

Tampa International Airport

Gateway to the West Coast of Florida



2012 Master Plan Update

Master Plan Guiding Principles

- Community engagement
- Consider economic and airline industry conditions
- Grow efficiently, thoughtfully and affordably (scalable)
- Maintain a high level of customer service
- Grow our business and create new revenue opportunities

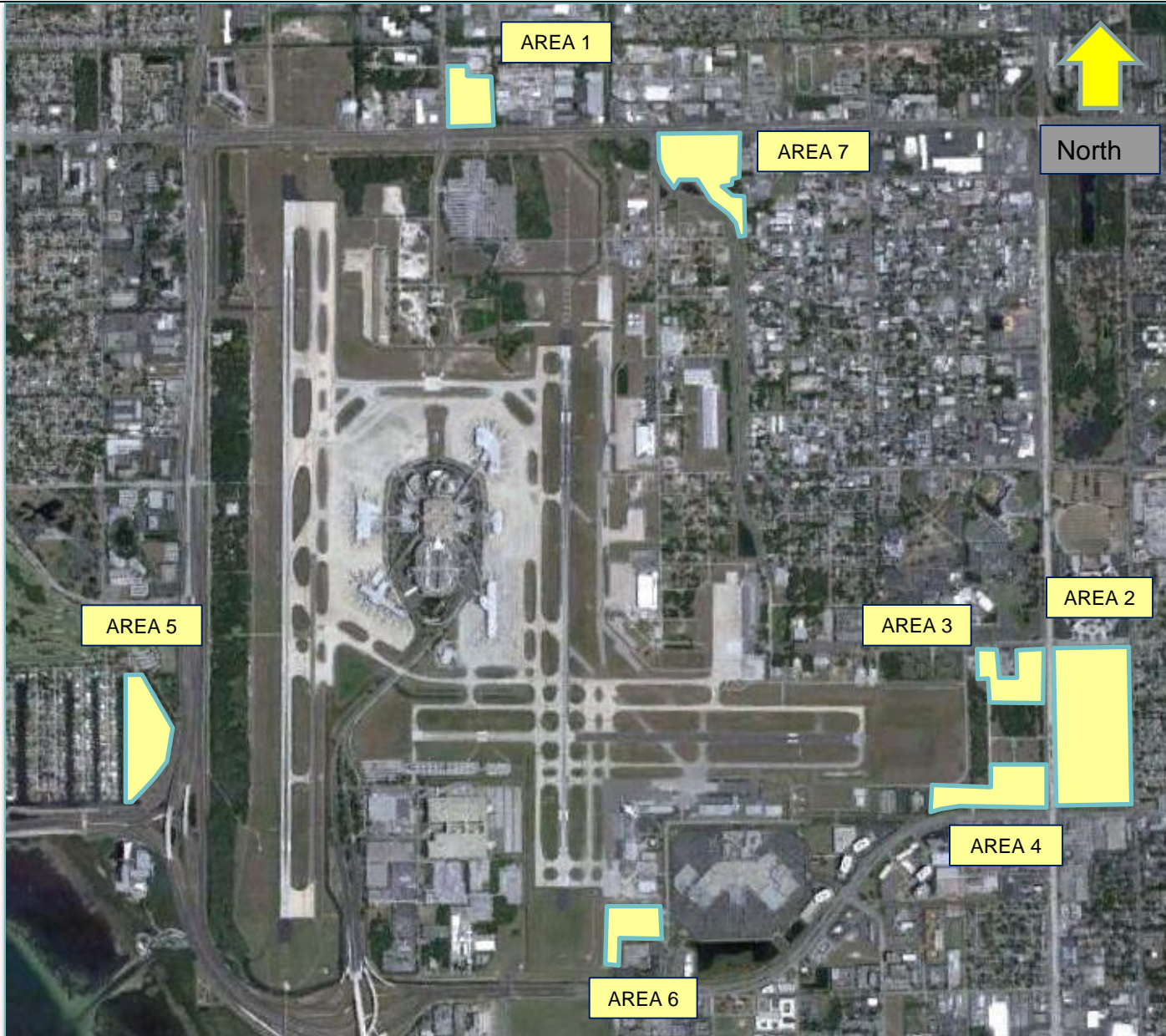


Master Plan Timeline

- Nov. 2011: HNTB begins work on master plan
- Mar. 2012: Draft aviation activity forecasts submitted to FAA
- Apr. 2012: FAA approves passenger forecasts
- Apr. 2012: First stakeholder/public meetings
- Oct. 2012: HNTB submits east and south development area concepts
- Oct. 2012: Second stakeholder/public meetings
- Dec. 2012: HNTB submits terminal concepts and perimeter parcel recommendations
- Dec. 2012: Third stakeholder/public meetings
- Feb. 2013: Stakeholder meeting on perimeter parcels recommendations**
- April 2013: Presentation to board of final recommendations including cost and financing strategies

