

### **31. AIRPORTS**

#### **A. Airports**

##### **Existing Conditions**

- 1. Describe any existing airport operations within the project site which includes the following information:**
  - airports classification;
  - size (square feet) of the existing terminal;
  - number of runways and length;
  - location and size of clear zones;
  - types of aircraft which presently use the facility;
  - location and size of fuel storage facilities;
  - type and annual tons of cargo;
  - number of annual enplaned passengers; and
  - if available, historical trends of number of enplaned passengers for each five-year interval of past

None of the airport operations described above are proposed within the City Park project boundaries.

- 2. Provide a map showing the locations of the present flight patterns, the existing aircraft noise contours (65, 70, and 75 Ldn), and the existing land uses within these contours.**

Figures 31-1 and Figure 31-2 display the Tamiami Airport Land Use Zoning and Zoning Height. City Park is vacant and used for farming. Therefore, the existing land uses within these contours is agriculture.

- 3. Describe the proposed airport facilities and services within the project site (e.g., new structures, runways).**

No airport facilities or services are within the City Park project boundaries.

- 4. Provide projections for each five-year interval through the useful life of the project as follows:**
  - airport classification;
  - size (square feet) of the proposed terminal;
  - number of runways and lengths;
  - size and location of clear zones;
  - type of aircraft that would use the facilities;
  - size and location of fuel storage facilities;
  - type and annual tons of cargo; and
  - annual number of enplaned passengers.

No airport facilities or services are proposed within the City Park project boundaries.

- B. Provide a copy of any proposed or approved Airport Layout Plan.**

No airport facilities or services are proposed or approved within the City Park project boundaries.

**C. If FAA authorization has been requested attach a copy of the application and FAA action, if any.**

It was agreed through the Agreement to Delete Questions dated May 8, 2025, that a response to this Question is not necessary.

**D. Provide a map showing the locations of the projected flight patterns, the projected (through the useful life of the project) aircraft noise contours (65, 70, and 75 Ldn), and the existing and future land uses within these contours. Indicate on this map the authorities and/or jurisdictions which exercise land development controls over land uses encompassed within all projected noise contours. Specify steps that will be taken to mitigate noise impacts exceeding 65+ Ldn in the surrounding community.**

The City Park project site is located over  $\frac{3}{4}$  mile from the nearest 65 Ldn noise contour associated with Miami Executive Airport (TMB), as documented in the 2023 Noise Contour Report prepared by HMMH. The report models aircraft noise exposure based on forecasted airport activity levels for the years 2028 and 2043, using the FAA's Aviation Environmental Design Tool (AEDT).

Figures 31-3A and B, and Figure 31-4 display projected flight paths and 65, 70, and 75 Ldn noise contours, respectively.

Within the noted noise contours, the existing land use is Airport and the future land use is Terminals as designated by the adopted CDMP 2023 and 2040 Land Use Plan.

All land uses located within the projected 65+ Ldn contours fall under the regulatory control of:

- Miami-Dade County Department of Regulatory and Economic Resources (RER) — responsible for zoning, permitting, and CDMP compliance
- Miami-Dade County Aviation Department (MDAD) — providing coordination on airport-area land use compatibility

The City Park property lies entirely outside of the 65+ Ldn noise contours for both 2028 and 2043. As such:

- No portion of the project site is subject to aircraft noise levels considered incompatible with sensitive land uses, as defined by the FAA and Florida Department of Transportation.
- Residential, educational, and civic uses within the City Park plan are sited with full consideration of their spatial relationship to TMB and its flight operations.

- The site's distance from the airport ensures that ambient noise conditions are well within acceptable levels for urban development.

