APPENDIX E
Summary of Land Use

1.1 Description of Existing and Future Land Uses

This appendix provides a high-level description of existing land uses near Tampa International Airport (TPA or the Airport), as shown on the existing land use map presented in **Figure E-1**. The existing land use information is based on the Hillsborough County Property Appraiser parcel layer with property use codes. The future land use information is based on the Tampa Comprehensive Plan[1] and Hillsborough County Comprehensive Plan.[2] In both cases the land use category codes have been consolidated and generalized into broader categories for use in the TPA Noise Exposure Map Update. Descriptions of existing and future land uses are presented for the following Hillsborough County communities:

- City of Tampa
- Unincorporated Hillsborough County

The Hillsborough County Aviation Authority (HCAA) coordinated directly with officials with Hillsborough County and the City of Tampa to discuss the TPA Noise Exposure Map (NEM) Update and applicable airport zoning regulations. Coordination meetings were held on virtually on November 19, 2021 and November 30, 2021, respectively. Meeting presentation materials and notes are included in **Appendix G**.

1.2 City of Tampa

Existing Land Uses

Residential land uses are the predominate land use in the City of Tampa, encompassing 21,310 acres, or 35%, of the City's total land area. The predominate type of existing residential use is single family, with multi-family comprising only a small portion. Commercial development currently encompasses approximately 5,500 acres or 9% of the City's total land area. Commercial development is placed along major arterial roadways within the City, such as West Kennedy Blvd, North Dale Mabry Highway, West Martin Luther King Blvd, and Henderson Blvd. The Central Business District consists of approximately 470 acres or 1% of the City's total land area. Existing land use in the Central Business District is primarily composed of transportation and utilities (44%),

[1] City of Tampa, *Imagine 2040: Tampa Comprehensive Plan*, January 7, 2016.
[2] County of Hillsborough, *Future of Hillsborough: Comprehensive Plan for Unincorporated Hillsborough County, Florida*, June 5, 2008.

public facilities and institutions (25%), commercial development (22%), and multi-family residential property (4%).

Public facilities and institutions encompass approximately 14,670 acres or 24% of land within the City. Public facilities and institutions include hospitals, stadiums, airports, and public parks. Major public facilities and institutions within the City of Tampa include MacDill Air Force Base, Port of Tampa, Raymond James Stadium, and University of South Florida.

Transportation and utility acreage includes road right-of-way, electric power generation and transmission, rail, public works, wastewater, and water treatment facilities. Major highways that transect the City include I-275, I-4, I-75, Veteran's Expressway, and Lee Roy Selmon Expressway. The major highways running east-west include Kennedy Blvd., Gandy Blvd., Hillsborough Ave., and Fowler Ave. The major north-south roads include Dale Mabry Highway and Florida/Nebraska Ave.

Parks and open space acreage within the City totals approximately 540 acres or 1% of the City's land area. The periphery of the City's southern and western boundary is surrounded by ocean waterbodies, including Old Tampa Bay, Hillsborough Bay, and McKay Bay. Some of Tampa's parks and open space are located along the shorelines of these three waterbodies. However, most of the parks and open space consist of various cemeteries, golf courses, and neighborhood parks.

The Airport is located in both unincorporated areas of Hillsborough County and the City of Tampa. The City of Tampa encapsulates the majority of TPA, leaving the northwest portion located in unincorporated areas of Hillsborough County. The City of Tampa borders TPA on the south, east, and northeast. Major commercial development surrounding the Airport include the Westshore District and Drew Park area. The Westshore District is located directly south of Runway end 1R and is characterized as one of the state's largest office communities where commercial office and retail development dominate the landscape. Drew Park is an area within Westshore and is located west of Dale Mabry Highway on the eastern border of TPA. Drew Park consists primarily of industrial and manufacturing, commercial office space, and single family and multi-family residential land uses. Raymond James Stadium is classified as a public facility and is located about a mile east of Runway 1R/19L. On the southeastern border of Raymond James Stadium, directly east of Runway 10/28, are single family residential properties with some commercial retail along road corridors.

Future Land Uses

The City's Comprehensive Plan (*Imagine 2040: Tampa Comprehensive Plan*, January 2016) guides future development across four planning districts within the City of Tampa. Each district has its prospective future land uses included in the Plan. The Airport is located within the Westshore District, which already includes a high density of commercial development. Future land uses for the Westshore District include a continued emphasis of commercial development along the south-southeastern boundary of the Airport and in the Drew Park area to the northeast. This will likely include more commercial office space, lodging, dining and retail. Furthermore, the Plan indicates that future residential land use will continue to persist east of Runway end 10 and throughout the

City of Tampa with some mixed use commercial and residential developments formulating along road corridors such as Columbus Drive.

Airport-Related Development Regulations

The City of Tampa has established municipal airport compatibility districts (M-AP) to promote the appropriate type and intensity of development of land uses on and surrounding an airport. The purpose of designating land uses in these districts is "to encourage development that is compatible with aircraft operation and to increase safety and limit population by maintaining a lower density of development and to promote and protect the utility of the airport."[3] These districts are applied to airport landing areas and to surrounding areas in proximity to airport boundaries or operations. The M-AP consists of four airport-specific compatibility districts which are described in more detail in **Attachment E-1**. The regulations for each M-AP airport zoning district is included in **Attachment E-2** and are supplemented by the regulations of the HCAA Airport Zoning Regulations.[4] The HCAA Airport Zoning Regulations provide height limits for structures and objects and evaluates the noise exposure for proposed development based on the provisions of 14 Code of Federal Regulations (CFR) Part 150.[5] More information on the HCAA Airport Zoning regulations can be found in **Attachment E-3**.

Figure E-2 depicts the four M-AP districts and the day-night average sound level (DNL) contours for the NEMs developed for 2000 and 2026. M-AP-1 encompasses the majority of the Airport property, including areas lying within the boundaries of the approach surfaces to Runways 10/28, 1L/19R, and 1R/19L, and lying within five thousand feet of the threshold end of each runway. This district includes some mixed commercial and industrial/manufacturing development to the south of Runway ends 1L and 1R in the Westshore District. M-AP-2, M-AP-3, and M-AP-4 districts encompass areas immediately outside and within the southeastern and southern end of the TPA property boundary. These districts also include areas within the Westshore District to the west of North Westshore Boulevard and north of Interstate 275. The four M-AP districts developed for the City of Tampa almost entirely enclose the 2026 DNL contours developed as a part of this NEM Update.

There are small portions to the south of Runway 1L/19R and immediately east of Runway 1R/19L that are not included entirely within the City's compatibility districts. However, when compared to the 2000 DNL contours developed as part of the previous 14 CFR Part 150 Study conducted for TPA, noise exposure depicted in the 2026 DNL contours is much better contained by the M-AP districts. More information on the land uses within the 2026 DNL contours can be found in **Chapter 3** of the TPA NEM Update Report.

[3] Tampa, Florida, Code of Ordinances, §27-156.
[4] Tampa, Florida, Code of Ordinances, §27-171.
[5] Airport Zoning Regulations. Hillsborough County Aviation Authority. June 1, 2017. https://www.tampaairport.com/sites/default/master/files/Airport%20Zoning%20Regulations%202017-All%20Airports.pdf

1.3 Unincorporated Hillsborough County

Existing Land Uses

The northwest portion of the Airport is located within unincorporated areas of Hillsborough County, which includes Runway end 19R. Existing land uses surrounding the Airport in Hillsborough County include industrial and manufacturing located directly north of Hillsborough Avenue which borders TPA to the north of Runway end 19R. The western boundary of TPA is bordered by the Veteran's Expressway (FL 589) which includes a mixture of primarily commercial, multi-family-residential, and industrial and manufacturing properties along the major highway corridor. Single family residential is located west and northwest of the development occurring along Veteran's Expressway.

Future Land Uses

Land development in unincorporated areas of Hillsborough County is guided by the Hillsborough County Comprehensive Plan. The Future Land Use Map for Hillsborough County indicates manufacturing and industrial development will continue to persist on the northern edge of the Airport boundary, north of Runway end 19R and Hillsborough Avenue. Mixed use will predominate along the west and northwest border of Veteran's Expressway (FL 589). Residential is planned to continue west of the mixed use development along FL 589 with an emphasis on commercial development along major road corridors such as Hillsborough Avenue.

Airport-Related Development Regulations

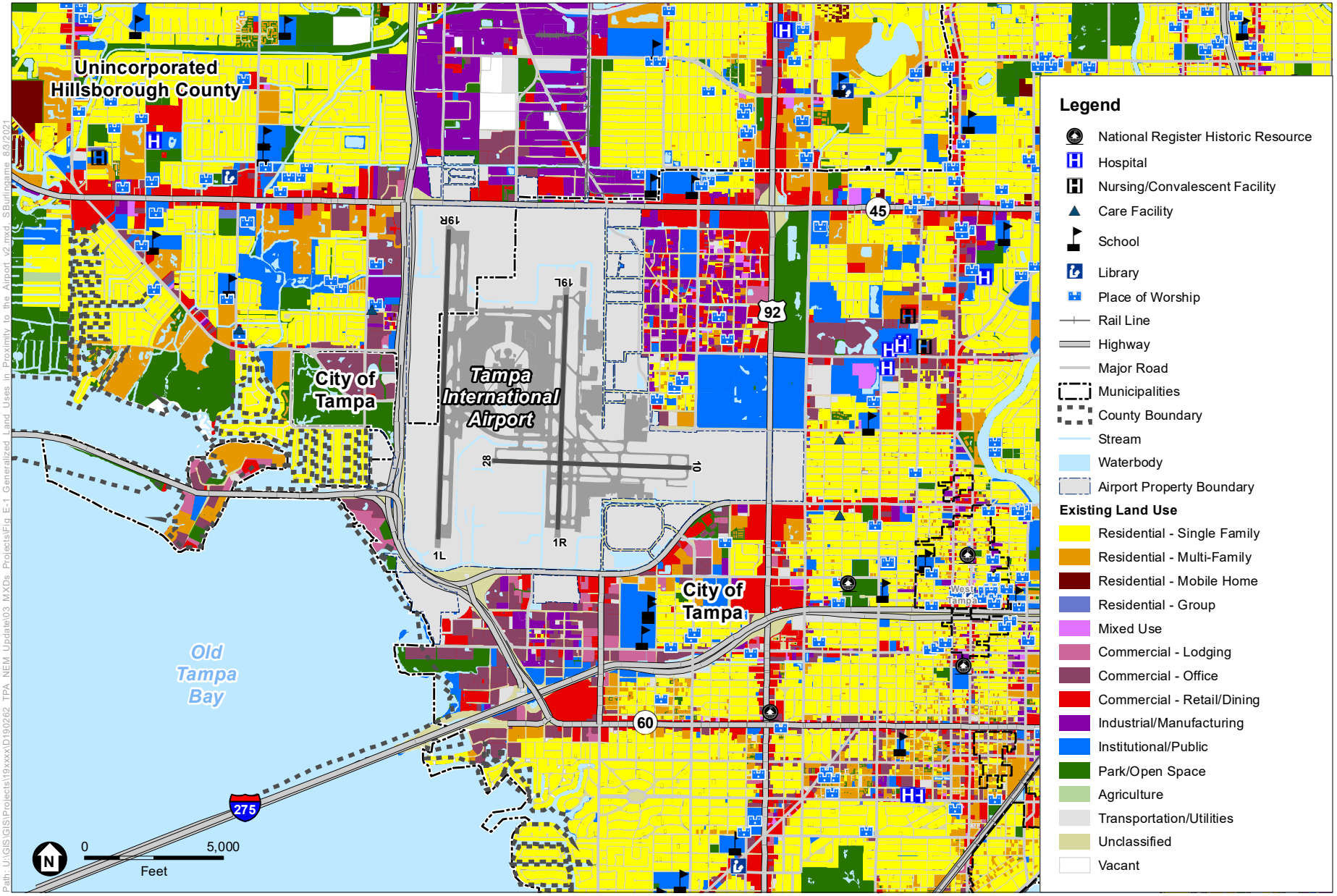
Unincorporated Hillsborough County has established special public interest airport districts (SPI-AP) "to promote the public health, safety, and general welfare by limiting the type, the arrangement, and intensity of uses in an effort to minimize the adverse effects of aircraft operations such as potential aircraft crash hazards, aircraft noise and vibration emissions, and related effects on uses, structures, and occupants of areas likely to be affected by airports and aircraft operations."[6] This district identifies six subareas to regulate the intensity of development by limiting "the use, bulk, floor area, scale, and size of developments and, where appropriate, by limiting population densities within such zones."[7] More information on the six SPI-AP subareas and their regulations can be found in **Attachment E-4**. The regulations of this district are also supplemented by the regulations of HCAA and are intended to enable the airport to operate effectively and safely and in accordance with the provisions of the Hillsborough County Comprehensive Plan.

Figure E-2 depicts the SPI-AP subareas and the 2000 and 2026 DNL contours. There are five SPI-AP subareas that encompass the northeast portion of the Airport within Hillsborough County. SPI-AP-1 encompasses areas immediately surrounding Runway 1L/19 and is contained within the Airport property boundary. SPI-AP-2 and SPI-AP-3 includes the runway protection zones and approach areas for Runway ends 19R and 19L. These areas encompass the Airport property as well as some industrial/manufacturing and commercial land uses immediately surrounding the Airport property boundary to the north. SPI-AP-4 includes areas between parallel Runway ends 19R and

[6] Hillsborough County, Florida, Land Development Code, §3.01.05.
[7] Ibid

19L and between the runway protection zones and approach areas for these runways. The SPI-AP-5 subarea surrounds the other four zones within and outside of the Airport property boundary. This subarea includes industrial/manufacturing land uses that extend north from the Airport boundary to West Sligh Avenue. SPI-AP-5 also includes industrial/manufacturing land uses north of West Sligh Avenue to West Crenshaw Street.