Perimeter Parcels Review

- Land use analysis identified seven parcels not needed for aviation related purposes during the 20-year master planning period
- Analysis of those properties included:
 - Original reason for acquisition
 - Funding sources for acquisition
 - Restrictions on development and potential impacts of sale or lease
 - Existing land use/zoning designations (Airport, City, County)
 - Market Review and Analysis to evaluate potential land use designation



Perimeter Parcel Review – Area 1



- Area = 14.9 Acres
- Acquired to support North Terminal using FDOT grant and PFC funds
- Authority can lease land for non-aeronautical purposes with consent from FDOT and if revenues are used for capital operating costs
- **Current Airport Land Use Designation:** Airline Terminal Use and Public Use
- **Proposed Airport Land Use Designation:** Commercial

Area 1 – Current Zoning



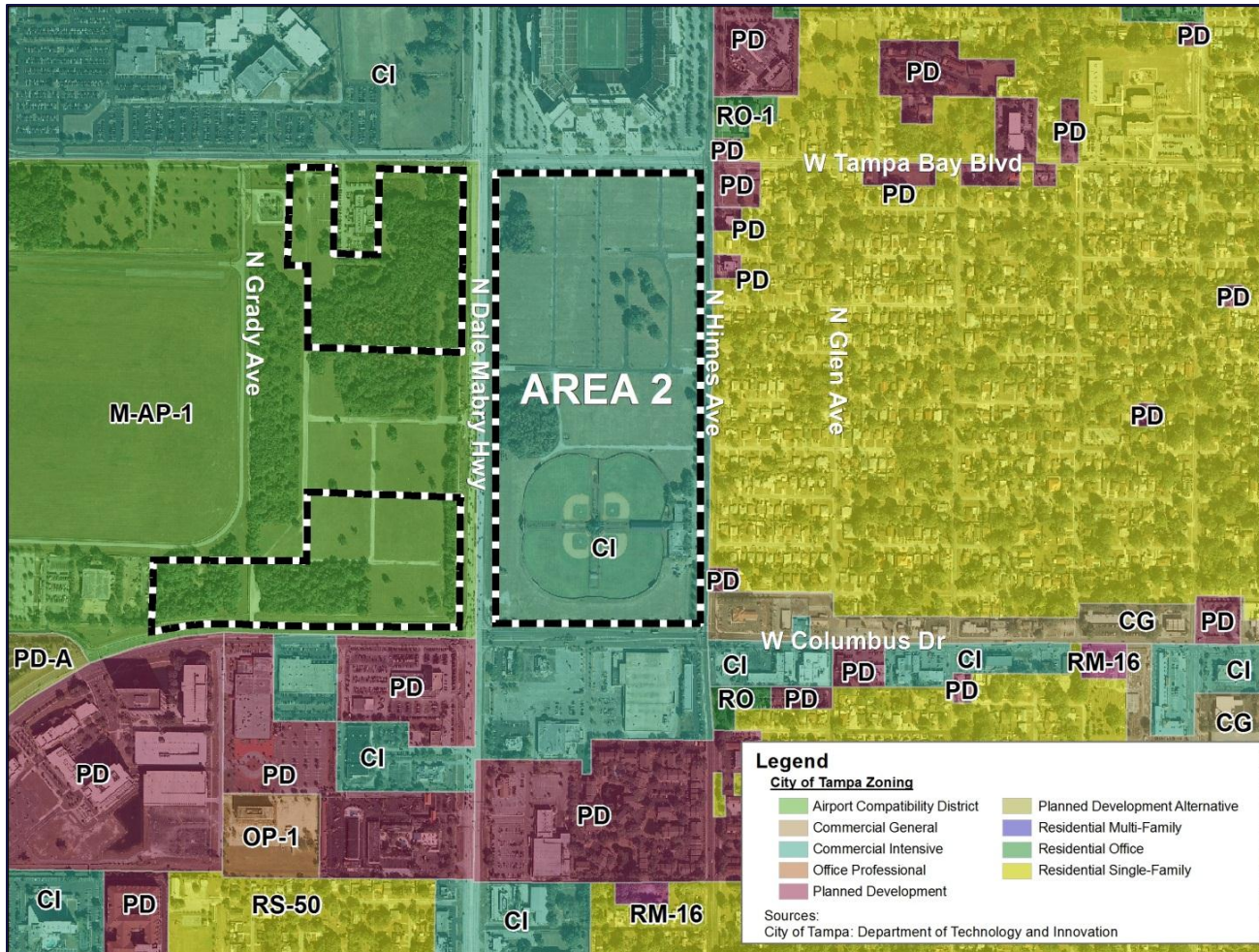
- Property in SPI-AP-3 and SPI-AP-4 (County) and M-AP-2 (City) zoning districts
- Adjacent uses are commercial and light industrial
- City of Tampa & Hillsborough County Land Use Designation: Light Industrial