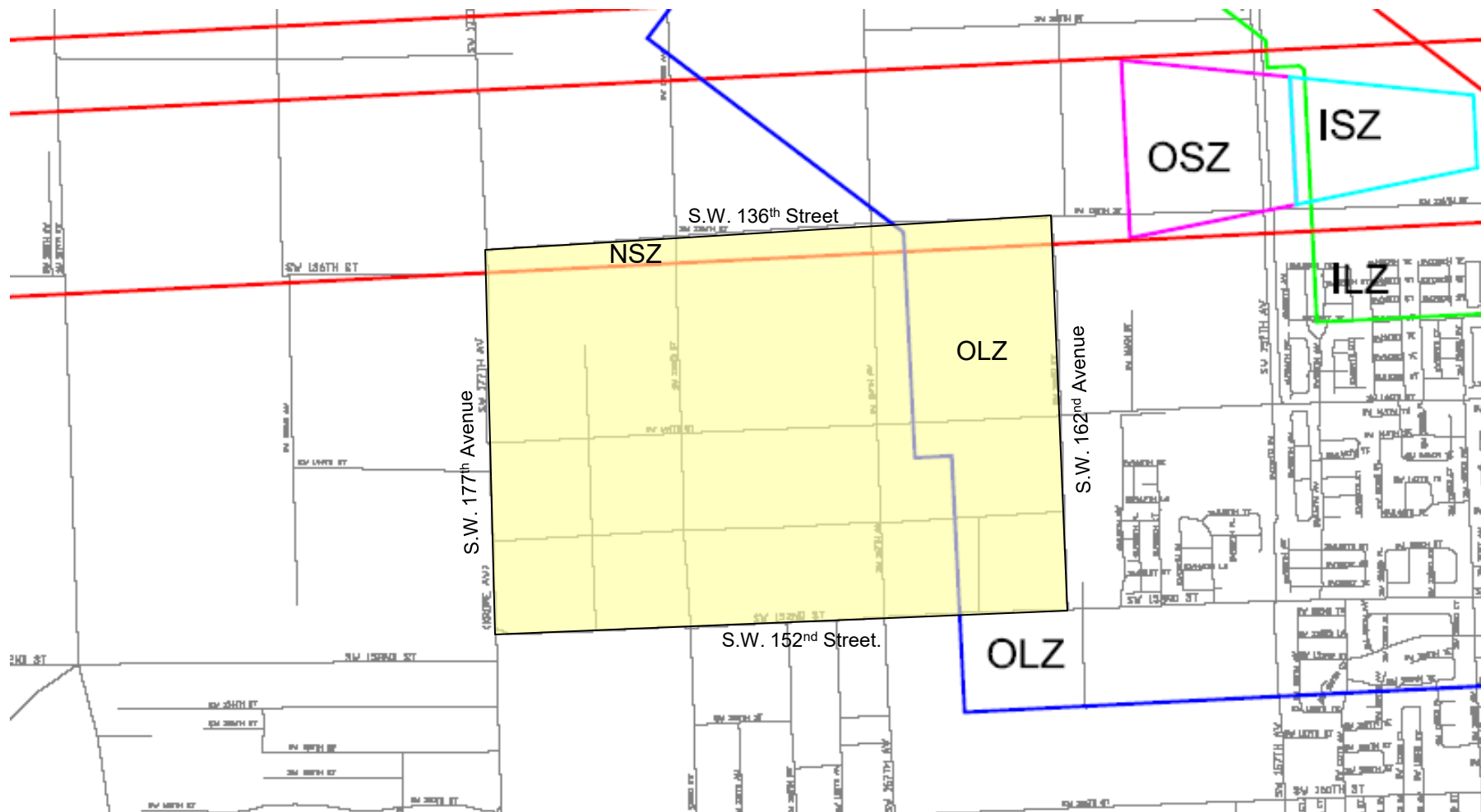
In summary, City Park has been thoughtfully located and master-planned to avoid conflicts with existing or future aircraft noise exposure zones. The site's **distance from the airport**, coupled with its **sensitive land use siting strategy**, ensures compatibility with regional airspace operations and reinforces Miami-Dade County's land use planning goals for livability and environmental quality.

- E. Project subsidiary development on site, adjacent to the site, or on sites over which any airport agency or authority exercises land development controls. Include cargo authority handling facilities, warehouses, aircraft maintenance and overhaul facilities, industrial parks, etc.**

It was agreed through the Agreement to Delete Questions dated May 8, 2025, that a response to this Question is not necessary.

- F. Describe the existing and proposed ground passenger circulation system. What are the existing and proposed linkages to other transportation systems in the region? Specify extensions or improvement to those systems that will be required to serve the proposed facility. Identify what efforts will be made to promote public transit.**

It was agreed through the Agreement to Delete Questions dated May 8, 2025, that a response to this Question is not necessary.