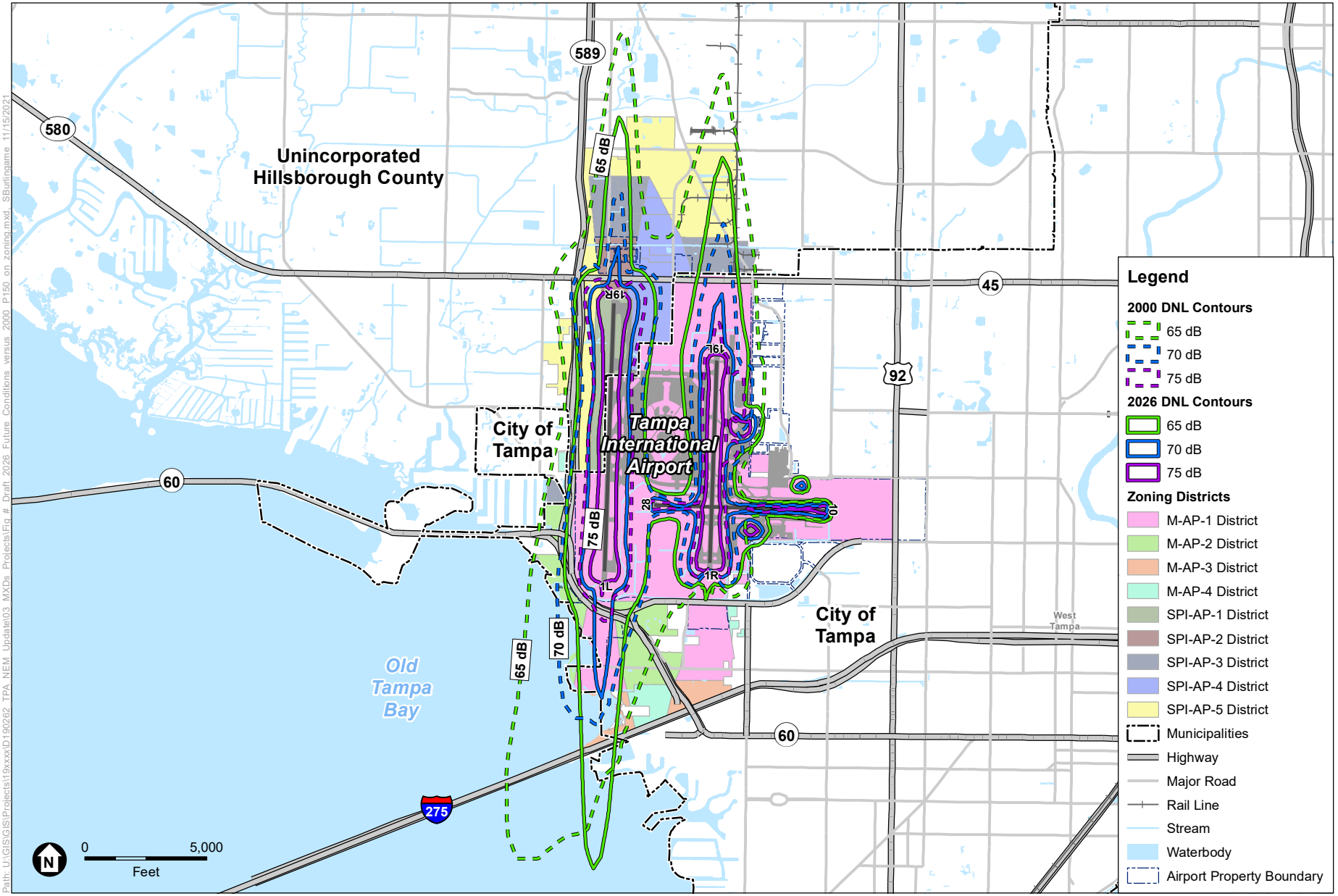
The four SPI-AP subareas developed for Hillsborough County almost entirely enclose the 2026 DNL contours developed as a part of this NEM Update. There is a small area to the north of Runway 1L/19R that extends beyond SPI-AP-5. However, the noise exposure depicted in the 2026 DNL contours is much better contained by the SPI-AP zones when compared to the 2000 DNL contours developed as part of the previous Part 150 Study conducted at TPA. More information on the land uses within the 2026 DNL contours can be found in **Chapter 3** of the TPA NEM Update Report.



SOURCE: City of Tampa, July 2020; County of Hillsborough, July 2020; Hillsborough County Property Appraiser, July 2020; Hillsborough MPO, July 2020; Pinellas County Assessor, July 2020.

Figure E-1
Generalized Land Uses in Proximity to the Airport
Tampa International Airport

ESA



SOURCE: AEDT, 3d, 2021; TPA Airport Master Plan Update and CFR Part 150 Study;
City of Tampa, 2021; Hillsborough City-County Planning Commission; County of Pinellas, July 2020; ESA, 2021.
NOTE: Year 2000 DNL contour locations depicted are approximate.

Figure E-2
2026 Future Conditions versus Previous CFR Part 150 2000 DNL Contours
Tampa International Airport

ESA

Attachment E-1

City of Tampa

Airport Compatibility Districts

Sec. 27-156. - Official schedule of district regulations.

(a) *Schedule of statements of purpose and intent.* The following array presents for the several districts the statements of purpose and intent applicable to each district.

(1) *Single-family residential districts.* Single-family districts provide for detached residential housing development on a variety of lot sizes in accordance with the Tampa Comprehensive Plan. Accessory uses, compatible related support uses for residential development and special uses are also permitted.

a. RS-150 residential single-family. This district provides areas primarily for low density single-family detached dwellings on spacious lots, wherein a property owner may obtain reasonable assurance of compatible development.

b. RS-100 residential single-family. This district provides areas primarily for low density single-family detached dwellings similar to those provided for in the RS-150 residential single-family district, but with smaller minimum lot size requirements.

c. RS-75 residential single-family. This district provides areas for primarily low density single-family detached dwellings similar to those provided for in the RS-150 and RS-100 residential single-family districts, but with smaller minimum lot size requirements.

d. RS-60 residential single-family. This district provides areas for primarily low density single-family detached dwellings similar to those provided for in the RS-150, RS-100 and RS-75 single-family districts, but with smaller minimum lot size requirements.

e. RS-50 residential single-family. This district provides areas for primarily low density single-family detached dwellings similar to those provided for in the RS-150, RS-100, RS-75 and RS-60 single-family districts, but with smaller minimum lot size requirements.

f. PD and PD-A planned development districts approved primarily for single-family residential uses.

(2) *Multiple-family residential districts.* The following multiple-family districts provide for residential development at a variety of densities in accordance with the Tampa Comprehensive Plan. Accessory uses, compatible related support uses to residential development and certain special uses are also permitted.

a. RM-12 residential multiple-family. This district provides primarily for low-medium density residential uses including single-family and two-family developments. Multiple-family development may be permitted through the special use permit procedure.

b. RM-16 residential multiple-family. This district provides primarily for low-medium density residential uses, similar to those provided in the RM-12 district, including single-family and two-family developments, at an increased density. Multiple-family development may be permitted through the special use permit procedure.

c. RM-18 residential multiple-family. This district provides primarily for low-medium density residential uses, similar to those provided in the RM-12 district, including single-family and two-family developments, at an increased density. Multiple-family development may be permitted through the special use permit procedure.

d. RM-24 residential multiple-family. This district provides primarily for medium density multiple-family residential development.

e. RM-35 residential multiple-family. This district provides primarily for medium-high density multiple-family residential development.

f. RM-50 residential multiple-family. This district provides primarily for high density multiple-family residential development.

g. RM-75 residential multiple-family. This district provides primarily for high density multiple-family residential development. Such high density residential structures shall be located in close proximity to regional shopping, employment and public transportation opportunities.

h. PD and PD-A planned development districts approved primarily for multiple-family residential uses.

(3) *Office districts.* Development of the following office and professional districts shall be in accordance with the Tampa Comprehensive Plan. They are intended to provide for a combination of office, institutional and residential uses, compatible special uses and compatible related support uses under the provisions of this chapter.

a. RO residential office. This district provides primarily for low density residential development and low intensity office uses compatible with residential neighborhoods. The district permits conversion of residential structures or the construction of new structures for office and related use. In addition, this district may be used to provide a buffer between residential and more intensive commercial and office districts.

b. RO-1 residential office. This district provides primarily for low to low-medium density residential development and low-medium intensity office uses compatible with residential neighborhoods. This district would permit conversion of residential structures or the construction of new structures for office and related use.

c. OP office professional. This district provides primarily for institutional, professional and general office development of an intensity greater than the RO-1 residential office zoning district and less than the OP-1 office professional zoning district. This district shall be applied to land located along arterial and collector streets, as shown on the major street map.

d. *OP-1 office professional.* This district provides primarily for high intensity areas of institutional and professional and general office development, while allowing for limited retail and entertainment uses to permit mixed-use development within the district. This district shall be applied in areas of the city where specific nodes of intense office and mixed-use development are appropriate. The district shall be applied to land located along arterial or collector streets, as shown on the major street map.

e. PD and PD-A planned development districts approved primarily for office uses.

(4) *Commercial districts.* The commercial districts provide for various retail sales, personal services, office and institutional uses, accessory uses as appropriate thereto and compatible supporting uses, as well as selected special uses, all at appropriate intensities and in locations in accordance with the Tampa Comprehensive Plan. Planned development districts (PD and PD-A), in accordance with the regulations of this chapter and in conformity

with the Tampa Comprehensive Plan, are also permitted.

a. CN commercial-neighborhood. This district provides areas for limited retail and personal services in residential neighborhoods. This district shall be placed at appropriate locations to supply the daily service needs of such neighborhoods and shall not be used to promote strip commercial development.

b. CG commercial-general. This district provides areas where a variety of retail and commercial service activities can be conducted compatible with surrounding uses and residential districts.

c. CI commercial-intensive. This district provides areas for intense commercial activity, permitting heavy commercial and service uses.

(5) *Industrial districts.* The industrial districts provide primarily for manufacturing, processing, assembly, warehousing and related uses at appropriate intensities and locations in accordance with the Tampa Comprehensive Plan. Performance standards are used to ensure compatibility with neighboring uses and districts. Planned development districts (PD and PD-A) are also permitted in appropriate locations in accordance with the Tampa Comprehensive Plan.

a. IG industrial-general. This district provides primarily for areas of light manufacturing, wholesaling, warehousing, assembly or product processing, heavy equipment and vehicular repairs and other light industrial uses. The industrial general district is established to provide areas for industry in locations, which are served by major transportation facilities and adequate utilities, but are not feasible nor highly desirable for heavier industrial development because of proximity to residential, recreational, commercial or related developments. The district is to permit development compatible with uses of residential property adjoining or surrounding the district, with suitable open spaces, landscaping and parking area, which emits limited noise, odors, or light which can be detected on surrounding land.

b. IH industrial-heavy. This district provides primarily for areas of intensive manufacturing and industrial uses in areas related to the Port of Tampa or other areas capable of supporting such uses. The industrial heavy district is established to provide areas for uses that can generate emissions and are not compatible with primary commercial, institutional, and residential uses.

(6) *M-AP airport compatibility districts.* The airport compatibility district is designed to promote the appropriate type and intensity of development of land uses on and surrounding an airport. The purpose of designating land and water areas in this district is to encourage development that is compatible with aircraft operation and to increase safety and limit population by maintaining a lower density of development and to promote and protect the utility of the airport. This district shall be applied to airport landing areas and to other surrounding areas in proximity to airport boundaries or operations. The M-AP airport compatibility district shall consist of five (5) subdistricts or sectors. The subdistricts are described as follows:

a. M-AP-1. Because these areas are most affected by aircraft traffic, development in these areas shall promote the maximum safety or aircraft, people, and property, and promote the full utility of the airports.

b. M-AP-2. The height of structures and land use permitted in these areas are of low intensity to reduce population in proximity to the airport and its runways.

c. M-AP-3. The land uses, intensities and heights of structures are limited to those which, for safety purposes, reduce population in the path of aircraft approaching or departing on these runways.

d. M-AP-4. The land uses, intensities and heights of structures are designed to maintain the density of population for safety in areas surrounding the airport.

e. PD and PD-A planned development districts approved for airport-compatible uses.