Perimeter Parcel Review – Area 2



- Area = 64.6 Acres
- Acquired for R/W 10-28 RPZ with FDOT grant and PFC funds
- Authority can lease land for non-aeronautical purposes with FDOT consent and if revenues are used for capital operating costs of the airport.
- **Current Airport Land Use Designation:** Vacant
- **Proposed Airport Land Use Designation:** Commercial

Area 2 – Current Zoning



- City zoning district: Commercial Intensive
- City of Tampa Land Use Designation: Public/Semi Public
- Adjacent south, north and northwest properties zoned for intensive commercial.
- No longer required for Runway Protection Zone

Perimeter Parcel Review – Area 3



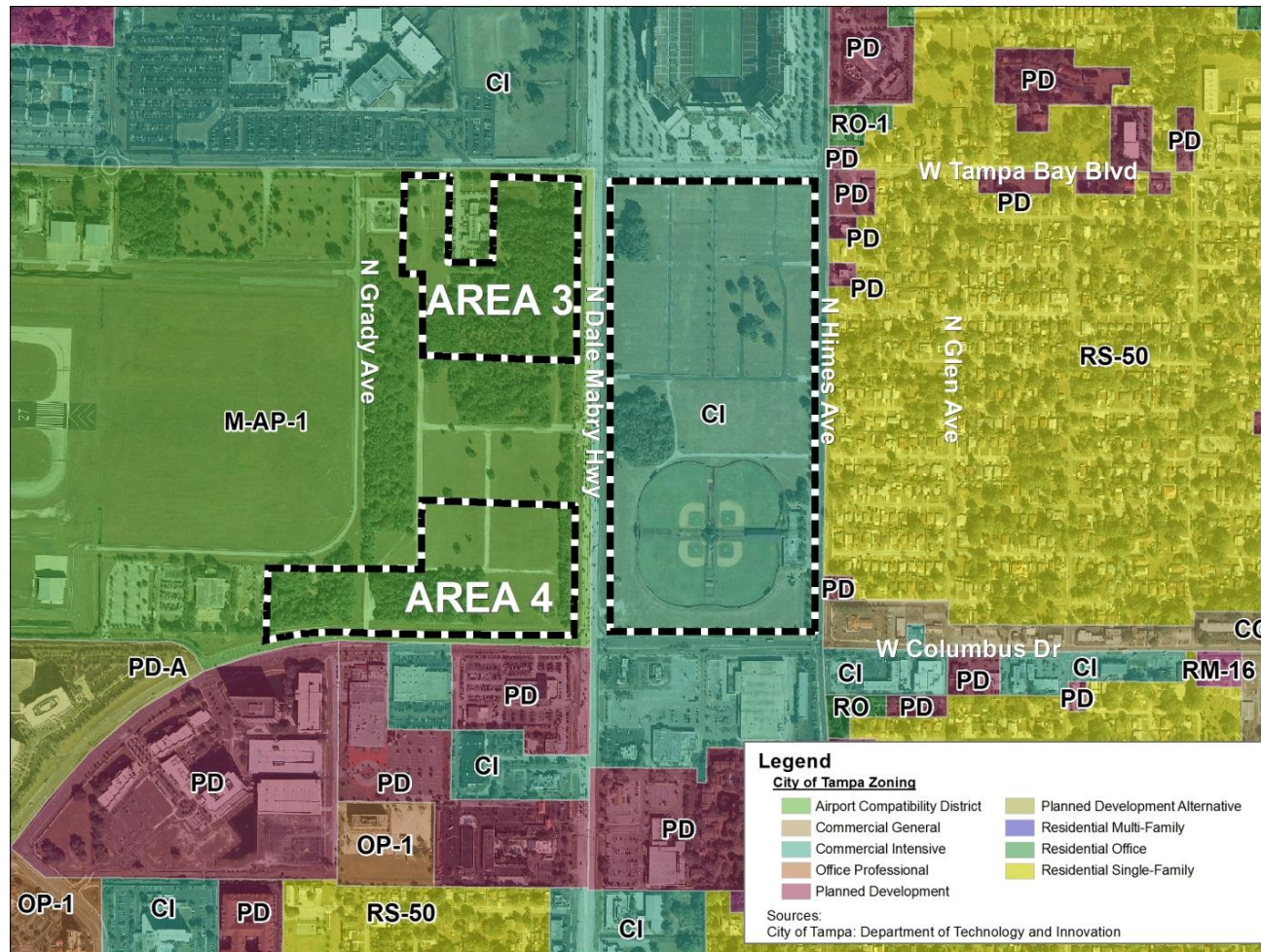
- Area = 18.2 Acres
- Property received for airport development via War Surplus Deeds from the U.S., 1947 thru 1950.
- Property may be leased for non aviation use with approval of the FAA. Lessee assumes all obligations imposed upon the Authority.
- **Current Airport Land Use Designation:** Airport Operations Area, Airport/Airline Support and Scenic Reserve
- **Proposed Airport Land Use Designation:** Commercial

