



**Tampa
International
Airport**

LAND USE STANDARDS

HILLSBOROUGH COUNTY AVIATION AUTHORITY

(Revised as of September 3, 2015)

Land Use Standards
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Section 1 - Introduction and Purpose

1.1 Introduction

The real property subject to these Land Use Standards is situated on Tampa International Airport (Airport) and is designated on the approved Airport Land Use Map of the Airport Layout Plan (ALP). The ALP can be found on the Authority's website (www.tampaairport.com) under Airport Business.

The placement or construction of all improvements on the Airport will comply with the rules and regulations of the Authority, Federal Aviation Administration, federal, state, or local governments, and the building code and other related building regulations of the City of Tampa or the County of Hillsborough, as applicable.

The Land Use Standards apply to all development on properties owned by the Authority whether undertaken by a tenant or the Authority. This document is intended to supplement the Authority's Design Criteria Manual which governs construction. Requirements of the Design Criteria Manual and the Land Use Standards must be satisfied for all development. The Sustainable Design Criteria Manual will be utilized initially in the design of Authority projects; it is available to tenants and others to support the design of any on-Airport projects, but not required for leased commercial properties. Requirements of the Leasehold Development Criteria, as amended from time to time, must be satisfied for development on leased commercial properties. These documents can be found on the Authority's website (www.tampaairport.com) under Airport Business.

1.2 Tenant Work Permit

Tenants undertaking any development on Authority property must first obtain a tenant work permit. The Authority's Maintenance Department coordinates and administers the tenant work permit program. A conceptual site plan and building elevations will be submitted with all tenant work permits pertaining to site development for review and acceptance prior to proceeding with construction documents. This submittal will illustrate how the proposed design will comply with the Land Use Standards and the Design Criteria Manual.

1.3 Purpose

The purpose of the Land Use Standards is to:

- a. Provide sufficient land to meet the long-term requirements of all essential aviation activities at the Airport;
- b. Ensure that specific land areas are appropriately sized and located and are reserved over the long term for appropriate uses;
- c. Ensure that land is developed for uses that are compatible with the safe and efficient operation of aircraft on the airfield and in compliance with applicable Federal Aviation Administration regulations;
- d. Ensure that land is developed for uses that are compatible with adjacent land uses, taking into account aircraft noise exposure, environmental, and security considerations;
- e. Ensure that land is developed in a logical and orderly manner and only for the uses intended; and provide flexibility to accommodate unforeseen demands for Airport land;
- f. Create standards for land use that maintain the image of the Airport;
- g. Establish clear direction for developers and project designers without dictating absolute design styles;
- h. Protect the interests of all tenants within boundaries of Authority property;
- i. Maintain aesthetic excellence and meet environmental requirements; and
- j. Meet all applicable federal, state, and local environmental requirements.

Section 2 - Performance Standards – All Land Use Categories

The performance standards of this Section will be applicable to all land use categories.

2.1 Prohibited Activities

No use will be made of the Airport's improvements, buildings or building sites which is illegal, noxious, offensive, an unreasonable annoyance or a nuisance to others on or near the Airport. No activity will be conducted which could become dangerous to public health and safety or which will increase the fire insurance rating for adjoining or adjacent property.

2.2 Noise

Reasonable measures will be taken to reduce to a minimum vibrations tending to damage any equipment, structure, building or portion of any building whether on the premises or located elsewhere on the Airport. Except for the proper operation and maintenance of aircraft or other air transportation equipment, the noise level generated on a building site, including but not limited to the noise from sound equipment, public address systems and sound production or reproduction devices, will not at any point on the lease line exceed:

75 decibels on the A-weighted scale (dBA) at any time

70 dBA for more than 1 minute out of an hour

65 dBA for more than 5 minutes out of an hour

60 dBA for more than 15 minutes out of an hour

55 dBA for more than 30 minutes out of an hour

2.3 Air Emission

Except for the proper operation of aircraft or other air transportation equipment, the following requirements will apply:

- a. Any use producing atmospheric emissions will comply with standards established by the Florida Department of Environmental Protection, the United States Environmental Protection Agency's ambient air quality standards, the Federal Clean Air Act of 1970 and Clean Air Act Amendments of 1990, as may be amended, or by any other federal, state, or local government authorities now or hereafter created which may have jurisdiction

thereof.