(7) *Ybor City Historic District.* The purpose of the Ybor City Historic District is to promote and preserve this historic district and its landmarks for the educational, cultural, economic and general welfare of the public through the preservation, protection and regulation of buildings, sites, monuments, structures and other areas of historic interest or importance within the Ybor City area of the city; to safeguard the heritage of our city by preserving and regulating this district and its landmarks, which reflect elements of our cultural, social, economic, political and architectural history; to preserve and enhance the environmental quality and safety of this district and the neighborhoods within it; to strengthen the city's economic base by the stimulation of the tourist industry; to establish, stabilize and improve property values; to foster economic development and manage growth. The Ybor City Historic District consists of the following nine (9) subdistricts:

a. *YC-1 central commercial core.* This subdistrict comprises the cultural, social, shopping and service heart of the Original Ybor City Historic District. The regulations are intended to preserve and enhance the touristic, cultural and economic functions by preserving its rich mixture of land uses, relatively modest intensity of development, low-rise structures and distinctive architecture.

b. *YC-2 residential.* This subdistrict comprises land devoted to residential development, including single-family and multi-family dwellings. The regulations are intended to preserve and conserve this predominately single-family and two-family housing form, and to encourage the development of vacant tracts suitable for residential uses.

c. *YC-3 Hillsborough Community College.* This subdistrict comprises land devoted to and designated for development as part of the Hillsborough Community College and supporting related uses.

d. *YC-4 mixed use redevelopment.* This subdistrict comprises mainly vacant land redesignated for neighborhood redevelopment which will support and enhance the tourists, cultural and economic functions of the Original Ybor City Historic district, providing an urban mixed use core coincident to the revitalization of the district's commercial core.

e. *YC-5 general commercial.* This subdistrict comprises land used and designated for retail and commercial service operations primarily to serve the residents of the immediate area.

f. *YC-6 community commercial.* This subdistrict comprises land devoted to general and intensive commercial uses located on the southern fringes of th district, and which will provide a transition into the industrial uses to the south and east.

g. *YC-7 mixed use.* The purpose of the YC-7 subdistrict is to allow the development of land uses that are consistent with the adopted future land use element of the Tampa Comprehensive Plan, encourage maximum land development opportunities that are well designed, provide for a balanced mixed use development, including residential, which while restricting the more intense commercial and industrial uses, contribute to the appropriate mix of land uses needed to ensure a viable economic base for the historic district.

h. *YC-8 residential.* The purpose of the YC-8 subdistrict is to allow the development of single family detached residential dwellings on relatively large lots in the Expanded Historic District. The regulations are intended to preserve and conserve this predominately single-family housing form, and to encourage the development of vacant tracts suitable for residential uses.

i. *YC-9 site planned controlled.* The purpose of the YC-9 subdistrict is to allow the development of land uses that are in conformance with the adopted future land use element of the Tampa Comprehensive Plan while encouraging well-designed developments that:

1. Are characterized by unique conditions or situations which other zoning districts cannot accommodate including, but specifically not limited to unusual physical or environmental features, transportation, access, etc.; or
2. Include a mixture of appropriate land uses, which may not otherwise be permitted in other districts.

(8) *Central Business District (CBD).* The purpose of the CBD district is to implement the goals of the Center City Plan, a component of the Center City Plan, a component of the Tampa Comprehensive Plan, and to guide development through design regulations to create a public realm of high-quality through the regulation of the physical form of buildings, streets, and open spaces, the form and mass of buildings in relation to one another, and the establishment of a pedestrian-friendly relationship between building facades and the public realm. Refer to section 27-181.1 for provisions related to CBD-1 and CBD-2 zoning subdistricts.

(9) *The Channel District (CD).* The purpose and intent of the Channel District ("CD") is to provide for a growing mixed-use area which lies between and complements the Central Business District and the Ybor City Historic District. The CD provides for a variety of commercial, residential and industrial uses, in conformance with the Tampa Comprehensive Plan, and seeks to guide development according to the district design regulations. Refer to section 27-197 for provisions related to CD-1, CD-2 and CD-3 zoning subdistricts

(10) *Seminole Heights District (SH).* The purpose of the Seminole Heights district is to implement the goals of the Greater Seminole Heights Vision Plan, a component of the Tamp Comprehensive Plan, and to guide development through design regulations to ensure that all development is compatible in form, building and structural orientation, general site layout, height, lot dimensional requirements and other site spatial relationships to the precedent within the established block and generally, the surrounding area. Refer to section 27-211 for provisions related to SH-RS, SH-RS-A, SH-RM, SH-RO, SH-CN, SH-CG, SH-CI, and SH-PD zoning subdistricts.

(11) *Planned development.*

a. PD Planned Development. The purpose of the planned development district (PD) is to allow the development of land uses that are in conformance with the adopted future land use element of the Tampa Comprehensive Plan while encouraging maximum land development opportunities and well-designed developments that:

1. Are characterized by unique conditions or situations which other zoning districts cannot accommodate including, but specifically not limited to unusual physical or environmental features, transportation, access, etc.; or
2. Include a mixture of appropriate land uses which may not otherwise be permitted in other districts.

b. PD-A Planned Development Alternative. The purpose of this alternative review process is to provide conceptual approval for planned development districts involving large-scale developments with a lengthy projected buildout time. The alternative review process allows flexibility within the parameters established by specific stated performance standards.

(12) *University-Community District (U-C).* The purpose of the University Community District shall be to provide for the appropriate development and arrangement of land uses for the University of South Florida and its associated land uses and to assure a development pattern which is compatible with university operations and to further encourage the grouping of those land uses having specific inter-relationships. The intent of the U-C District is to protect and promote the long-term stability of both the university and its accessory uses.

(13) *Mixed use districts.* The purpose of these districts is to allow the development of land uses that are consistent with the Tampa Comprehensive Plan, encourage maximum land development opportunities that are well designed, provide for a balanced mixed use development, including residential and neighborhood scale office and commercial uses, which contribute to the appropriate mix of land uses needed to ensure a viable economic base within Tampa's Urban Villages. Refer to sections 27-212 and 27-212.2 for provisions related to the following zoning subdistricts:

a. *NMU-16:* Mixed use, neighborhood scale office and commercial, and all single-family dwelling types.

b. *NMU-24:* Mixed use, civic, neighborhood scale office and commercial, and all single-family and multi-family dwelling types.

c. *NMU-35:* Mixed use, civic, neighborhood scale office and commercial, and all single-family and multi-family dwelling types.

(14) *PP public parks.* This district is designed to identify and protect those publicly owned parcels used or proposed for park, recreation and open space use.

(b) *Schedule of permitted uses by district.* Except as specifically provided in this chapter, regulations governing the use of land and structures within the various districts in the city shall be as shown in the schedule of permitted uses by district.

The M-AP subdistricts, YC subdistricts, PD and PD-A districts, SH subdistricts, CBD subdistricts, NMU subdistricts, and CD subdistricts are not shown in the following Table 4-1, Schedule of Permitted Uses by District. However, district regulations governing said districts and subdistricts are set forth in this chapter as follows:

M-AP—Article III, Division 2, Subdivision 1

YC—Article III, Division 2, Subdivision 2

PD and PD-A—Article III, Division 3

CBD—Article III, Division 2, Subdivision 3

CD—Article III, Division 2, Subdivision 4

SH—Article III, Division 2, Subdivision 5

NMU—Article III, Division 2, Subdivision 6

The use of land or structures that are not expressly listed in the schedule of permitted uses by district as permitted principal uses or permitted accessory uses are prohibited uses and shall not be established in that district.

Uses listed as permitted special uses may be established in that district only after approval of an application for a special use permit in accordance with the procedures and requirements in Article II, Division 5.

TABLE 4-1

SCHEDULE OF PERMITTED, ACCESSORY, AND SPECIAL USES BY DISTRICT*

***Legend:**
X—Permitted principal use
S1—Special use—Zoning administrator review
S2—Special use—City council review
A—Permitted accessory use
Blank—Prohibited use

Uses	RS-150	RS-100	RS-75	RS-60	RS-50	RM-12	RM-16	RM-18	RM-24	RM-35	RM-50	RM-75	RO[26]	RO-1[26]	OP	OP-1[15]	CN[26]	CG	CI
Use Group A																			
Bed and breakfast						S1	S1	S1	S1	S1	S1	S1	X	X	X	X	X	X	X
Cemetery	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	X	X	X	X	X	X	X
Congregate living facilities:																			
Facilities of 6 or fewer residents [3]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X
Small group care facility	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1		X	
Large group care facility									S1	S1	S1	S1	S1	X	X	X		X	
Dwelling, multiple-family						S1	S1	S1	X	X	X	X		S1	S1	S1	S1	S1	S1
Dwelling, single-family, detached [30]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	S1	S1	S1	S1	S1

Dwelling, single-family, semi-detached [4]						X	X	X	X	X	X	X		X	X	X	S1	S1	S1
Dwelling, single-family, attached [5]						X	X	X	X	X	X	X		S1	S1	S1	S1	S1	S1
Dwelling, two-family						X	X	X	X	X	X	X		X	X	X	S1	S1	S1
Extended family residence	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1
Home occupation	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	A	A	A	A	A	A	A
Private pleasure craft used as residence	S2	S2	S2	S2	S2	S2	S2	S2	S2	S2	S2	S2							
Professional residential facilities:																			
Recovery Home A							S2	S2	S2	S2	S2	S2		S2	S2	S2		S2	S2
Recovery Home B									S2	S2	S2	S2		S2	S2	S2		S2	S2
Residential treatment facility									S2	S2	S2	S2		S2	S2	S2		S2	S2
Life care treatment facility									S2	S2	S2	S2		S2	S2	S2			
Use Group B																			
Accessory use to a permitted principal or special group B use														A	A	A	A	A	A
Clinic															X	X	X	X	X
Club																X	X	X	X
College															X	X		X	X
Community garden, private				S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1
Day care and nursery facility				S2	S2	S2	S2	S2	S1	S1	S1	S1	S1	S1	S1	X	S1	X	X
Day care and nursery facility (numbers limited to 5 children)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Fraternity or sorority															X	X		X	X
Funeral parlor														X	X	X		X	X

Hospital and associated uses																X		X	X
Hotel and motel																X		X	X
Place of religious assembly	S2	S2	S2	S2	S2	S2	S2	S2	S2	X	X	X	S2	S2	X	X	X	X	X
Public cultural facility															X	X	X	X	X
Roominghouse [27]									S2	S2	S2	S2						X	
School	S2	S2	S2	S2	S2	X	X	X	X	X	X	X	S2	X	X	X		X	X
School, vocational																		X	X
School, business															X	X		X	X
School, trade																			X
Security guards quarters															A	A		A	A
Use Group C																			
Accessory use to a permitted principal or special group C use													A	A	A	A	A	A	A
Adult use																			S1
Airport																			X
Air conditioned storage																		S2	X
Alcoholic beverage sales—Craft distillery retail (package only)																		S1/S2 [14]	S1/S2 [14]
Bar or lounge																S1/S2 [18]		S2 [14]	S2 [14]
Bowling alley-12+ lanes (on premises only)															S1/S2 [18]	S1/S2 [18]		S1/S2 [18]	S1/S2 [18]
Convenience retail (package only)																S1/S2 [18]	S1/S2 [18]	S1/S2 [18]	S1/S2 [18]
Craft distillery retail (package only)																S1/S2 [18]		S1/S2 [14]	S1/S2 [14]
Gasoline retail (package only)																S1/S2 [18]	S1/S2 [18]	S1/S2 [18]	S1/S2 [18]

Hotel w/100+ rooms (on premises only)																S1/S2 [18]		S1/S2 [18]	S1/S2 [18]
Large venue (on premises/package)																S2 [14]		S2 [14]	S2 [14]
Motion picture studio																			
Public golf course [19]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Restaurant (on premises only)																S1/S2 [18]	S2 [14]	S2 [14]	S2 [14]
Shopper's goods retail (package only)																S1/S2 [18]		S1/S2 [18]	S1/S2 [18]
Small venue (on premises/package)															S2 [14]	S2 [14]	S2 [14]	S2 [14]	S2 [14]
Sidewalk café															S1 [14]	S1 [14]	S1 [14]	S1 [14]	S1 [14]
Special restaurant (on premises only)																S1/S2 [18]	S1/S2 [18]	S1/S2 [18]	S1/S2 [18]
Specialty retail (package only)																S1/S2 [18]	S1/S2 [18]	S1/S2 [18]	S1/S2 [18]
Temporary (on premises only)	S1 [14]	S1 [14]	S1 [14]	S1 [14]	S1 [14]	S1 [14]	S1 [14]	S1 [14]	S1 [14]	S1 [14]	S1 [14]	S1 [14]	S1 [14]	S1 [14]	S1 [14]	S1 [14]	S1 [14]	S1 [14]	S1 [14]
Appliance and equipment repair																		X	X
Auto rental																A		S1	X
Bank															X	X	X	X	X
Bank, drive-in															S1	S1		S2	S1
Blood donor center																			S2
Catering shop																X	X [25]	X [25]	X
Cigar factory																		X	X
Commercial kitchen																X	X [25]	X [25]	X
Correctional facility																			
Craft distillery																X		X	X
Crematorium																			A [11]
Drive-in window															S1	S1		S2	S1

Drycleaning plant, large																			X
Drycleaning plant, small																X		X	X
Dwelling unit, accessory [17]				S1	S1														
Explosive storage and/or manufacturing																			
Hazardous materials																			
Heliport, helistop																S2			X
Interim parking [8]													X	X	X	X	X	X	X
Junkyard																			
Kennel, large [29]																			X
Kennel, small [28]																X		X	X
Laboratory, dental and medical													A	A	X	X	A	X	X
Landfill																			
Lot, irregular	S2	S2	S2	S2	S2	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1
Maintenance or storage facility																			X
Manufacturing, heavy																			
Manufacturing, light																			X
Marina																		X	X
Material recovery facility																			
Medical marijuana dispensary [16]																X	X	X	X
Medical marijuana processing facility [16]																			
Microbrewery																		X	X
Production limits: Up to 60,000 barrels annually																		X	X