Perimeter Parcel Review – Area 4



- Area = 21.2 Acres
- Property received for airport development via War Surplus Deeds from the U.S., 1947 thru 1950.
- Property may be leased for non aviation use with approval by the FAA. Lessee assumes all obligations imposed upon the Authority.
- **Current Airport Land Use Designation:** Airport Operations Area, Airport/Airline Support and Scenic Reserve
- **Proposed Airport Land Use Designation:** Commercial

Areas 3 and 4 – Current Zoning



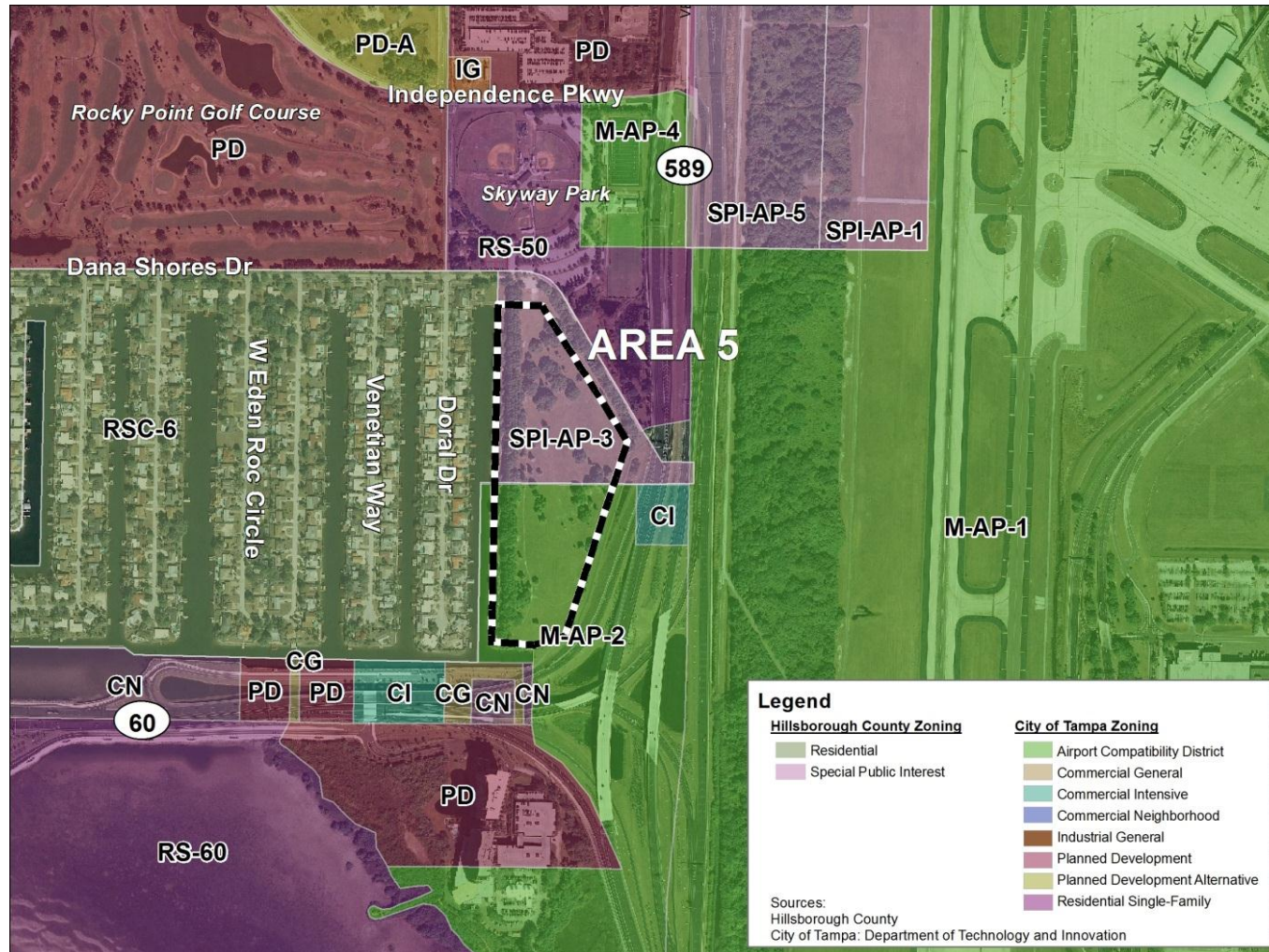
- City zoning districts:
M-AP-1
- City of Tampa Land Use Designation: Public/ Semi Public
- Adjacent north and east properties zoned for planned and intensive commercial.
- No longer required for runway extension and Runway Protection Zone

Perimeter Parcel Review – Area 5



- Area = 23 Acres
- Acquired using bond funds and FAA grant to protect airspace and approach to Runway 10 and as noise buffer
- The property can be leased when (1) needed to produce revenue for airport purposes, (2) environmentally acceptable (noise), and (3) not needed to accommodate aeronautical activity
- **Current Airport Land Use Designation:** Scenic Reserve
- **Proposed Airport Land Use Designation:** Scenic Reserve

Area 5 – Current Zoning



- Property in SPI-AP-3 (County) and M-AP-2 (City) zoning districts
- City of Tampa Land Use Designation: Public/Semi Public
- Hillsborough County Land Use designation: Residential - 2