- b. Any use producing smoke, gas, dust, odor, fumes, aerosols, particulates, products of combustion or any other atmospheric pollutant, will be conducted within a completely enclosed and properly ventilated building and will not result in any hazard to aviation or public safety.
- c. Any use that creates a nuisance, waste or injury on the premises or elsewhere on the Airport is not permitted.

The Aircraft Rescue and Fire Fighting Training facilities are exempt from these requirements.

2.4 Electronic and Radio Interference

No activity will be conducted on a building site which would interfere with, obstruct, or adversely affect the operation of air navigation aids, Airport radio communications, airport transportation systems, the flight operations of aircraft using the Airport and no activity will be conducted within or on a building site in a manner which would interfere with, obstruct, or adversely affect the operation of the Authority's Wireless High Fidelity (Wi-Fi) system.

2.5 Environmental Regulations

Any use will comply with all applicable federal, state, and local environmental laws, ordinances, rules, regulations and orders.

2.6 Wildlife Hazard Management

Any use must be compatible with the Airport's Wildlife Hazard Management Program

2.7 Hazards to Flights

Any use must be compatible with the Authority's Height Zoning Regulations.

Section 3 - Structure Site Development Standards – All Land Use Categories

The performance standards of this Section will be applicable to all land use categories.

3.1 Aircraft Parking and Servicing

Parking and servicing of aircraft will be on designated areas. Parking of aircraft of any tenant, its patrons, invitees, employees, and others will be on the lease sites.

3.2 Automobile Parking Requirements

At the time any main building or structure is constructed, enlarged or increased in capacity, adequate off-street automobile parking will be provided as approved by the Authority in compliance with the City of Tampa or Hillsborough County parking standards depending on which jurisdiction the site is located. Parking standards for aviation use may be waived by the Authority.

3.3 Illumination

The design and location of exterior lighting will comply in all respects to applicable regulations and the requirements of the Federal Aviation Administration and other government agencies having applicable jurisdiction with respect to height, type, and placement of lighting standards. Lighting systems are incompatible with these Land Use Standards if they cast light toward the approach paths of aircraft or toward the Air Traffic Control Tower.

3.4 Building Site and Setback Requirements

Building site and setback requirements shall comply with Authority air traffic control and Federal Aviation Administration requirements, and in general be consistent with the City of Tampa or Hillsborough County standards depending on which jurisdiction the site is located. Below explains the purpose and intent of each performance standard.

3.4.1 Site Area and Width

The intent of the minimum site area provision is to maintain reasonable space on a site and reasonable distance between structures for the purposes of preservation of open space, adequate provision of air and light, reduction of fire dangers, limitation on density, and aesthetics.

3.4.2 Floor Area Ratio

Floor Area Ratio (FAR) is the ratio of permitted floor area to the area of the defined parcel. This is a standard measure for non-residential uses.

3.4.3 Building Coverage

Building coverage is defined to be the percentage of the site covered by the primary building and all other ancillary above ground structures on the site. Above ground ancillary structures may be such things as fuel farms, pump houses, trash compactor enclosures and similar appurtenances. Building coverage does not include those elements described in Section 3.4.5, Setbacks.

3.4.4 Maximum Building Height

All structure heights will conform to the Authority's Height Zoning Regulations. Height limits are based on above mean sea level elevations to protect arriving and departing aircraft and to encourage and promote compatible development within the range of terminal navigational aids and radar. No structure will be erected or modified that will block sight lines from the air traffic control tower cab to any part of the runways or taxiways. Building height includes mechanical penthouses, antennas, heating and cooling towers and equipment.

3.4.5 Setbacks

Setbacks are provided to ensure appropriate placement of buildings and structures upon the structure site. Setback areas are also known as "required yards". Development in the setback areas is limited to driveways, directional signs, sidewalks, other walkways and parking. The primary use of setback areas is intended for the planting and growing of trees, shrubs, lawns and other ground cover. In all cases, the setback lines or required yards defined in these Land Use Standards are measured off the lease lines for the tenant parcel.