Production limits: >60,000 up to 200,000 barrels annually [20]																			X
Nursing [care facility], convalescent and extended care facility							S2	S2	S1	S1	X	X		S1	S1	X		X	X
Office, business and professional													X	X	X	X	X	X	X
Office, medical													S2	S2	X	X	S2	X	X
Parking, off-street:																			
Principal use	A [9]	A [9]	A [9]	A [9]	A [9]											S1		S1	S1
Accessory use [1]						A	A	A	A	A	A	A	A	A	A	A	A	A	A
Commercial use	S2	S2	S2	S2	S2	S2	S2	S2	S2	S2	S2	S2	S1	S1	S1	S1	S1	S1	S1
Parking, temporary	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1	S1
Personal services									A	A	A	A		A	X	X	X	X	X
Petroleum bulk storage and/or processing																			
Pharmacy													A	A	A	X	X	X	X
Place of assembly																X		X	X
Printing, light															A	X		X	X
Printing and publishing																			X
Public service facility	S2	S2	S2	S2	S2	S2	S2	S2	S2	S2	S2	S2	S2	S2	S2	S2	X	X	X
Public use facility	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Radio/television studio																X		X	X
Recreation facility, commercial:																			
Indoor															X	X		X	X
Outdoor																		S2	S1
Recycling - materials and goods																			

Recreation facility, private	S1	S1	S1	S1	S1	S1	S1	S1	X	X	X	X	S1	X	X	X	X	X	X
Research activity															X	X		X	X
Restaurant																X	X	X	X
Restaurant, drive-in																S1		S2	S1
Retail bakery																X	X [25]	X [25]	X
Retail sales, convenience goods																X	X	X	X
Retail sales, gasoline																X	S1	X	X
Retail sales, lawn and garden shop																S1	S1	S1	X
Retail sales, shopper's goods																X		X	X
Retail sales, specialty goods																X	X	X	X
Reupholstery shop																A		X	X
Special event parking [7]													X	X	X	X	X	X	X
Storage, open [2]																			A [2]
Storefront/residential:																			
Office													X	X	X	X	X	X	X
Commercial																X	X	X	X
Temporary help agency																			S2
Temporary film production [10]	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Transportation service facility																			X
Truck/trailer rental																S2		S2	X
Utility transmission site	S2	S2	S2	S2	S2	S2													S2
Vehicle repair, major																			X
Vehicle repair, minor																		X	X

Vehicle sales and leasing																			X
Vendor, annual or special event (private property)																	S1	S1	S1
Vendor, sports and entertainment													S1	S1	S1	S1	S1	S1	S1
Vendor, temporary [13]															S1	S1	S1	S1	S1
Vermin control and related services																		X	X
Veterinary office																X		X	X
Warehouse and wholesale trade																			X
Warehouse, mini																			X
Wine production, customized																X		X	X

Notes:

1 See section 27-290 for accessory structure requirements.

2 See section 27-282.12 for buffering requirements for open storage.

3 In the RS and RM zoning districts, congregate living facilities of six (6) or fewer residents may not locate within a one-thousand-foot radius of each other.

4 See section 27-282.8 Single-Family, semi-detached design standards., and section 27-282.11 Townhouse lot regulations.

5 See section 27-282.9 Single-family attached design standards., and section 27-282.11 Townhouse lot regulations.

6 The ability to establish a permitted use on a parcel of land is contingent on compliance with all land development regulations, including but not limited to concurrency, drainage, environmental regulations, and parking requirements.

7 See section 27-283.13(b) for special event parking regulations.

8 See section 27-283.13(a) for interim parking regulations.

9 Off-street parking is a permitted accessory use in this zoning district only in those instances when the criteria set forth in section 27-283.13(d) have been satisfied.

10 See section 27-282.17 for regulations applicable to temporary film production. Additionally, the section 271-30 buffer requirements shall not apply to this use.

11 See section 27-282.15 for specific criteria related to crematoriums as accessory uses.

12 See section 27-282.14 for supplemental regulations related to crematoriums as principal uses.

13 Temporary vendor sales may be considered for permit on parcels that are zoned or used for non-residential sales subject to section 27-132 criteria.

14 Refer to Articles II, Division 5 Special Use Permits and IX Alcoholic Beverages for applicable provisions.

15 Proposed single-use developments, excluding those within and subject to the Westshore Overlay District, shall comply with the yard (setbacks and/or build-to lines) and height standards set forth for the CG zoning district, for the following uses: Catering Shop; Craft Distillery; Dry-cleaning Plant, small; Kennel, small; Printing, light; Restaurant, Drive-in; Retail Bakery; all Retail Sales types; Truck/trailer rental; Veterinary Office; Wine production, customized.

16 Refer to section 27-282.29 for supplemental regulations related to this use. Any request to reduce distance requirements set forth in this section, shall be processed as a special use-2 permit (refer to article II, division 5). Requirements of this section shall serve as supplemental special use criteria (refer to section 27-132). Dispensaries in the IG and IH zoning districts may only be an accessory use to a medical marijuana processing facility.

17 The accessory dwelling unit use is limited to the area of the City North of Sligh Avenue, South of Waters Avenue, West of Boulevard, and East of Armenia Avenue.

18 Refer to Articles II, Division 5 Special Use Permits and IX Alcoholic Beverages for applicable provisions. Requests may process as an administrative special use permit (S-1) only when sales meet the specific use standards in section 27-132. If any waivers are needed, the request shall process as an (S-2).

19 Requests for Public Golf Course with alcoholic beverage sales shall adhere to the definition of "Alcoholic beverage classification: Beer, wine, liquor; Public Golf Course" contained in section 27-43.

20 Development sites (zoning lots) for these production limits must contain at least two (2) acres of land.

21 Development sites (zoning lots) for medical marijuana processing facilities in the IG zoning district must contain at least twenty thousand (20,000) square feet. The aggregate floor area for processing facilities on a zoning lot shall not exceed one hundred thousand (100,000) square feet.

22 Reserved.

23 Refer to section 27-282.21 for supplemental regulations related to this use.

24 Refer to section 27-282.22 for supplemental regulations related to this use.

25 Refer to section 27-282.20 for supplemental regulations related to this use.

26 Refer to section 27-164 for supplemental regulations.

27 Refer to section 27-282.24 for applicable provisions.

28 Refer to section 27-282.25 for applicable provisions.

29 Refer to section 27-285.26 for applicable provisions.

30 Refer to section 27-282.28 for applicable provisions.

(c) *Schedule of area, height, bulk and placement regulations.* Except as specifically provided in other sections of this chapter, regulations governing the minimum lot area and width, required front, side and rear yards, floor area ratio, height of structures, area of signs and related matters shall be as shown in the schedule of area, height, bulk and placement regulations.

The M-AP districts, YC subdistricts, PD and PD-A districts, CBD subdistricts, CD subdistricts, SH subdistricts, and NMU subdistricts are not shown in the following Table 4-2 , Schedule of Area, Height, Bulk and Placement Regulations. However, district regulations governing said districts and subdistricts are set forth in this chapter as follows:

M-AP—Article III, Division 2, Subdivision 1

YC—Article III, Division 2, Subdivision 2

PD and PD-A—Article III, Division 3

CBD—Article III, Division 2, Subdivision 3

CD—Article III, Division 2, Subdivision 4

SH—Article III, Division 2, Subdivision 5

NMU—Article III, Division 2, Subdivision 6

TABLE4-2

SCHEDULE OF AREA, HEIGHT, BULK AND PLACEMENT REGULATIONS

				Required Yards (ft.) [13]					
District	Minimum Area (sq. ft.)	Lot Size Width (ft.)	Dwelling Unit (sq. ft.)	Front [14]	Side [15, 16]	Rear Interior Lot/Corner Lot [8]	Corner [8]	Maximum FAR [17]	Maximum Height (ft.) [1]
RS-150	15,000	100	15,000	30	15	20/12	15	—	35

RS-100	10,000	100	10,000	25	7	20/12	15	—	35
RS-75	7,500	75	7,500	25	7	20/12	15	—	35
RS-60	6,000	60	6,000	25	7	20/20	7	—	35
RS-50	5,000	50	5,000	20	7	20/20	7	—	35
RM-12	5,000	50	3,630	25	7	15/15	7	—	35
RM-16	5,000	50	2,723	25	7	15/15	7	—	35
RM-18	5,000	50	2,420	25	7	15/15	7	—	35
RM-24	5,000	50	1,815	25	7	20	7	—	60 [2]
RM-35	5,000	50	1,243	25	7	20	7	—	120 [3]
RM-50	5,000	50	871	25	7	20	7	—	200 [3]
RM-75	5,000	50	580	25	7	20	7	—	n/a [5]
RO	5,000	50	[17]	25	7	20	15	—	35
RO-1	5,000	50	[17]	25	7	20	15	—	35
OP	10,000	60	[17]	25	10	20	25	—	60 [2]
OP-1	10,000	60	[17]	20	10	20	20	—	200 [3]
CN	5,000	60	[17]	20	10	10	20	—	35
CG	10,000	75	[17]	10	10 [12]	10	10	—	45 [6]
CI	10,000	100	[17]	10	0	0	10	—	45 [6]
IG	5,000	50	n/a	10	0	0	10	—	60
IH	5,000	50	n/a	10	0	0	10	—	n/a [4]
U-C	1 acre [9]	100 [10]	n/a	50	25	50	n/a	—	100 [11]

Table 4-2 Notes:

1. Except where lesser height is specified by Hillsborough County Authority regulations.
2. For each foot of building height above thirty (30) feet, the required yards shall be increased by one (1) foot.
3. For each two (2) feet of building height over thirty (30) feet, the required front and corner yards shall be increased by one (1) foot, except that if the zoning lot is immediately adjacent to a residential zoning district, the rear and side yards shall also meet the setback noted above.
4. For each three (3) feet of building height above fifty (50) feet, the required yards shall be increased by one (1) foot.
5. For each four (4) feet of building height above thirty (30) feet, the required yards shall be increased by one (1) foot.
6. Places of assembly in the CG & CI districts may exceed the maximum permitted height provided that for every one (1) foot of height above forty-five (45) feet, all required yards shall be increased by one (1) foot.
7. For the sole purpose of preserving specimen or grand tree(s), building height and yards applicable to the subject lot may be altered without a variance or alternative design exception, as follows:
   a. Up to twenty-five (25) percent reduction for front and corner yards.

b. Up to one (1) foot reduction for side yard.

c. Up to forty (40) percent reduction for rear yard.

d. Up to ten (10) percent increase for building height.

8. The structural edge of the vehicular entrance to the garage, carport or any vehicular storage area must be setback a minimum of eighteen (18) feet from the property line located adjacent to a street for a one-vehicle storage area and ten (10) feet for a two- or more vehicle storage area, provided that the visibility standards of section 27-283.5 are met. Alternative setbacks may be considered by the zoning administrator, or designee, for those structures that access alleys.
9. Public utility substations and structures in the U-C district shall be exempt from the minimum lot area requirements.
10. In the U-C district only, lot width shall be measured along the front property line.
11. For each foot of building height above thirty-five (35) feet, the required yards shall be increased by one (1) foot.
12. The required side yard setback in the CG district is reduced from 10 feet to 0 feet when the side property line abuts a non-residential zoning district.
13. Section 27-284.3.3, buffers and screening may require additional setback for required buffer area.
14. The zoning administrator may approve a reduction or waiver of the required front yard or corner yard setback when the historical pattern of development on the subject block face is less than the current requirement. For properties in a National or Local Historic District or historic conservation overlay district, the zoning administrator shall consult with the appropriate historic district administrator to determine the appropriate front yard or corner yard setback for a parcel. Consideration shall be given to the existing setbacks on the blocks immediately adjacent to the subject property. At no time may the reduction or waiver exceed the average front setback of the two (2) adjacent properties. It will be the responsibility of the party requesting the waiver to provide a survey that identifies the existing setbacks on the adjacent properties. For the replacement of structures on properties located in a National or Local Historic District or historic conservation overlay district, the zoning administrator, after consultation with the appropriate historic district administrator, may approve a reduction or waiver of the required yard setbacks for a principal or accessory structure when such structures are being placed on the subject lot in conformity with the historical and precedent patterns of building setbacks for other similarly situated properties, and only when such replacement structures are being placed on the same building footprint and retain the same residential density or commercial intensity as the original structures.
15. RS-50 and RS-60 side yard setbacks may be altered without a variance for the sole purpose of off-setting the parking area when no garage or carport is provided within the front face of the structure, subject to the following requirements: (i) both side yards combined shall equal fourteen (14) feet; and, (ii) no one (1) side shall be reduced to less than five (5) feet. Additionally, any yard reduced to less than six (6) feet by this provision shall not be permitted to apply for an administrative variance.
16. Allow reduction to five-foot side yard, only when not adjacent to single-family use.
17. Refer to the Tampa Comprehensive Plan for maximum density/floor area ratio ("FAR") limits. For properties seeking bonus density/FAR, refer to section 27-140 for applicable methodology and criteria.

N/A. Not applicable.