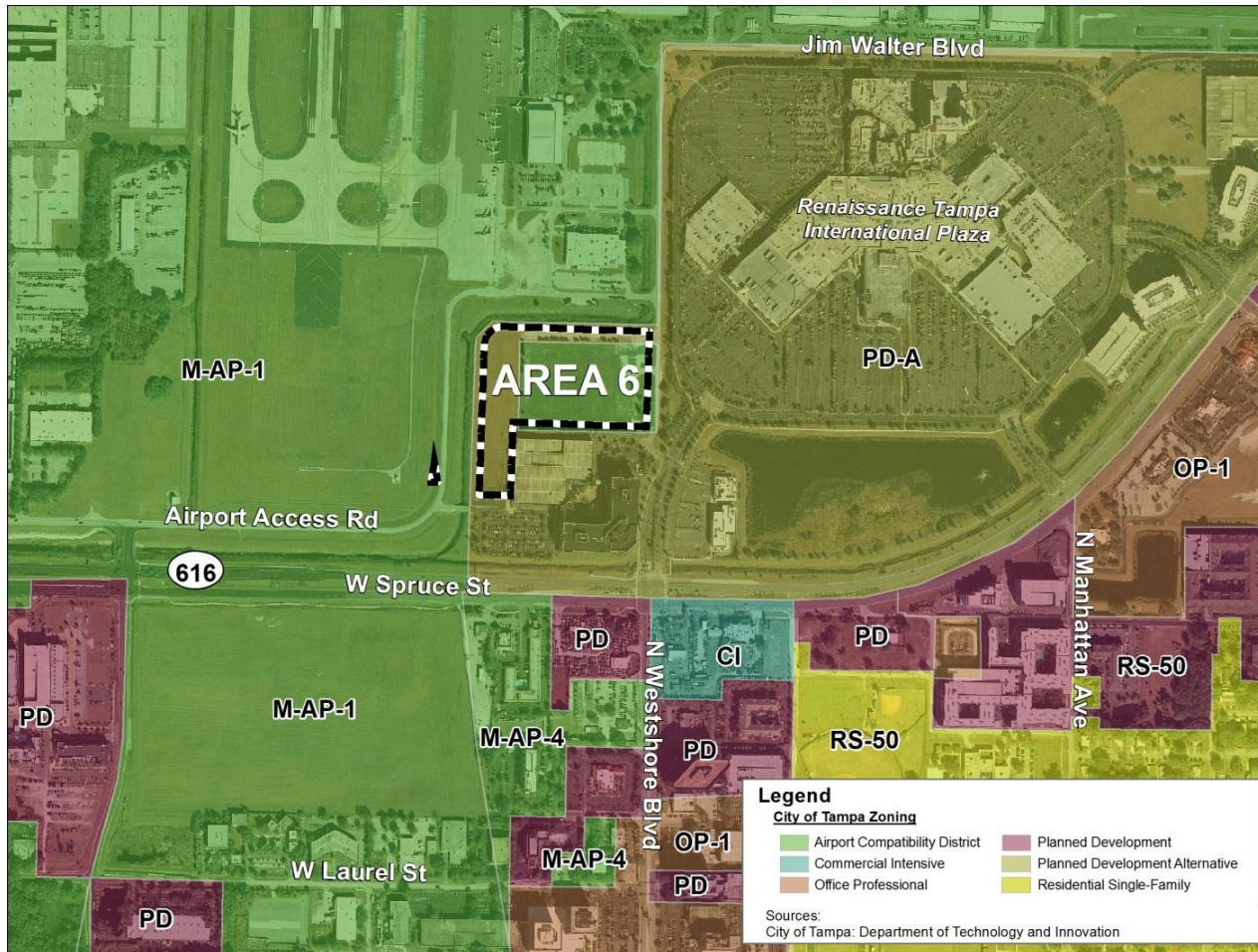
Perimeter Parcel Review – Area 6



- Area = 9.2 Acres
- Property received for airport development via War Surplus Deeds from the U.S., 1947 thru 1950.
- Property may be leased for non aviation purposes with approval by the FAA. Lessee assumes all obligations imposed upon the Authority.
- **Current Airport Land Use Designation:** Commercial
- **Proposed Airport Land Use Designation:** Commercial

Area 6 – Current Zoning

- City of Tampa zoning district: PD-A
- City of Tampa Land Use Designation: Regional Mixed Use
- Adjacent properties to the east are zoned for regional mixed use planned and intensive commercial and office
- Separated from airfield by public road and large drainage channel