3.4.6 Zoning Districts

Except for Airline Passenger Terminal Building use, site requirements shall comply with City of Tampa Code or Hillsborough County Code, depending on which jurisdiction the site is located. Most of the Airport property has a Comprehensive Plan Future Land Use designation of Public/Semi-Public and is zoned Municipal Airport 1 (M-AP-1) in the City of Tampa. Below are the site requirements for M-AP-1.

Minimum Site Area, Width, Maximum Height and Required Yards

District	Minimum Lot		Required Yards/Minimum Setbacks			Maximum height ¹ (feet)
	Area (square feet)	Width (feet)	Front (feet)	Side (feet)	Rear (feet)	
M-AP-1	10,000	100	35	10	10	42 ²

1. Prior to the issuance of a permit of any structure which constitutes an obstruction under Fla. Stat. Section 333.01(7), lighting and marking may be determined necessary by the Authority and must conform to standards established by the Florida Department of Transportation.
2. Maximum building heights may exceed this requirement when reviewed and approved by the Authority and determined as meeting air traffic control requirements.

3.5 Landscaping, Buffers, Screening and Tree Planting

Site landscaping, buffers, screening, and tree planting requirements shall comply with the Authority’s Height Zoning Regulations in accordance with their mature heights, and in general be consistent with the City of Tampa or Hillsborough County standards, depending on which jurisdiction the site is located.

3.6 Outside Storage

- a. All outside refuse facilities will be constructed in a manner that will eliminate odors, insects, dust, visual and other similar nuisances. Refuse will be stored in closed containers or compactors. Refuse storage areas will be suitably screened from public view by an appropriate screen compatible with the design of the building. The screen will be subject to the written approval of the Authority prior to installation.
- b. No equipment, material, supplies, products or disabled vehicles will be stored or permitted to remain on any building site outside a permanent building unless such storage is suitably shielded from public view by an appropriate screen compatible in design with the permanent structure. The screen will require the written approval of the Authority prior to installation.
- c. Activities that involve the dismantling of aircraft or the storage of derelict

aircraft, aircraft engines, airframes, parts or accessories will comply with these Land Use Standards for storage. Aircraft stored on Airport without a current airworthiness certificate, except for purposes of active re-licensing, may, at the discretion of the Authority, be declared a derelict aircraft and will be treated as a derelict aircraft under the Rules and Regulations of the Authority.

3.7 Fuel Storage

- a. No fuel will be stored on any building site or on the Airport unless specifically approved by written agreement with the Authority.
- b. Any approved fuel storage on any building site or on the Airport will be in accordance with federal, state and local regulatory requirements and operating directives established by the Authority.
- c. The purchase, storage, sale or handling of aviation and motor vehicle fuel will be in accordance with the authorization provided under written contract with Authority.
- d. The installation of petroleum storage systems is subject to the requirements of the Authority's Tenant Work Permit and Design Criteria Manual, as well as the requirements of outside agencies.

3.8 Aircraft Engine Exhaust Restrictions

Tenants who operate turbine engine aircraft or have visitors or patrons operate turbine engine aircraft will establish procedures to restrict the operation of these aircraft in such a manner that the aircraft engine exhaust will not injure persons or damage other aircraft or property. In addition, if tenants are unable to ensure the safety of persons and property through operational procedures, tenants will then install permanent blast deflection or blast mitigation devices in a manner or design and location, approved in writing by the Authority. Such device will limit the resulting exhaust air velocities to no greater than 40 miles per hour as measured at any point where aircraft weighing less than 12,500 pounds or pedestrians are permitted.

Estimates published by aircraft manufacturers for engine exhaust velocities will be used in planning these operating procedures and protective devices and will be further augmented by field tests of actual aircraft operations. The results of these field tests will be submitted to the Authority prior to approval of procedures and/or device designs.

3.9 Security Fences and Gates

Fences will be constructed and gates installed and controlled where necessary so as to restrict access from streets to the aircraft operations area. The design and placement of such fences and gates will be designed and constructed to applicable FAA standards and will be subject to the written approval of the Authority prior to installation.

3.10 Other Requirements

Tenants will be made aware of development requirements, deed restrictions, wells and easements that may affect a specific area of the Airport before site development.