(d) *Minimum lot area and density factors.* The following summary Table 4-2.1 shows the district acronyms, the district names, the zoning lot area and density factors required by district. In order to determine density for residential use, the following formula shall be used:

minimum lot area (sq. ft.) density factor	=	total dwelling units

TABLE 4-2.1

Residential Districts		Minimum lot area (sq. ft.)		Density factors (sq. ft.)
Single-Family Districts:				
RS-150	Residential Single-Family	15,000	and	1 d.u./zoning lot
RS-100	Residential Single-Family	10,000	and	1 d.u./zoning lot
RS-75	Residential Single-Family	7,500	and	1 d.u./zoning lot
RS-60	Residential Single-Family	6,000	and	1 d.u./zoning lot

RS-50	Residential Single-Family	5,000	and	1 d.u./zoning lot
Multiple-Family Districts:				
RM-12	Residential Multiple-Family	5,000	and	3,630/d.u.
RM-16	Residential Multiple-Family	5,000	and	2,723/d.u.
RM-18	Residential Multiple-Family	5,000	and	2,420/d.u.
RM-24	Residential Multiple-Family	5,000	and	1,815/d.u.
RM-35	Residential Multiple-Family	5,000	and	1,243/d.u.
RM-50	Residential Multiple-Family	5,000	and	871/d.u.
RM-75	Residential Multiple-Family	5,000	and	580/d.u.
Residential Office Districts:				
RO	Residential Office	5,000	and	5,000/d.u. [2]
RO-1	Residential Office	5,000	and	2,723/d.u. [2]
Office districts:				
OP	Office Professional	10,000	and	1,815/d.u. [2]
OP-1	Office Professional	10,000	and	871/d.u. [2]
Commercial Districts:				
CN	Commercial-Neighborhood	5,000	and	2,500/d.u. [2]
CG [2]	Commercial-General	10,000		[2]
CI [2]	Commercial-Intensive	10,000		[2]
Industrial Districts:				
IG	Industrial-General	5,000		Not applicable
IH	Industrial-Heavy	5,000		Not applicable
General Zoning Site Plan Districts:				
PD [2]	Planned Development	Not applicable		[2]
PD-A [2]	Planned Development Alternative	Not applicable		
Special Districts:				
M-AP airport compatibility districts (Refer also to Article II, Division 2, Subdivision 1):				
M-AP 1, -2, -3, -4	Municipal Airport	10,000		[2]

Ybor City Historic District (Refer also to Article II, Division 2, Subdivision 2):				
YC-1 [2]	Central Commercial Core	1,900		[2]
YC-2 [2]	Residential	2,500		
YC-3 [2]	Hillsborough Community College	6,650		
YC-4 [2]	Mixed Use Redevelopment	1,600		
YC-5 [2]	General Commercial	4,700 [1]		
YC-6 [2]	Community Commercial	2,820		
YC-7 [2]	Mixed Use	2,500		
YC-8 [2]	Residential	4,356		
YC-9 [2]	Site Planned Controlled	Not applicable		
Central Business District (Refer also to Article II, Division 2, Subdivision 3):				
CBD-1, -2 [2]	Central Business District	Not applicable		Not applicable
Channel District (Refer also to Article II, Division 2, Subdivision 4):				
CD-1, -2, -3 [2]	Channel District-1, -2, -3	Not applicable		[2]
Seminole Heights District (Refer also to Article II, Division 2, Subdivision 5):				
SH-RS	Single-family detached residential	5,000		[2]
SH-RS-A	Single-family attached residential	[2]		
SH-RM	Multi-family residential	[2]		
SH-RO	Residential office	5,000		
SH-CN	Office	6,000		
SH-CG	Mixed-use, commercial general	7,500		
SH-CI	Mixed-use, commercial intensive	7,500		
SH-PD	Planned development	[2]		
Neighborhood Mixed Use District (Refer also to Article II, Division 2, Subdivision 6):				
NMU-16, -24, -35	Neighborhood mixed use	5,000		[2]

Notes:

1. Development of single-family attached and semi-detached dwellings is permitted to have a minimum lot area of one thousand six hundred (1,600) square feet.

2. The maximum allowed density is governed by the Tampa Comprehensive Plan.

(Ord. No. 2013-72, § 4, 6-6-2013; Ord. No. 2013-73, § 4, 6-6-2013; Ord. No. 2013-101, § 2, 7-18-2013; Ord. No. 2015-10, § 3, 1-15-2015; Ord. No. 2015-99, § 2, 9-17-2015; Ord. No. 2015-110, § 2, 11-5-2015; Ord. No. 2016-14, § 2, 2-4-2016; Ord. No. 2016-58, § 4, 4-21-2016; Ord. No. 2016-76, § 2, 5-26-2016; Ord. No. 2016-78, § 2, 5-26-2016; Ord. No. 2017-132, § 4, 8-24-2017; Ord. No. 2017-163, § 2, 11-16-2017; Ord. No. 2018-176, § 3, 11-1-2018; Ord. No. 2019-54, § 25, 4-18-2019; Ord. No. 2020-14, § 2, 2-6-2020)

Attachment E-2

City of Tampa

Airport Compatibility District Regulations

Sec. 27-171. - District regulations for M-AP airport compatibility districts.

(a) Tampa International Airport (TIA) and Peter O. Knight Airport in the city are publicly owned by the Hillsborough County Aviation Authority. The Hillsborough County Aviation Authority is required to prepare an Airport Master Plan in compliance with Federal Aviation Authority guidance. The Airport Master Plan is adopted by reference in the city's Comprehensive Plan. The Airport Layout Plan is a component of the Airport Master Plan and is formally approved by the Federal Aviation Authority. The Airport Layout Plan depicts existing facilities and planned development on airport property. It includes runway approach surface drawings and a land use map. Airport Zoning Regulations and Airport Height Zoning Map are adopted and administered by the Hillsborough County Aviation Authority under the provisions of F.S. ch. 333 and Chapter 2012-234, Laws of Florida, as amended. The city's interlocal agreement with Hillsborough County Aviation Authority promotes land use compatibility in the airport environs. The M-AP airport compatibility district shall consist of four (4) subdistricts or sectors. These subdistricts are described as follows:

M-AP-1. Peter O. Knight Airport, Tampa International Airport, and a subdistrict of the M-AP district that includes areas lying within the boundaries of the approach surfaces or zones to runways 10, 28, 19L, 19R, 1L, and 1R at Tampa International Airport (identified on the officially adopted Airport Layout Plan) and lying within five thousand (5,000) feet of the threshold end of each above-mentioned runways. Because these areas are most affected by aircraft traffic, development in these areas shall promote the maximum safety of aircraft, people, and property, and promote the full utility of the airports.

M-AP-2. A subdistrict of the M-AP district that includes areas lying between the approach surfaces or zones for runways 19L and 19R and runways 1L and 1R at TIA and within five thousand (5,000) feet of the nearest threshold end of an above-mentioned runway and those areas lying west of runway 19R-1L at TIA to the west edge of the transitional surface of runway 19R-1L at TIA (as shown on the officially adopted Tampa International Airport Layout Plan) beginning, at the south, at a point five thousand (5,000) feet from the threshold end of runway 1L and running to a point, at the north, five thousand (5,000) feet from the threshold end of runway 19R. The height of structures and land uses permitted in these areas are of low intensity that reduces population in proximity to the airport and its runways.

M-AP-3. A subdistrict of the M-AP district that includes lying within the boundaries of the approach surfaces or zones for runways 19L, 19R, 1L and 1R at TIA and lying beyond five thousand (5,000) feet from the threshold end of the above-mentioned runways. The land uses, intensities and heights of structures are limited to those which, for safety purposes, reduce population in the path of aircraft approaching or departing on these runways.

M-AP-4. A subdistrict of the M-AP district that includes those areas of land not included in subdistricts M-AP-1, M-AP-2 or M-AP-3. The land uses, intensities and heights of structures are designed to maintain the density of population for safety in areas surrounding the airport.

TABLE4-3

(1) SCHEDULE OF M-AP PERMITTED, ACCESSORY, AND SPECIAL USES, MAXIMUM FLOOR AREA RATIO AND MAXIMUM COVERAGE REGULATIONS BY DISTRICT*

***Legend: X—Permitted principal use**
S1—Special use—Zoning administrator review
S2—Special use—City council review
A—Permitted accessory use
Blank—Prohibited use
[#]—Table Footnotes (additional Notes, References, Criteria, Conditions)
n/a—Not applicable

	M-AP-1			M-AP-2			M-AP-3			M-AP-4		
Permitted Uses	**Use[1]**	**FAR**	**Coverage[2] (%)**	**Use[1]**	**FAR**	**Coverage[2] (%)**	**Use[1]**	**FAR**	**Coverage[2] (%)**	**Use[1]**	**FAR**	**Coverag (%)**
Use Group B												
Catering shops[13]	X	.35[10]	40%[11]	X	.35	40%	X	.35	40%	X	.35	40%
Clinic	[9]	[10]	[11]	[9]			X	1.5	50%	X	1.5	50%
Hotel/motel	[9]	[10]	[11]	X	.35[10]	40%[11]				X	1.5	60%
School (college only)	[9]	[10]	[11]	[9]	[10]	[11]				S1	.75	60%
Use Group C												

Adult day care	[9]	[10]	[11]	X	.60[10]	60%[11]	[9]	[10]	[11]			
Airports	X	[10]	[11]	X	.5[10]	60%[11]	[9]	[10]	[11]	X	1.5	60%
Airport-related uses	X	.5[10]	60%[11]	X	.5	60%	X	1.5	60%	X	1.5	60%
Other uses located on land owned by Hillsborough County Aviation Authority	[9]	[10]	[11]	[9]	[10]	[11]	[9]	[10]	[11]	[9]	[10]	[11]
Alcoholic beverage sales[5]												
Convenience retail (package only)[5]	S1/S2[6]	n/a	n/a	S1/S2[6]	n/a	n/a	S1/S2[6]	n/a	n/a	S1/S2[6]	n/a	n/a
Gasoline retail (package only) [5]	S1/S2[6]	n/a	n/a	S1/S2[6]	n/a	n/a	S1/S2[6]	n/a	n/a	S1/S2[6]	n/a	n/a
Hotel w/100+ rooms (on premises only) [5]	S1/S2[6]	n/a	n/a	S1/S2[6]	n/a	n/a	S1/S2[6]	n/a	n/a	S1/S2[6]	n/a	n/a
Large venue (on premises/ package)[5]	S2[6]	n/a	n/a	S2[6]	n/a	n/a	S2[6]	n/a	n/a	S2[6]	n/a	n/a
Restaurant (on premises only) [5]	S1/S2[6]	n/a	n/a	S1/S2[6]	n/a	n/a	S1/S2[6]	n/a	n/a	S1/S2[6]	n/a	n/a
Small venue (on premises/ package)[5]	S2[6]	n/a	n/a	S2[6]	n/a	n/a	S2[6]	n/a	n/a	S2[6]	n/a	n/a
Sidewalk café[3, 5, 6]	S1	n/a	n/a	S1	n/a	n/a	S1	n/a	n/a	S1	n/a	n/a
Special restaurant (on premises only) [5]	S1/S2[6]	n/a	n/a	S1/S2[6]	n/a	n/a	S1/S2[6]	n/a	n/a	S1/S2[6]	n/a	n/a

Specialty retail (package only) [5]	S1/S2[6]	n/a	n/a	S1/S2[6]	n/a	n/a	S1/S2[6]	n/a	n/a	S1/S2[6]	n/a	n/a
Temporary (on premises only) [5]	S1[6]	n/a	n/a	S1[6]	n/a	n/a	S1[6]	n/a	n/a	S1[6]	n/a	n/a
Appliance and equipment repair	X	.5[10]	50%[11]	X	.5[10]	50%[11]	X	1.5	60%	X	1.5	60%
Bank	X	.35[10]	40%[11]	X	.35	40%	X	1.5	60%	X	1.5	60%
Bank, drive-in	X	.35[10]	40%[11]	X	.35[10]	40%[11]	X	1.5	60%	X	1.5	60%
Commercial kitchen[13]	X	.35[10]	40%[11]	X	.35	40%	X	.35	40%	X	.35	40%
Drive-in window	S1[9]	n/a	n/a	S1[9]	n/a	n/a	S1[9]	n/a	n/a	S1[9]	n/a	n/a
Heliport, helistop	[9]	[10]	[11]							X	.5	n/a
Kennel, large[8]	X	.5[10]	50%[11]	X	.5[10]	50%[11]	X	1.5	60%	X	1.5	60%
Kennel, small[7]	X	.35[10]	50%[11]	X	.35[10]	50%[11]	X	.75	60%	X	.75	60%
Maintenance or storage facility	X	1.0[10]	60%[11]	X	1.5[10]	60%[11]	X	1.5	60%	X	1.5	60%
Manufacturing, heavy	X	.5[10]	60%[11]	X	1.5[10]	60%[11]	X	1.5	60%	X	1.5	60%
Manufacturing, light	X	.5[10]	60%[11]	X	1.5[10]	60%[11]	X	1.5	60%	X	1.5	60%
Marina	X	.5[10]	50%[11]	X	.5[10]	50%[11]	X	1.5	60%	X	1.5	60%
Medical marijuana processing facility [12]	X	.5 [10]	60% [11]	X	1.5 [10]	60% [11]	X	1.5	60%	X	1.5	60%
Office, business and professional	X	.35[10]	40%[11]	X	1.5[10]	60%[11]	X	1.5	60%	X	1.5	60%
Office, medical	X	.35[10]	40%[11]	X	1.5[10]	60%[11]	X	1.5	60%	X	1.5	60%

