothing:
MOST-3
- C. Aircraft Fueling Facility Alternative 'B'—Move and consolidate fuel tanks:
MOST-61

AIRFIELD LIGHTING ALTERNATIVES

- A. Airfield Lighting Alternative 'A'—Do nothing:
MOST-6, MID-3, LEAST-56
- B. Airfield Lighting Alternative 'B'—Full lighting for Runway 14-32:
MOST-44, MID-13, LEAST-8
- D. Airfield Lighting Alternative 'C'—Safe contingency, lighted helicopter landing and fuel servicing area:
MOST-14, MID-50, LEAST-0

LAND USE PLAN

- A. The “minimum development-minimal airport revenue” version:
MOST-6, MID-8, LEAST-40
- B. The “mixed development” version:
MOST-32, MID-21, LEAST-1
- C. The “more development-higher airport revenue” version:
MOST-19, MID-24, LEAST-13

PRIORITIES AND PHASING

Each alternative has both benefits and costs to Valkaria Airport and the surrounding community.

Please RANK the proposed improvement categories based on your assessment of both the benefits and costs of each improvement category. For examples, an improvement that would provide substantial benefit (e.g. safety, financial, etc) with a minimal cost (e.g. community impact, financial, etc) would likely rank higher than a high-cost, low-benefit improvement.

Note: For summary purposes, the eight numerical rankings for each type of improvement was summed, therefore the LOWEST score represents the HIGHEST priority

- A. Runway Improvements-182
- B. Taxiway Improvements-170
- C. Hangar Improvements-221
- D. Aircraft Apron Improvements-321
- E. Golf Course Apron Improvements-502
- F. General Aviation Terminal Improvements-350
- G. Aircraft Fueling Facility Improvements-334
- H. Airfield Lighting Improvements-254