Section 4 - Aircraft Operations Area

4.1 Location

See the approved Airport Land Use Map of the ALP for area designated Aircraft Operations Area.

4.2 Permitted Uses

Permitted uses include the landing, takeoff, and surface maneuvering of aircraft and movement of authorized service and emergency vehicles. The Aircraft Operations Area includes the runway, taxiway and movement area portions of ramps and parking aprons. Additionally, the Aircraft Operations Area includes on-airport navigational aid critical areas, runway/taxiway/taxi lane safety areas and object free areas, and Runway Protection Zones off runway ends. It excludes property not owned by the Airport or essential to the operation of the Airport such as major public roadways and the alignments of key on-airport terminal access routes and service roads that are delineated in another Land Use Category.

4.3 Prohibited Uses

The placement of any structures other than navigational aids or other structures required by the Federal Aviation Administration or the Authority.

4.4 Building Site and Setback Requirements

Not applicable

4.5 Other Requirements

The Authority will be responsible for preparing, or causing to be prepared, any plans for development in the Aircraft Operations Area.

Section 5 - Airline Passenger Terminal

5.1 Location

See the approved Airport Land Use Map of the ALP for area designated Airline Passenger Terminal.

5.2 Permitted Uses

The Airline Passenger Terminal consists of the Main Terminal, the airside terminals, the terminal/service roadway system, the aircraft aprons, garage/at grade parking, Automated People Movers (APM), Air Traffic Control Tower (ATCT), hotel and other uses essential to passenger accommodations. The Airline Passenger Terminal will be used for the processing, handling, loading, and unloading of commercial service aircraft, as well as to accommodate all approved facilities and passenger amenities related to this primary function.

5.3 Prohibited Uses

- a. Activities and developments in conflict with the health and safety of all Airport users.
- b. Air cargo.
- c. Wildlife attractants that are not consistent with the Airport's Wildlife Hazard Management Program.
- d. Activities and developments that impede direct and safe aircraft taxing between the gate and the airfield.
- e. Activities and developments not needed for the safe and efficient processing of passengers and airfield operations.
- f. Activities and developments that create visibility problems such as line-of-sight or shadowing for the ATCT.
- g. Activities and developments that impact the Part 77 or Terminal Instrument Procedures (TERPS) surfaces of the airfield.
- h. Activities and developments that do not comply with Federal Aviation Administration Airport Design guidance and siting and clearances criteria for electronic navigational/visual aids (NAVAID) as provided in Advisory

Circular 150-5300-13 (as amended from time to time).

- i. Any use which impacts required line-of-sight or shadowing impacts or degrades Airport visual or electronic navigational aids or impacts the safe and efficient navigation of aircraft.
- j. Activities that prohibit the safe and efficient operation of the Airport or aircraft.

5.4 Other Requirements

The Authority will be responsible for preparing, or causing to be prepared any plans for development in the Airline Passenger Terminal area. Processes will be used to ensure that the ALP and Airport Land Use Map remain a Non-Rule Making process, coordinated by the Airports District Office, and will be used to ensure that the ALP and Airport Land Use Map remain in compliance with FAA Advisory Circulars.

Section 6 - Airline Passenger Terminal Support

6.1 Location

See the approved Airport Land Use Map of the ALP for area designated Airline Passenger Terminal Support.

6.2 Permitted Uses

The Airline Passenger Terminal Support land use category is intended to accommodate activities, uses and facilities that serve specific needs of Airport users and can typically be found on an airport in or near passenger terminal facilities and that are not addressed. The forms of land use in this category include: major public access routes and service roads serving the main terminal including George J. Bean Parkway and future intra-airport transportation modes along with other routes so designated by the Authority; rental car facilities including ready/return/QTA, maintenance, service and vehicle storage areas; hotels and meeting space; leasable office, retail, restaurant and convenience commercial uses; APM stations serving passenger terminal and airport/airline support uses; and interfaces with other modes of transportation or transportation centers, cell phone parking (e.g. meet and greet) lots, Airport related office development, Airport fuel stations, restaurants, passenger amenity uses and other types of development consistent with the Airline Passenger Terminal Support role as approved by the Authority along with uses typically ancillary or accessory to the primary permitted use.