Parking, off-street, principal	S1	.5	75%[11]	S1	.5	75%[11]	S1	1.5	75%	S1	1.5	75%
Parking, off-street, accessory	X	n/a	n/a	X	n/a	n/a	X	n/a	n/a	X	n/a	n/a
Parking, temporary	S1[9]	n/a	n/a	S1[9]	n/a	n/a	S1[9]	n/a	n/a	S1[9]	n/a	n/a
Personal services	S1[9]	.25[10]	40%[11]	S1[9]	.25[10]	40%[11]	S1	.25	40%	S1	.25	40%
Printing, light	X	.25[10]	40%[11]	X	.25[10]	40%[11]	X	.25	40%	X	.25[10]	40%[11]
Printing and publishing	X	.5[10]	60%[11]	X	.5[10]	60%[11]	X	1.5	60%	X	1.5	60%
Public service facility	X	n/a	n/a	X	n/a	n/a	X	n/a	n/a	X	n/a	n/a
Public use facility	X	.35[10]	40%[11]	X	.35[10]	40%[11]	X	1.5	60%	X	1.5	60%
Radio/TV studio	[9]	[10]	[11]	S1[9]	.35[10]	40%[11]						
Radio/TV transmitter site	[9]	n/a	n/a	[9]	n/a	n/a	X	n/a	n/a	X	n/a	n/a
Research activity	X	.35[10]	40%[11]	X	1.5[10]	60%[11]	X	1.5	60%	X	1.5	60%
Restaurant	[9]	[10]	[11]	X	.35[10]	40%[11]	X	.5	60%	X	1.5	60%
Restaurant, drive-in	[9]	[10]	[11]	X	.35[10]	40%[11]	X	.5	60%	X	1.5	60%
Retail bakery[13]	X	.35[10]	40%[11]	X	.35	40%	X	.35	40%	X	.35	40%
Retail sales, convenience goods	X	.25[10]	40%[11]	X	.25[10]	40%[11]	X	.25	40%	X	.25	40%
Retail sales, gasoline	X	.25[10]	50%[11]	X	.25[10]	50%[11]	X	.5	60%	X	.5	60%
Transportation service facility	[9]	[10]	[11]	[9]	[10]	[11]	X	1.5	60%	X	1.5	60%

Vehicle repair, major	X	.25[10]	50%[11]	X	.25[10]	50%[11]	X	.5	60%	X	.5	60%
Vehicle repair, minor	X	.25[10]	50%[11]	X	.25[10]	50%[11]	X	.5	60%	X	.5	60%
Vehicle sales and leasing	X	.5[10]	50%[11]	X	1.5[10]	60%[11]	X	1.5	60%	X	1.5	60%
Veterinary office	X	.35[10]	40%[11]	X	.35[10]	40%[11]	X	1.5	60%	X	1.5	60%
Warehouse	X	1.0[10]	60%[11]	X	1.5[10]	60%[11]	X	1.5	75%	X	1.5	75%
Warehouse—Mini	X	1.0[10]	60%[11]	X	1.5[10]	60%[11]	X	1.5	75%	X	1.5	75%
Wholesale trade	X	1.0[10]	60%[11]	X	1.5[10]	60%[11]	X	1.5	75%	X	1.5	75%

TABLE FOOTNOTES:

[1] Any use which emits light or smoke or which attracts birds, and is incompatible with normal airport operations or endangers public safety is prohibited notwithstanding its listing as a permitted, accessory or special use. In making the determination relating to incompatibility or endangerment, the zoning administrator may request the Hillsborough County Aviation Authority to review and comment regarding the same.

[2] Coverage means maximum lot coverage of buildings.

[3] Subject to sidewalk café permit regulations set forth in chapter 22.

[4] FAR and lot coverage is not applicable for the sidewalk café portion of the development. The principal use of the site shall adhere to the FAR and lot coverage percentages based on the underlying M-AP district.

[5] FAR limits for alcoholic beverage sales in conjunction with another use on this table shall be limited to the maximum FAR listed for the other use.

[6] Refer to Articles II, Division 5, Special Use Permits Procedures and IX Alcoholic Beverages for applicable provisions. Requests for uses marked as "S1/S2" may process as an administrative special use permit (S1) only when sales meet the specific use standards in section 27-132, and if any waivers are needed, the request shall process as an (S2).

[7] Refer to section 27-282.25 for applicable provisions.

[8] Refer to section 27-282.26 for applicable provisions.

[9] Use shall be permitted as a principal or accessory use on Hillsborough County Aviation Authority owned lands within the Tampa International Airport Master Plan/Airport Layout Plan boundaries.

[10] For lands within the Tampa International Airport Master Plan/Airport Layout Plan boundaries, refer to the Tampa Comprehensive Plan Future Land Use designation for maximum FAR.

[11] Coverage maximums shall not apply to lands within the Tampa International Airport Master Plan/Airport Layout Plan boundaries.

[12] Refer to section 27-282.29 for supplemental regulations related to this use. Any request to reduce distance requirements set forth in this section, shall be processed as a special use-2 permit (refer to article II, division 5). Requirements of this section shall serve as supplemental special use criteria (refer to section 27-132).

[13] Refer to section 27-282.20 for supplemental regulations related to this use.

TABLE 4-4

(2) SCHEDULE OF MINIMUM LOT AREA, WIDTH, MAXIMUM HEIGHT AND REQUIRED YARDS

Legend: [#]—Table Footnotes (additional Notes, References, Criteria, Conditions)			
District	Minimum Lot	Required Yards	Maximum Height[1] (feet)

	Area (square feet)	Width (feet)	Front (feet)	Side (feet)	Rear (feet)	
M-AP-1	10,000	100	35	10	10	[2]
M-AP-2	10,000	100	35	10	10	42
M-AP-3	10,000	100	35	10	10	70
M-AP-4	10,000	100	35	10	10	70

[1] All structures and construction or alternation shall comply with Airport Zoning Regulations and Airport Height Zoning Map as adopted and administered by the Hillsborough County Aviation Authority under the provisions of Chapter 333, Florida Statutes and Chapter 2012-234, Laws of Florida, as amended, subject to the interlocal agreement between the City and Hillsborough County Aviation Authority. The regulations provide height limits for structures and objects of natural growth and standards for use of land pursuant to Federal Aviation Authority regulations, that protect arriving and departing aircraft, and to encourage and promote the proper and sound development of areas within the range of terminal navigational aids and radar.

[2] Structure heights shall be controlled by Airport Zoning Regulations and Airport Height Zoning Map as adopted and administered by the Hillsborough County Aviation Authority under the provisions of Chapter 333, Florida Statutes and Chapter 2012-234, Laws of Florida, as amended.

———

(1) Additional criteria regarding the application of regulations within the M-AP district. In addition to the criteria established in Article I, the following criteria are provided to assist in the administration of the M-AP districts:

a. The district regulations outlined in this section are intended to describe regulations for individual uses on a zoning lot. Where an applicant proposes to develop a multiple-tenant building or buildings on a zoning lot and the ultimate users of the buildings are unknown, the following rules shall apply:

1. The applicant must indicate, when applying for a zoning compliance permit, a list of probable uses that may locate on the site;
2. The development of the zoning lot will be governed by the regulations controlling the most restrictive use listed in the applicant's request for a zoning compliance permit; and
3. Actual use or occupancy of the zoning lot when the development is completed shall comply with the data provided in the request for a zoning compliance permit.

b. Accessory uses shall be clearly incidental and subordinate to the permitted or principal use of the zoning lot or structures on the lot. Where occupational licenses are required by other laws in order to perform the accessory use function, the accessory use's incidental and subordinate relationship to the principal use must clearly be demonstrated to the zoning administrator before the accessory use is permitted. Accessory uses, including but not limited to employees' restaurants, snack bars, conference rooms, etc., shall not display signs, maintain access points external to the structure of the principal use or exhibit any characteristics that would imply or suggest that the accessory use is more than incidental or subordinate to the principal use.

c. The regulations for the M-AP districts shall be construed in a manner that does not encourage or advocate the assembly or concentration of people within the districts, unless the purpose is to implement the Tampa International Airport Master Plan/Airport Layout Plan, particularly within the M-AP-1 and M-AP-2 subdistricts. Therefore, within the M-AP districts, assembly halls, meeting centers, theatres and other similar uses that may serve as accessory uses to the principal permitted use and serve as an attraction to users from outside of the districts are prohibited except for those uses which implement the Tampa International Airport Master Plan/Airport Layout Plan. This section should not be interpreted to prohibit general conference and meeting rooms for the occupants.

d. When a zoning lot contains two (2) or more subdistrict designations with different regulations, the zoning administrator shall make all necessary determinations and interpretations to enforce the regulations in a manner consistent with the purpose and intent of the district and other regulations outlined elsewhere in this chapter. However, under no circumstances shall the permitted use or maximum development regulations differ or exceed what is permitted for that portion of the zoning lot.

(b) *Exemption.* Property owned or controlled by the Hillsborough County Aviation Authority and used for airports and airport-related uses shall be exempt from the provisions of this section. Uses not described under airports and airport-related uses or otherwise permitted in the M-AP may be established on land owned by the Hillsborough County Aviation Authority pursuant to the Tampa International Airport Master Plan/Airport Layout Plan, as amended.

(Ord. No. 2013-71, § 2, 6-6-2013; Ord. No. 2013-73, § 5, 6-6-2013; Ord. No. 2015-99, § 3, 9-17-2015; Ord. No. 2017-132, § 5, 8-24-2017; Ord. No. 2018-176, § 4, 11-1-2018)

Attachment E-3

Hillsborough County Aviation Authority

Airport Zoning Regulations

ORIGINAL

At a regular meeting of the Hillsborough County Aviation Authority held in the Boardroom of the Tampa International Airport, Tampa, Hillsborough County, Florida, on the 1st day of June 2017, a quorum of the Authority Board being present, the following Resolution was proposed and seconded, and after being put to a vote, was adopted:

RESOLUTION NO. 2017-37

BE IT RESOLVED BY THE HILLSBOROUGH COUNTY AVIATION AUTHORITY, a public body corporate under the laws of the State of Florida, that the update to the Airport Zoning Regulations for Tampa International, Tampa Executive, Peter O. Knight, and Plant City airports is adopted as presented.

PASSED AND ADOPTED as the official act of the Hillsborough County Aviation Authority at Tampa, Hillsborough County, Florida, this 1st day of June 2017.

STATE OF FLORIDA
COUNTY OF HILLSBOROUGH

MAYOR BOB BUCKHORN, ASST SECRETARY, ASST TREASURER

I, ~~Victor D. Crist, Secretary~~ of the Hillsborough County Aviation Authority, do hereby certify that the above and foregoing is the true and correct Resolution No. 2017-37 adopted by the Authority on the 1st day of June 2017 at a meeting of the Authority where a majority of the Members were present and voted affirmatively for the Resolution. The Resolution is the act and deed of the Authority as duly recorded in the Minute Book of the Authority.

Witness my hand and seal of the Hillsborough County Aviation Authority, this 1st day of June 2017.

BS Buckhorn

~~Victor D. Crist, Secretary~~
MAYOR BOB BUCKHORN
ASST SECRETARY, ASST TREASURER

Airport Zoning Regulations

Tampa International Airport
Tampa Executive Airport
Peter O. Knight Airport
Plant City Airport

Hillsborough County Aviation Authority

June 1, 2017

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SECTION 1

TITLE, AUTHORITY, JURISDICTION, PURPOSE AND FINDINGS

1.01 Title

These Airport Height and Zoning Regulations (Regulations) will be known and cited as "Airport Zoning Regulations for Tampa International Airport, Tampa Executive Airport, Peter O. Knight Airport and Plant City Airport" (collectively the "Airports").

1.02 Authority

The Hillsborough County Aviation Authority is a public body corporate having jurisdiction over all public airports in Hillsborough County. The Authority consists of five members who constitute its Board. The Authority Board has the power to prepare, adopt and enforce these Regulations pursuant to Chapter 333, Florida Statutes and Section 6 (2)(x), Chapter 2012-234, Laws of Florida, as amended, altered or modified from time to time, and such other authorities and provisions established in statutory or common law.

1.03 Jurisdiction

These Regulations apply to all land within Hillsborough County, including land within the City of Tampa, the City of Temple Terrace and the City of Plant City as set forth herein (collectively the "Affected Jurisdictions").

1.04 Findings

The Authority Board hereby finds that:

A. The creation or establishment of an airport obstruction hazardous to the operation of aircraft reduces the navigable airspace available to the region served by the Airports;

B. It is necessary, in the interest of the public health, public safety and general welfare, to prevent the creation of airspace hazards and the use of land incompatible with airport operations;

C. The prevention of these hazards and incompatible land uses should be accomplished, to the extent legally possible, without compensation;

D. Preventing the creation or establishment of hazards and incompatible land uses, as well as the elimination, removal, alteration or mitigation of hazards and incompatible land uses, are public purposes for which the Hillsborough County Aviation Authority may raise and expend public funds;

E. Unmanned Aircraft Systems have the capability to be an Airspace Hazard when operated in close proximity to manned aircraft; and

F. Manned aircraft are generaly prohibited by federal regulation from operating below 500' above ground level except when arriving or departing an Airport.

1.05 Purpose

Based on the findings set forth in Section 1.04, the purposes of these Regulations are as follows:

A. To promote the maximum safety of aircraft using the Airports and/or their respective airspace;

B. To promote the maximum safety of persons and property located near the Airports;

C. To promote the full utility of the Airports to ensure the maximum prosperity, welfare and convenience for the Affected Jurisdictions;

D. To provide limits on the height of structures and objects of natural growth within the primary, horizontal, conical, approach, transitional and terminal instrument procedures surfaces, as defined herein, to ensure proper and sound development of the areas within these surfaces;

E. To discourage new land uses, activities or construction incompatible with existing and planned airport operations or public health, safety and welfare; and

F. To provide administrative procedures for the efficient and uniform review of land development proposals in the areas surrounding the Airports and/or their respective airspace.