# Legend



Project Site

Figure 31-1  
 Tamiami Airport Land Use Zoning  
 City Park  
 August 2025

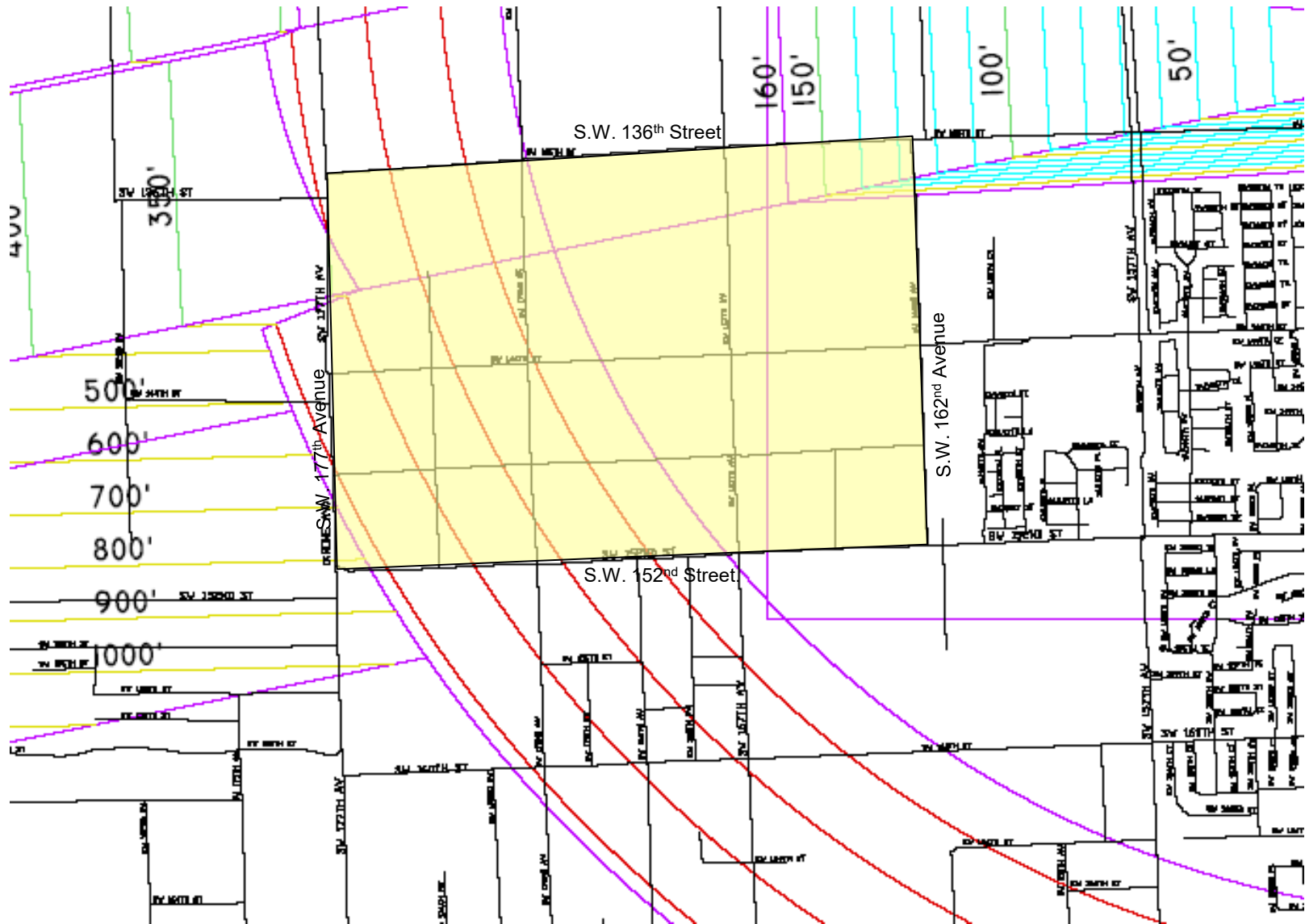
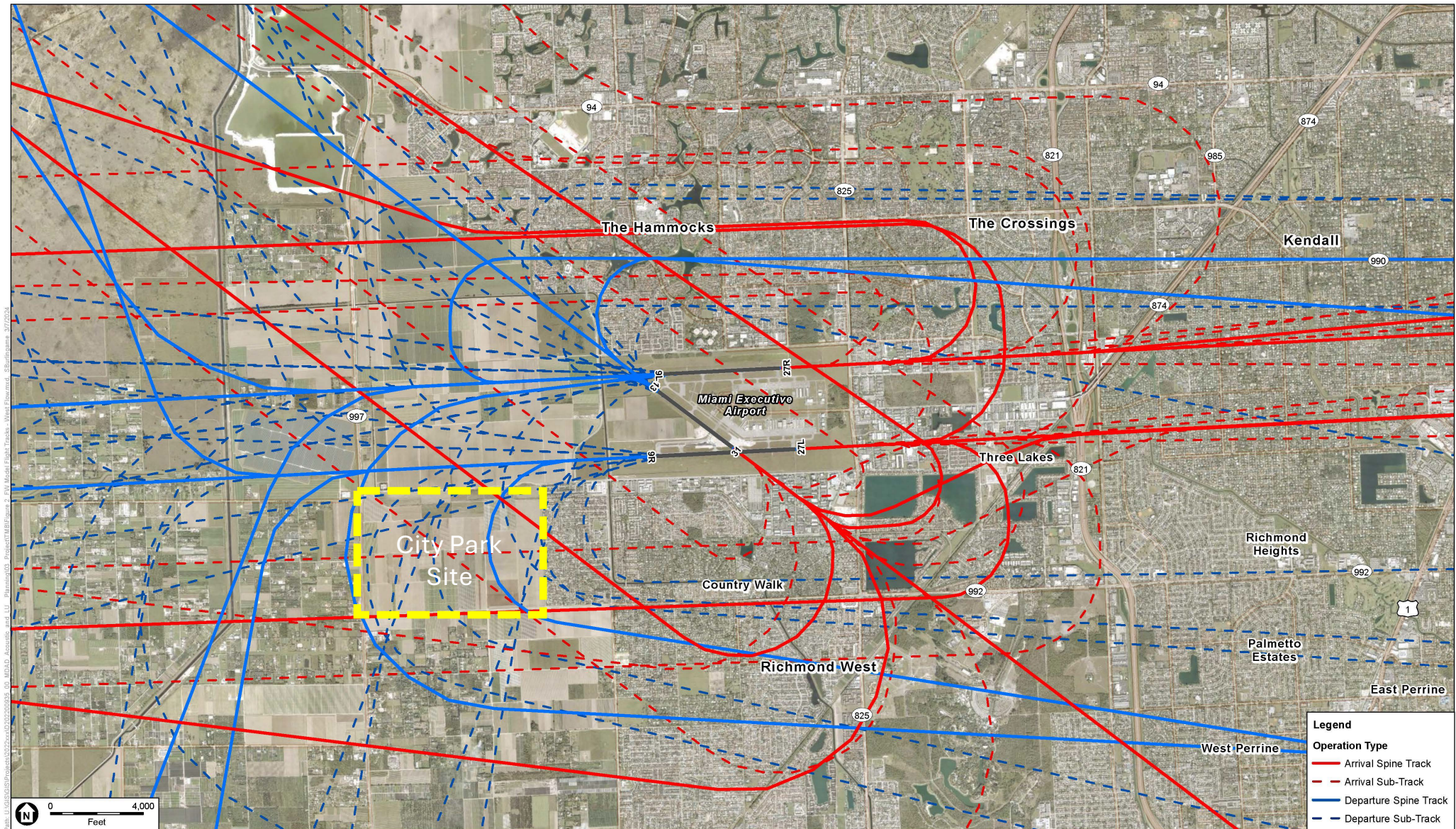