6.3 Prohibited Uses

- a. Activities and developments in conflict with the health and safety of all Airport users.
- b. Wildlife attractants that are not consistent with the Airport's Wildlife Hazard Management Program.
- c. Activities and developments that create visibility problems such as line-of-sight or shadowing for the ATCT.
- d. Activities and developments that impact the Part 77 or Terminal Instrument Procedures (TERPS) surfaces of the airfield.
- e. Activities and developments that do not comply with Federal Aviation

Administration Airport Design guidance and siting and clearances criteria for electronic navigational/visual aids (NAVAID) as provided in advisory circular 150-5300-13 (as amended from time to time).

- f. Any use which impacts required line-of-sight or shadowing impacts or degrades airport visual or electronic navigational aids or impacts the safe and efficient navigation of aircraft.
- g. Activities that prohibit the safe and efficient operation of the Airport or aircraft.
- h. Any use that interferes with or detracts from maximizing the aeronautical purpose of the Airport.

6.4 Other Requirements

A site plan with land use types shall be approved by the Authority. Development shall comply with City of Tampa and other permitting agency requirements, and be consistent with FAA design guidance for necessary approvals.

Section 7 - Commercial Development

7.1 Location

See the approved Airport Land Use Map of the ALP for area designated Commercial Development.

7.2 Permitted Uses

Based on use analysis, the Authority will identify the most suitable aeronautical and non-aeronautical uses. The Authority strives to develop revenue producing commercial development designated for aeronautical purposes. However revenue producing non-commercial development may be used to support the Airport self-sufficiency requirement as determined on a case-by-case basis. Uses may include office, convenience commercial, restaurant, and hotel.

7.3 Prohibited Uses

Any use that interferes or conflicts with the aeronautical purpose of the Airport.

7.4 Other Requirements

A site plan with land use types must be approved by the Authority. Development shall comply with the applicable City of Tampa, Hillsborough County, and other permitting agency requirements; and be consistent with FAA design guidance for necessary approvals.

Section 8 – Airport/Airline Support

8.1 Location

See the approved Airport Land Use Map of the ALP for area designated Airport/Airline Support.

8.2 Permitted Uses

Airport/Airline Support category includes but is not limited to the operation of a facility or facilities by the Authority or by others to provide services that support, protect or improve the overall effectiveness of the Airport, including such uses as airport maintenance, aircraft rescue and fire-fighting, employee parking, flight catering, airline reservation, radar and other navigational support facilities, airline fuel farm and fuel distribution system, the operation of a facility or facilities for the maintenance and overhaul of aircraft, airframes, engines, parts, accessories and equipment and other activities supporting the primary Airport functions. Airport/Airline Support also includes the operation of a facility for a foreign trade zone, fulfillment or distribution center requiring either aircraft or tug/vehicle access to the SIDA, the handling of all cargo aircraft and for the handling and storage of air cargo and freight, including express, small package, air courier, airmail, and air ambulance operations and ground service equipment storage and maintenance and the access systems both on the landside and airside that are required by these facilities.

The purchase, storage, sale or handling of aviation or motor vehicle fuel as Authorized under written contract with Authority.

8.3 Prohibited Uses

- a. Commercial use that involves the transport of passengers.
- b. The sale of aviation services and the offering of any service repairs of any type to the general public.
- c. Activities and developments in conflict with the health and safety of all Airport users.
- d. Wildlife attractants that are not consistent with the Airport's Wildlife Hazard Management Program.

- e. Activities and developments that create visibility problems such as line-of-sight or shadowing for the ATCT.
- f. Activities and developments that impact the Part 77 or Terminal Instrument Procedures (TERPS) surfaces of the airfield.
- g. Activities and developments that do not comply with Federal Aviation Administration Airport Design guidance and siting and clearances criteria for electronic navigational/visual aids (NAVAID) as provided in advisory circular 150-5300-13 (as amended from time to time).
- h. Any use which impacts required line-of-sight or shadowing impacts or degrades airport visual or electronic navigational aids or impacts the safe and efficient navigation of aircraft.
- i. Activities that prohibit the safe and efficient operation of the Airport or aircraft.