SECTION 2

DEFINITIONS AND RULES OF INTERPRETATION

2.01 Definitions

For the purpose of these Regulations, certain words and terms used herein are defined as follows:

1. Affected Jurisdictions. City of Tampa, City of Plant City, City of Temple Terrace and Hillsborough County.
2. Aeronautical Study. A Federal Aviation Administration study, conducted in accordance with standards of 14 C.F.R. part 77, subpart C, and Federal Aviation Administration policy and guidance, on the effect of proposed construction or alteration upon the operation of air navigation facilities and the safe and efficient use of navigable airspace.
3. Aircraft. Any fixed wing or rotorcraft device capable of manned atmospheric flight and requiring a paved, turf or water landing or take-off area.
4. Airport. Any area of land or water designed and set aside for the landing and taking off of aircraft and utilized or to be utilized in the interest of the public for such purpose which, for the purposes of these Regulations, includes Tampa International Airport, Tampa Executive Airport, Peter O. Knight Airport or Plant City Airport.
5. Airport Business Day. 8:00 AM to 5:00 PM EST, Monday through Friday with the exception of Authority Holidays.
6. Airport Elevation. The highest point of an airport's usable landing area measured in feet above mean sea level.
7. Airport Board of Adjustment. The Authority Board, or such other board appointed by the Authority Board, acting pursuant to the terms and provisions of Chapter 333, Florida Statutes, as amended, altered or modified from time to time, created to carry out the obligations set for it in Section 7 of these Regulations.
8. Airport Hazard Prevention Zone. An area defined by the Airport to be given a priority of protection against obstructions and hazards that have a high probability to effect the safety and/or utility of the Airport based on existing and future technological advances to air navigation.

9. Airport Hazard Area. Any area of land or water upon which an airport hazard might be established.

10. Airport Hazard. Any obstruction to air navigation which affects the safe and efficient use of navigable airspace or the operation of planned or existing air navigation and communication facilities.

11. Airport Height Zone. Any area described herein or shown on the Airport Height Zoning Map indicating the height at which a proposal for development, construction, establishment, enlargement or substantial alteration or repair of a structure requires an airport height zoning review .

12. Airport Height Zoning Map. A map depicting the Airport Height Zones, attached hereto and incorporated herein as Attachments A1 – A5.

13. Airport Land Use Compatibility Zoning. Airport Zoning Regulations regulating the use of land adjacent to or in the immediate vicinity of any of the Airports.

14. Airport Layout Plan. A detailed, scaled engineering drawing, contained in an airport's master plan that provides a graphic representation of the existing and future development plan for the airport and demonstrates the preservation and continuity of safety, utility, and efficiency of the airport.

15. Airport Master Plan. A comprehensive plan of an airport which typically describes current and future plans for airport development designed to support existing and future aviation demand.

16. Airport Protection Zoning Regulations. Airport zoning regulations governing airport hazards.

17. Department. The Department of Transportation as created under Florida Statutes § 20.23.

18. Landfill. Has the same meaning as provided in Florida Statutes § 403.703.

19. Obstruction. Any existing or proposed structure, or object of natural growth that exceeds federal obstruction standards as contained in 14 CFR §§ 77.17 (formerly 77.23), 77.19 (formerly 77.25), 77.21 (formerly 77.28), and 77.23 (formerly 77.29), as amended, altered or modified from time to time. Obstruction includes obstruction as defined by § 333.01 (12) in Florida Statues.

20. Airport Surface. Any surface established and described in these Regulations used to evaluate whether an application for an Airport height zoning permit or any existing or proposed structure or object of natural growth complies with federal obstruction standards as contained in 14 CFR §§ 77.17 (formerly 77.23), 77.19 (formerly 77.25), 77.21 (formerly 77.28), and 77.23 (formerly 77.29), as amended, altered or modified from time to time; and terminal instrument procedures as contained in Federal Aviation Administration Order 8260.3, entitled United States Standards for Terminal Instrument Procedures, as amended, altered or modified from time to time.
21. Airport Surveillance Radar (or ASR). A radar used for air traffic management.
22. Airport Users. Aircraft operators and owners who are tenants at any of the Airports or who have use agreements with the Authority for the operation of aircraft at these airports.
23. Airport Zoning Director. The Assistant Vice President of Planning and Development of the Authority, or designee, who shall be responsible for administering and enforcing these Regulations.
24. Airspace Hazard. Any structure, object of natural growth, or use of land which would exceed federal obstruction standards as contained in 14 CFR §§ 77.17 (formerly 77.23), 77.19 (formerly 77.25), 77.21 (formerly 77.28), and 77.23 (formerly 77.29), as amended, altered or modified from time to time, and which affects the utility of the airport or obstructs the airspace required for the flight of aircraft in taking off, maneuvering or landing or which is otherwise hazardous to such taking off, maneuvering or landing of aircraft and for which no person has previously obtained a permit or variance pursuant to these Regulations. Includes Airport Hazard.
25. Authority. The Hillsborough County Aviation Authority.
26. Authority Board. The Board of the Hillsborough County Aviation Authority.
27. Avigation Easement. A conveyance of airspace over another property for use by the Airport.
28. County. Hillsborough County, Florida.
29. Day-night Average Sound Level (DNL). The 24-hour average sound level, in decibels, for the period from midnight to midnight, computed with the addition of ten decibels to sound

levels for the periods between midnight and 7 a.m. and between 10 p.m. and midnight, local time.

30. Educational Facility. Any structure, land, or use thereof that includes a public or private kindergarten through twelfth grade school, charter school, magnet school, community college campus, college campus, or university campus. Educational Facilities do not include space used for educational purposes within a multitenant building, Flight Schools, Aircraft Mechanic Schools, Avionic Schools, or similar aviation related facilities.

31. Electromagnetic Interference (or EMI). Any frequency interference to air navigation, radio communication and/or surveillance facilities or equipment.

32. Existing Nonconforming Use. Any structure, object of natural growth or use of land that does not conform to the provisions of these Regulations or any amendments thereto as of the effective date of such Regulation or amendment.

33. Federal Aviation Administration (or FAA). The United States federal agency charged with regulating air commerce to promote its safety, encouraging and developing civil aviation, air traffic control and air navigation and promoting the development of a national system of airports.

34. Noise Contour Map. A scaled, geographic depiction representing average annual noise levels summarized by lines connecting points of equal noise exposure emanating from an airport's airfield.

35. Noise Exposure Map. An FAA-approved scaled, geographic depiction of an airport, its noise contours and surrounding land use within the 65 DNL contour area developed in accordance with criteria specified by the FAA in 14 CFR Part 150, or equivalent standard, as amended, altered or modified from time to time.

36. Noise Level Reduction. The reduction of noise, measured in decibels, from the outdoor level to the indoor level through noise attenuation in design and construction.

37. Non-Precision Instrument Runway. A runway having an existing instrument approach procedure utilizing air navigation facilities with only lateral guidance or area type navigation equipment, for which a straight-in non-precision instrument approach procedure has been approved or planned on an FAA planning document or approved airport layout plan.

38. Object of Natural Growth. Any organism of the plant kingdom, including a tree.

39. Person. Any individual, firm, co-partnership, corporation, company, association, joint-stock association or body politic, including any trustee, receiver, assignee or other similar representative thereof.

40. Political subdivision. Any county, municipality, town, village, or other subdivision or agency thereof, or any district or special district, port commission, port authority, or other such agency authorized to establish or operate airports in the state.

41. Public-use Airport. An airport, publicly or privately owned, licensed by the State, which is open for use by the public.

42. Precision Instrument Runway. A runway having an existing instrument approach procedure utilizing air navigation facilities or an Instrument Landing System with lateral and vertical guidance or area type navigation equipment, for which a straight-in precision instrument approach procedure has been approved or planned, and for which a precision approach is planned or indicated on an FAA planning document or approved airport layout plan.

43. Real Property. A lot, parcel, tract of land or water together with any structure, object of natural growth or natural feature located thereon.

44 Runway. A defined area on an airport prepared for landing and takeoff of Aircraft along its length.

45. Runway Protection Zone. Area at the end of a Runway designed to enhance the protection of people and property on the ground; the dimensions of which are based on aircraft category and visibility minimums defined in FAA Advisory Circular 150/5300-13, entitled Airport Design, as amended, altered or modified from time to time.

46. Structure. Any permanent or temporary object constructed, erected, altered, or installed, including but not limited to buildings, antenna, towers, smoke stacks, utility or light poles, overhead transmission lines, advertising signs, billboards, poster panels, fences, construction cranes, derricks, draglines, boom-equipped machinery, balloons, kites, watercraft and retaining walls.

47. Substantial Modification. Any repair, reconstruction, rehabilitation, or improvement of a structure when the actual cost of the repair, reconstruction, rehabilitation, or improvement of such structure equals or exceeds 50 percent of the market value of such structure.

48. Temporary Structure. Construction equipment or apparatus used for construction of a permanent structure or to repair, replace, or move equipment as needed, not to exceed a period of 18 months.

49. Terminal Instrument Procedures (or TERPS). Criteria for terminal instrument procedures for arriving and departing aircraft as established in FAA Order 8260.3, entitled United States Standards for Terminal Instrument Procedures, as amended, altered or modified from time to time.

50. Unmanned Aircraft (UA). An aircraft that is operated without the possibility of direct human intervention from within or on the aircraft.

51. Unmanned Aircraft System (UAS). An ummanned aircraft and associated elements (including communication links and the components that control the unmanned aircraft) that are required for the pilot in command to operate the UA.

2.02 Abbreviations

For the purpose of these Regulations, certain abbreviations will have the following meanings:

A. AMSL. Above mean sea level.

B. AGL. Above ground level.

C. FDOT. Florida Department of Transportation.

D. FAA. Federal Aviation Administration.

E. FCC. Federal Communications Commission.

2.03 Rules of Interpretation

Unless the natural construction of the wording indicates otherwise, all words used in the present tense include the future tense; all words in the plural number include the singular number; all words in the singular number include the plural number and all words of the masculine gender include correlative words of the feminine and neuter genders. Any reference herein to a rule,

statute, regulation or other legal requirement or form shall also include any modification, amendment, alteration or replacement thereof subsequent to the effective date hereof.

SECTION 3

ZONES AND HEIGHTS REQUIRING PERMIT REVIEW, AIRPORT SURFACES AND PERMIT PROCEDURES

3.01 Zones and Heights Requiring Review for an Airport Height Zoning Permit

In order to regulate the height of permanent and temporary structures and objects of natural growth, this Section establishes a review process for permitting requirements in certain zones based on height. These zones, and the heights established for each zone, provide for the independent review by the Authority of the height of land development proposals over which the Affected Jurisdictions may have jurisdiction to regulate, as well as objects of natural growth. No structure or object of natural growth that would exceed the height for the zone in which it is located or is proposed to be located may be developed, constructed, established, enlarged, substantially altered or repaired, approved for construction, issued a natural resources permit or building permit, or planted, allowed to grow or be replanted, unless either the Airport Zoning Director or his designee has reviewed the proposal in accordance with Sections 3.05 and 3.06 below and issued a notice of compliance or a height zoning permit and variance. The zones and heights are depicted on the Airport Height Zoning Map, attached hereto and incorporated herein as Attachments A1 – A5, and are defined as follows:

A. Zone A. That area within the County limits extending outward 20,000 feet from the ends and sides of each runway as depicted on the Airport Height Zoning Map as Zone A. The height for Zone A is that height as extended outward and upward from the nearest point of the nearest runway at a slope of 1 foot vertically to 100 feet horizontally outward to 20,000 feet, identified on the Height Zoning Map in AMSL increments or 200 feet AGL whichever is lowest.

B. Zone B. That area within the County limits outside of Zones A, C1, C2 and C3 as depicted on the Airport Height Zoning Map as Zone B. The height for Zone B is 200 feet above ground level.

C. Zones C1, C2 and C3. That area surrounding Tampa International Airport that could potentially impact that Airport's terminal instrument procedures as depicted on the Airport Height Zoning Map as Zones C1, C2 and C3. The height for Zone C1 is 180 feet AMSL. The height for Zone C2 is 180 feet AMSL. The height for Zone C3 is 210 feet AMSL.

3.02 Airport Height Zoning Permit Application Procedure

A request for an airport height zoning permit may be initiated by filing with the Airport Zoning Director a completed application for an airport height zoning permit, on a form prescribed by the Authority, including a copy of FAA Form 7460-1, Notice of Proposed Construction or Alteration filed with the FAA, as required pursuant to 14 CFR §§77.17 (formerly 77.23) and 77.9 (formerly 77.13), as amended, altered or modified from time to time. Any request exceeding FAA Notice Criteria as determined under 14 CFR §77.9 (formerly 77.13) or the height limits depicted on the Height Zoning Map established under Section 3.01 and shown in Attachments A1 – A5 must obtain a review by the Zoning Director or his designee. Request that exceed height requirements under Sections 3.05 and 3.06 of the Height Zoning Regulations or FAA Regulations 14 CFR §77.17 (formerly 77.23) and/or 77.19 (formerly 77.25) must seek a height zoning permit and variance. An FAA determination resulting from the submittal of a Notice of Proposed Construction or Alteration does not preclude the requirement to obtain an airport height zoning permit from the Authority. A separate application for an airport height zoning permit must be submitted for permanent or temporary derricks, draglines, cranes and other boom-equipped machinery to be used during construction or installation at heights greater than the height of the proposed structure. Applications for an airport height zoning permit must be signed by the owner or an authorized agent of the owner.

3.03 Pre-Application Conference Procedure

Prior to the submittal of any application for an airport height zoning permit, a prospective applicant should request a pre-application conference with the Airport Zoning Director or designee. The pre-application conference is to advise the applicant of the information needed for submittal and the standards and other requirements so that issues can be identified and costly modifications avoided. Information provided as a result of the conference is for conceptual purposes only. This meeting is given solely as a means to assist the applicant, and does not take the place of the formal application review process.