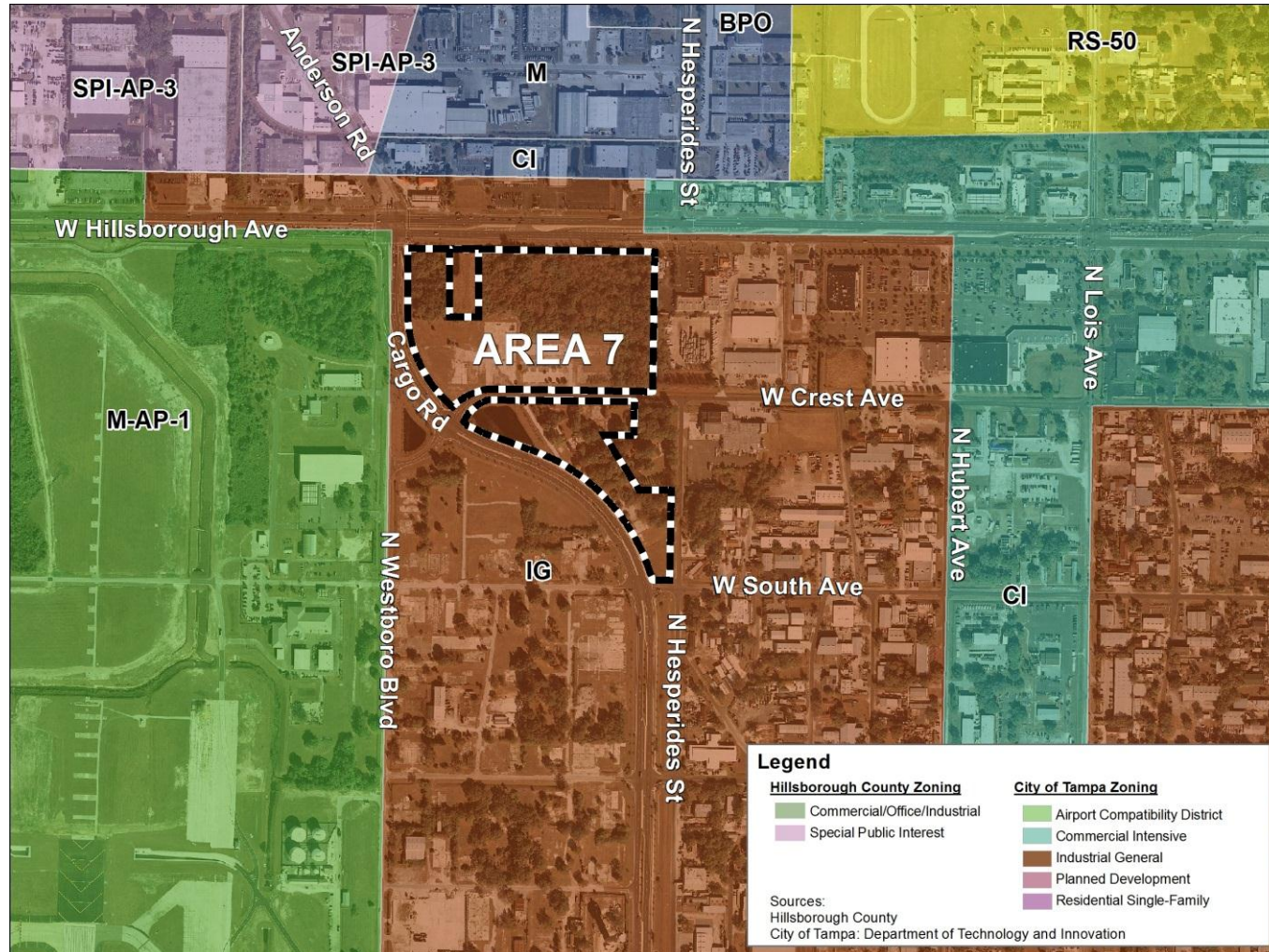


Perimeter Parcel Review – Area 7



- Area = 23.8 Acres
- Acquired as part of the Drew Park land acquisition program using an FAA grant.
- The property can be leased when (1) needed to produce revenue for airport purposes, (2) environmentally acceptable (noise), and (3) not needed to accommodate aeronautical activity,
- **Current Airport Land Use Designation:** Scenic Reserve and Airport/Airline Support
- **Proposed Airport Land use Designation:** Commercial

Area 7 – Current Zoning



- City zoning district: Industrial General
- City of Tampa Land Use Designation: Public/Semi Public and Light Industrial
- Adjacent properties to the east are zoned for industrial and intensive commercial uses.
- Separated from airfield by Air Cargo Road
- Not required for aviation development needs

Next Steps

- Board to consider Master Plan at April meeting
- Submit Master Plan to FAA following Board approval
- Develop procedures for evaluating real estate opportunities
- Initiate Phase II of the Master Plan:
 - Prepare required Airport Layout Plan Drawing set including updated Airport Land Use Map for FAA review and approval
 - Develop FAA required Airports GIS data and mapping
 - Develop prototype FAA e-ALP
 - Prepare boundary survey / title report
 - Update required airport property map
 - Prepare required Safety Risk Management assessment

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