8.4 Other Requirements

In addition to the above-mentioned requirements, two other areas of improvement have special requirements:

- a. The installation of petroleum storage systems is subject to the requirements of the Authority's Tenant Work Permit and Design Criteria Manual, as well as the requirements of outside agencies.
- b. Static engine testing will be confined to soundproof test cell blocks or equivalent mobile suppressors. Run-ups of engines mounted on an aircraft will be at locations and times specified by the Authority.
- c. A site plan with land use types must be approved by the Authority. Development shall comply with City of Tampa and other permitting agency requirements, and be consistent with FAA design guidance for necessary approvals.

Section 9 - General Aviation Commercial

9.1 Location

See the approved Airport Land Use Map of the ALP for area designated General Aviation Commercial.

9.2 Permitted Uses

The operation of a hangar(s) and related facilities by a business involved in the sale to the general public of services related to the operation, maintenance, storage and servicing of general aviation aircraft, including aircraft engaged in air cargo, air courier, air charter and air ambulance operations along with the ancillary parking and accessways required to support such functions. The purchase, storage, sale or handling of aviation and motor vehicle fuel as authorized under written contract with Authority.

9.3 Prohibited Uses

Any Commercial use authorized in other categories of the Land Use Standards.

9.4 Building Site and Setback Requirements

Minimum improvements:	
Aircraft Shop and Maintenance Hangar:	Adequate to house any aircraft being serviced
Aircraft Storage Hangar:	20,000 sq. ft.
Aircraft Tie-Down Area:	Adequate for a minimum 25 airplanes
Office/Administration Building:	5,000 sq. ft.
Paved Apron Area with access to hangar:	50,000 sq. ft.
Paved off-street automobile parking spaces:	Per City of Tampa Code
Minimum landscaping coverage:	Per City of Tampa Code

Note: Minimum improvements may be modified by the Authority in response to specific site conditions and detailed plan review.

9.5 Other Requirements

A site plan with land use types must be approved by the Authority. Development shall comply with City of Tampa and other permitting agency requirements, and be consistent with FAA design guidance for necessary approvals.

Section 10 - General Aviation Non-Commercial

10.1 Location

See the approved Airport Land Use Map of the ALP for area designated General Aviation Non-Commercial.

10.2 Permitted Uses

The operation of a hangar(s) and related facilities, will be in accordance with the lease obligations and the Authority's Rules and Regulations. The hangar facility must be used by a tenant to accommodate one or more aircraft it owns or leases and operates in connection with the internal conduct of tenant's non-commercial, not for hire activity of transporting tenant's personnel, patrons, guests, invitees, materials, and products. The term tenant, as used herein, may include the parent entity if the tenant is a wholly owned subsidiary but may not be construed to allow third party development, a sublease or co-tenancy of a hangar.

The purchase, storage, sale or handling of aviation and motor vehicle fuel as authorized under written contract with Authority.

10.3 Ownership of Aircraft

The tenant must own or lease the aircraft stored in the hangar. Aircraft ownership records must be provided at the initiation of a lease with the Authority to establish the tenant's ownership interest. Any changes to aircraft ownership, including the purchase and sale of aircraft to be stored on the leasehold, must be immediately provided to the Authority.

10.4 Prohibited Uses

Any sublease or co-tenancy of a hangar facility or any arrangement which results in the ownership, occupancy or use of a hangar facility by a person or entity other than tenant or by one or more non-owned aircraft is strictly prohibited. The hangar facility cannot be used for any commercial aviation function. Any use, in the sole opinion of the Authority, which directly or indirectly, competes, impairs, or restricts commercial aviation activities in the general aviation commercial areas is prohibited.

10.5 Building Site and Setback Requirements

For applicable uses:

Minimum site area:	1.5 acres or 2.0 acres if fronting more than one street (See note below)
Maximum site building coverage:	30%
Minimum site width:	200 feet (See note below)

Note: In cases where the site is a part of a larger development area which include a master drainage system and no on-site water detention is required, the minimum site area may be reduced to 1.30 acres, and the minimum site width may be reduced to 185 feet. Further adjustments to minimum criteria may be approved by the Authority in response to specific site conditions and detailed site plan review.