Figure 31-2  
 Tamiami Airport Zoning Height  
 City Park  
 August 2025







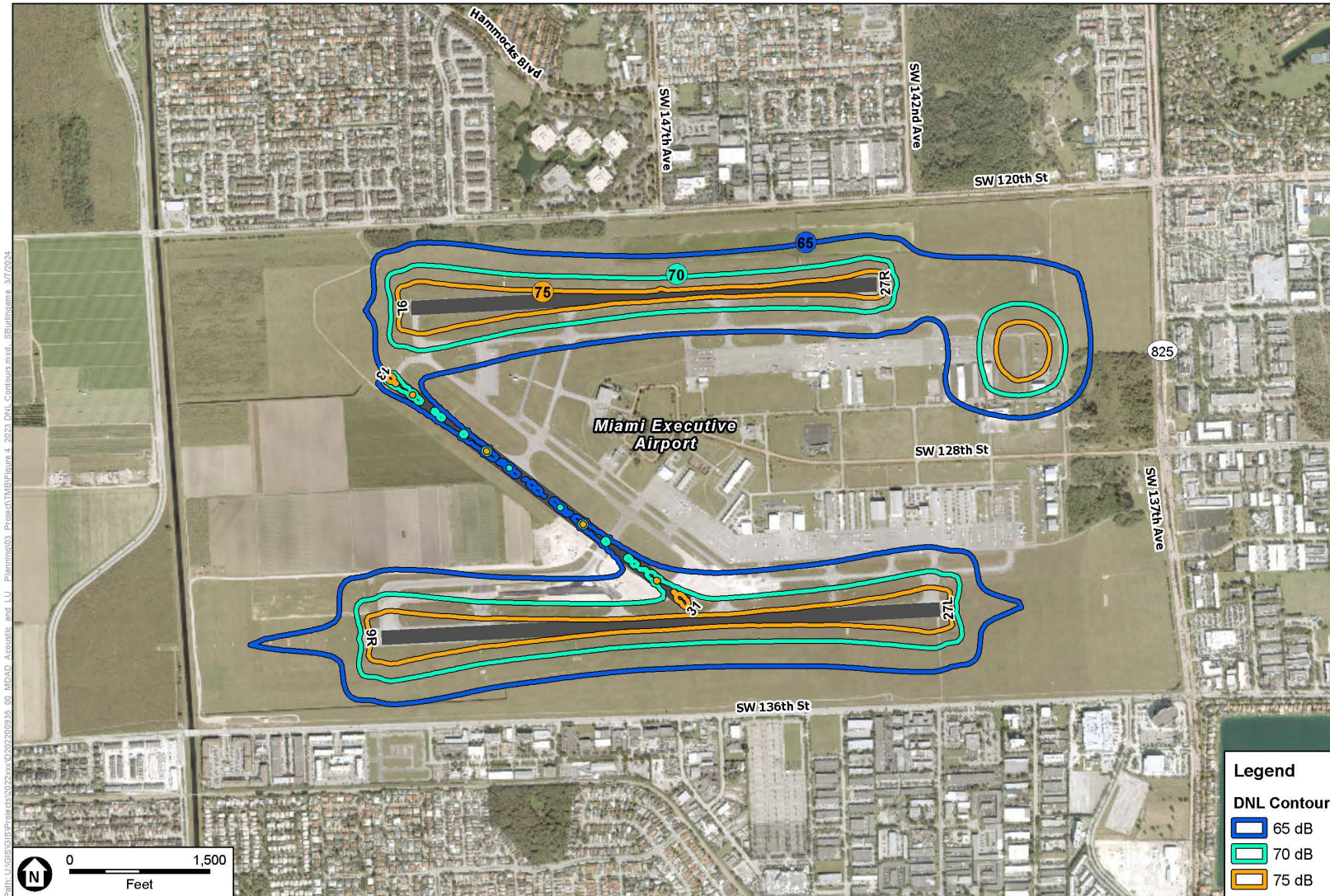


Miami Executive Airport CY2023 Noise Contour Update

DRI ADA Q31 - Airports  
Figure 31-3B - Projected Flight Path - West Flow

**Figure 2**  
Fixed-Wing Model Flight Tracks - West Flow





SOURCE: Esri; AEDT 2d and 3f; ESA, 2024.  
 AEDT = Aviation Environmental Design Tool.  
 DNL = Day-Night Average Sound Level.  
 dB = Decibel.

Miami Executive Airport CY2023 Noise Contour Update

DRI ADA Q31 - Airports  
 Figure 31-4 Noise Contours

**Figure 4**  
 2023 DNL Contours