For applicable uses:

Front setback line:	35 feet minimum
Side setback line:	10 feet minimum on each side
Rear setback line:	100 feet minimum to accommodate parking of aircraft on apron

10.6 Other Requirements

A site plan with land use types must be approved by the Authority. Development shall comply with City of Tampa and other permitting agency requirements, and be consistent with FAA design guidance for necessary approvals.

11 - Scenic Reserve

11.1 Location

See the approved Airport Land Use Map of the ALP for area designated Scenic Reserve.

11.2 Permitted Uses

Landscaping, rights-of-way, retention ponds, drainage channels, environmental mitigation and buildings or structures necessary for the operation of the air operations area or the maintenance of the scenic reserve. Includes open forms of use such as low intensity forms of recreational activities (bicycle trails or nature trails), However, excludes activities such as athletic fields or other uses and facilities that result in significant public assembly. Other low intensity uses similar to those noted may be developed subject to review and approval of the Authority.

11.3 Prohibited Uses

Buildings or structures not necessary, except as otherwise permitted in Section 3.

11.4 Other Requirements

Except for a scenic reserve area that abuts a tenant's leased site, the Authority will be responsible for preparing any plans for development of landscaping or other uses in the scenic reserve area.

Section 12 - General Provisions

12.1 Conformance of Existing Improvements

All existing buildings and improvements on the Airport will be exempt from General Provisions for the duration of their present leasehold terms provided that no changes, alterations or extensions will be made to any such existing improvements except in accordance with these Land Use Standards.

12.2 Continuity of Land Use Standards

- a. It is expressly provided that these Land Use Standards will apply to all development on the Airport.
- b. To retain flexibility and permit the adoption of new techniques, material, criteria and procedures, any of the conditions of these Land Use Standards may be amended from time to time by the Authority's Board of Directors (Board).

12.3 Variances

The Board will have authority to attach to the grant of any variance such conditions and safeguards as may be necessary.

Failure to comply with conditions and safeguards attached to a variance will be deemed a violation of these Land Use Standards and the approved Airport Land Use Map of the ALP.

Variances are not transferable and will expire with the termination of the lease or use agreement under which the variance holder occupies the land unless the Board finds that the variance is consistent with the continuing use of the land, and approves the transfer of the variance. Board approval is not required for the transfer of a variance when the lease or use agreement under which it was issued is assigned with Board approval to another tenant, provided no changes are made to the terms, conditions, and constraints of the issued variance. In such event, the Chief Executive Officer or his designee may approve transfer of the variance.

Procedures for the issuance of a variance:

- a. Applicant will submit one or more of the following forms: Application for Variance, Affidavit to Authorize Agent, and Site Plan Requirements. The forms will be provided by the Real Estate or Concessions Department depending upon which entity is requesting the variance. Such forms will be prepared to ensure that a full and accurate description of the proposed use, including its location, appearance and operational characteristics, will be disclosed. These forms are also available on the Authority's website (www.tampaairport.com) under Airport Business.
- b. Within seven business days, and through the Real Estate or Concessions Department, the Legal Affairs Department will review the application for variance for sufficiency and completeness and will accept the application or refer it back to the applicant for further action.
- c. If deemed complete, the Real Estate or Concessions Department will submit the application to the Authority's Variance Review Committee (Committee) for review and further action. The Committee will consist of the Director of Real Estate or the Director of Concessions, the Director of Operations, the Director of Public Safety and the Director of Planning and Development. The Legal Affairs Department will serve in an advisory capacity to the Committee. The Committee is advisory in nature and the final decision on a recommendation to the Board rests with the Chief Executive Officer.
- d. The Committee will have 10 business days to review the application and provide a recommendation to the Chief Executive Officer on the request for variance.
- e. The Chief Executive Officer will review the recommendation from the Committee within five business days and will either accept the recommendation and notify the responsible department or refer it back to the Committee with comments for further review. If referred back, the Committee will have five business days to complete its re-review before providing a recommendation back to the Chief Executive Officer. The Chief Executive Officer will then make a final determination on the recommendation.

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- f. Once a final determination is made, the Chief Executive Officer will schedule the application for variance and recommendation of the Chief Executive Officer for the next available Board meeting.
 - g. The application for variance and recommendation of the Chief Executive Officer will be heard by the Board at such meeting and the Board will take action to accept or reject the recommendation. The action of the Board is final with no further administrative due process.