3.04 Processing of Airport Height Zoning Permit Application

A. Review of Height Zoning Permit

An application for an airport height zoning permit for a permanent structure exceeding obstruction standards must contain: i) a copy of the final determination by the FAA of the applicant's Notice of Proposed Construction or Alteration and ii) a site survey, with an FAA accuracy code of 1A, which certifies the site coordinates and elevations with an accuracy of +/- 20-feet horizontal and +/- 3-feet vertical (all site coordinates must be based on North American Datum of 1983 and National Geodetic Vertical Datum of 1988, as may be amended, altered or modified from time to time). Additional information that may be required at the request of the Zoning Director or designee include: i) site plans; ii) elevation drawings; and iii) other data as may be necessary to enable the Airport Zoning Director or designee to determine whether or not the proposal will comply with these Regulations. Upon receipt of a completed application and copy of the final determination from the FAA, the Airport Zoning Director or designee will review the application for consistency with the height limits and screening criteria as set forth in Sections , 3.05, 3.06 and 3.07 herein.

B. Review of Temporary Permits.

Temporary structures will be evaluated in accordance with existing runway and airspace constraints as amended, altered or modified from time to time. Temporary structures exceeding height limits or obstruction standards as specified under Sections 3.05 or 3.06 may qualify for a

Temporary Permit as specified under Section 7.17. Temporary structures that do not exceed 72 hours may be considered as an emergency use. Required documentation for a temporary permit will be in accordance with Section 7.17. If the temporary structure exceeds TERPS standards it must have an FAA determination or an agreed upon operating procedure issued by the Authority before any permit can be approved.

C. Determination.

Within a period of 20 calendar days from receipt of a completed application and final determination by the FAA, the Airport Zoning Director will either approve or disapprove the application. The Airport Zoning Director may consider an application for an airport height zoning permit concurrently with the development plan approval consideration by the local government with jurisdiction. An incomplete application will be deemed abandoned 180 days after filing, unless pursued in good faith ("Abandonment Period"). The Airport Zoning Director may grant one extension of 180 days. The extension must be requested in writing prior to the expiration of the Abandonment Period and justifiable cause demonstrated by factual information supported by a sworn affidavit or other reliable information.

3.05 Airport Surfaces

There are hereby created and established certain airport surfaces in order to evaluate whether any existing or proposed structure or object of natural growth complies with federal obstruction standards as contained in 14 CFR §§ 77.17 (formerly 77.23), 77.19 (formerly 77.25), 77.21 (formerly 77.28), and 77.23 (formerly 77.29), as amended, altered or modified from time to time; Obstacle Clearance Requirements in accordance with AC 150/5300-13 Appendix 2, as amended, altered or modified from time to time: and terminal instrument procedures as contained in FAA Order 8260.3, entitled United States Standards for Terminal Instrument Procedures, as amended, altered or modified from time to time. The airport surfaces are hereby specified for the most precise approach existing or planned for each runway and include all of the land lying beneath the airport surface, as applied to each airport. Except as otherwise provided in these Regulations, no application for an airport height zoning permit may be approved; no structure may be

developed, constructed, established, enlarged, substantially altered or repaired, approved for construction or issued a natural resources permit or building permit; and no object of natural growth may be planted, allowed to grow or be replanted, in any airport surface at a height above the height limit established herein for the airport surface in which the structure or object of natural growth is located or proposed to be located. Such height limits will be computed from mean sea level elevation, unless otherwise specified. The primary, horizontal, conical, approach and transitional airport surfaces are illustrated on the drawing of Civilian Airport Imaginary Surfaces incorporated herein as Attachment B and illustrated in FAA Order JO 7400.2, entitled Procedures for Handling Airspace Matters, as amended, altered or modified from time to time, and are defined as follows:

A. Primary Surface. That area longitudinally centered on a runway at grade and extending 200 feet beyond each end of that runway with a width as specified herein for each runway. The height limit for any structure or object of natural growth within the primary surface is the height of the nearest point on the runway centerline. The width of the primary surface for each runway is hereby established as follows:

1. Tampa International Airport
    a. Runway 19R-01L: 1,000 feet
    b. Runway 19L-01R: 1,000 feet
    c. Runway 10-28: 500 feet
    d. Future Runway 17-35: 1,000 feet
2. Tampa Executive Airport
    a. Runway 05-23: 1,000 feet
    b. Runway 18-36: 500 feet
3. Peter O. Knight Airport
    a. Runway 04-22: 500 feet
    b. Runway 18-36: 500 feet
4. Plant City Airport
    a. Runway 10-28: 500 feet

B. Horizontal Surface. That area surrounding each airport the outer boundary of which is constructed by swinging arcs of radii specified herein for each runway and connecting the adjacent arcs by lines tangent to those arcs. The radius of the arc specified for each end of a runway will have the same arithmetical value. That value will be the higher determined for either end of the runway. When a 5,000-foot arc is encompassed by tangents connecting two adjacent 10,000-foot arcs, the 5,000-foot arc will be disregarded on the construction of the perimeter of the horizontal surface. The height limit for any structure or object of natural growth within the horizontal surface is 150 feet above the airport elevation. The radius of each arc for each runway is hereby established as follows:

1. Tampa International Airport
    a. Runway 19R-01L: 10,000 feet
    b. Runway 19L-01R: 10,000 feet
    c. Runway 10-28: 10,000 feet
    d. Future Runway 17-35: 10,000 feet
2. Tampa Executive Airport
    a. Runway 05-23: 10,000 feet
    b. Runway 18-36: 5,000 feet
3. Peter O. Knight Airport
    a. Runway 04-22: 5,000 feet
    b. Runway 18-36: 5,000 feet
4. Plant City Airport
    a. Runway 10-28: 10,000 feet

C. Conical Surface. That area extending outward from the periphery of the horizontal surface for a distance of 4,000 feet. The height limit for any structure or object of natural growth within the conical surface is 150 feet above the airport elevation at the inner boundary with the allowable height increasing 1 foot vertically for every 20 feet of horizontal distance.

D. Approach Surface. That area longitudinally centered on the extended centerline of a runway and extending outward from each end of each runway's primary surface. The inner width and horizontal length of the approach surface for each runway is hereby established as provided herein for each end of a runway based on the type of approach currently designated or planned for that runway in the future.

1. Inner Width of Approach Surface. The inner width of the approach surface for each runway is hereby established to be the same width as the primary surface.

2. Horizontal Length of Approach Surface. The horizontal length of the approach surface for each runway is hereby established as follows:

a. Tampa International Airport

(1) Runway 19R: 50,000 feet

(2) Runway 19L: 50,000 feet

(3) Runway 01R: 50,000 feet

(4) Runway 01L: 50,000 feet

(5) Future Runway 17: 50,000 feet

(6) Future Runway 35: 50,000 feet

(7) Runway 28: 10,000 feet

(8) Runway 10: 10,000 feet

b. Tampa Executive Airport

(1) Runway 23: 50,000 feet

(2) Runway 05: 10,000 feet

(3) Runway 36: 5,000 feet

(4) Runway 18: 5,000 feet

c. Peter O. Knight Airport

(1) Runway 04: 5,000 feet

(2) Runway 22: 5,000 feet

(3) Runway 18: 5,000 feet

(4) Runway 36: 5,000 feet

d. Plant City Airport

(1) Runway 10: 10,000 feet

(2) Runway 28: 10,000 feet

3. Outer Width of Approach Surface. The outer width of the approach surface for each runway expands uniformly from the primary surface to a width as follows:

a. Tampa International Airport

(1) Runway 19R: 16,000 feet

(2) Runway 19L: 16,000 feet

(3) Runway 01R: 16,000 feet

(4) Runway 01L: 16,000 feet

(5) Future Runway 17: 16,000 feet

(6) Future Runway 35: 16,000 feet

(7) Runway 28: 3,500 feet

(8) Runway 10: 3,500 feet

b. Tampa Executive Airport

(1) Runway 23: 16,000 feet

(2) Runway 05: 3,500 feet

(3) Runway 36: 1,250 feet

(4) Runway 18: 2,000 feet

c. Peter O. Knight Airport

(1) Runway 04: 1,250 feet

(2) Runway 22: 2,000 feet

(3) Runway 18: 1,250 feet

(4) Runway 36: 2,000 feet

d. Plant City Airport

(1) Runway 10: 3,500 feet

(2) Runway 28: 3,500 feet

4. Height Limits of Approach Surface. The height limit for any structure or object of natural growth within the approach surface is the same as the runway end height at the inner edge and with the allowable height increasing with horizontal distance outward from the inner edge as follows:

   a. Tampa International Airport

      (1) The height limit within the approach surface increases 1 foot vertically for every 50 feet of horizontal distance for the first 10,000 feet and then 1 foot vertically for every 40 feet of horizontal distance for an additional 40,000 feet for the following runways:

         (a) Runway 19R

         (b) Runway 19L

         (c) Runway 01R

         (d) Runway 01L

         (e) Future Runway 17

         (f) Future Runway 35

      (2) The height limit within the approach surface for Runway 28 increases 1 foot vertically for every 34 feet of horizontal distance.

      (3) The height limit within the approach surface for Runway 10 increases 1 foot vertically for every 34 feet of horizontal distance.

   b. Tampa Executive Airport

      (1) The height limit within the approach surface for Runway 23 increases 1 foot vertically for every 50 feet of horizontal distance for the first 10,000 feet and then 1 foot vertically for every 40 feet of horizontal distance for an additional 40,000 feet.

      (2) The height limit within the approach surface for Runway 05 increases 1 foot vertically for every 34 feet of horizontal distance.

      (3) The height limit within the approach surface increases 1 foot vertically for every 20 feet of horizontal distance for the following runways:

         (a) Runway 36

(b) Runway 18

c. Peter O. Knight Airport. The height limit within the approach surface increases 1 foot vertically for every 20 feet of horizontal distance for the following runways:

(1) Runway 04

(2) Runway 22

(3) Runway 18

(4) Runway 36

d. Plant City Airport. The height limit within the approach surface increases 1 foot vertically for every 34 feet of horizontal distance for the following runways:

(1) Runway 10

(2) Runway 28

E. Transitional Surface. That area extending outward from the sides of the primary surface and approach surface connecting to the horizontal surface. The height limits for any structure or object of natural growth within the transitional surface is the same as the primary surface or approach surface at the boundary line where it adjoins and increases at a rate of 1 foot vertically for every 7 feet horizontally, with the horizontal distance measured at right angles to the runway centerline and extended centerline, until the height equals the height of the horizontal surface, conical surface or end of approach surface.

F. Obstacle Clearance Surfaces – Protection of approach and departure surfaces in accordance with runway end siting requirements as specified in AC 150/5300-13 Appendix 2, as amended, altered or modified from time to time.

G. TERPS Surfaces. Those surfaces as defined by the FAA Order 8260.3, entitled United States Standards for Terminal Instrument Procedure, as amended, altered or modified from time to time. Any structure or object of natural growth within the TERPS surfaces will be evaluated by the FAA and the Airport Zoning Director pursuant to FAA Order 8260.3.

H. One Engine Inoperative (OEI) Surfaces. The OEI surface will only be established at Tampa International Airport for Runways 01L, 01R, 19R, and 19L. The surface begins at the end of the Runway with an inner width of 600 feet and outer width of 6,000 feet. It extends outward 1 foot vertically for every 62.5 feet horizontal for a distance of 21,600 feet.

3.06 Objects Affecting Navigable Airspace

Any existing or proposed structure or object of natural growth that exceeds the standards for identifying and evaluating aeronautical effect as defined in, FAA Order JO 7400.2, entitled Procedures for Handling Airspace Matters, is presumed to be a hazard to air navigation unless an obstruction evaluation study determines otherwise. Any structure or object of natural growth in violation of these standards will be evaluated by the FAA and the Airport Zoning Director to determine if the structure has a substantial adverse effect on navigable airspace affecting airport operations.

3.07 Supportive Screening Criteria

A. Antenna Installations. Antenna installations used to transmit over navigable airspace may produce a harmful electromagnetic interference (EMI) with navigation aids or radio communications of aircraft, airport or air traffic control facility. An antenna installation must comply with the permitting requirements of this Section unless the antenna is to be co-located on an existing structure and:

1. The antenna does not increase the height of the existing structure;
2. The structure has a current no hazard determination on file with the FAA; and
3. The transmission of the antenna has been coordinated and approved by the Federal Communications Commission (FCC).

B. Mitigation of EMI. Notwithstanding Section 3.07(A), if an antenna system operating in the designated frequency bands causes EMI, the Authority or FAA will contact the antenna's operator. The operator must mitigate the EMI in a timely manner, as recommended by the FAA in each particular case. The operator must eliminate harmful EMI either by adjusting operating parameters, or by ceasing transmissions, as may be required by the FCC or the

FAA. Failure to provide successful EMI mitigation techniques may result in referral to the FCC's Enforcement Bureau for possible enforcement action.

C. Airport Surveillance Radar (ASR). Any structure or object of natural growth meeting the following criteria must be evaluated by the FAA for interference with the ASR:

1. Any structure within a 1,500 foot radius of the ASR facility;
2. Any structure, freestanding or guyed metal tower, above-ground utility line, water tower, elevated highway, overpass or bridge within 1 mile of the ASR facility;
3. Any structure, except temporary construction equipment, beyond 1 mile of the ASR facility penetrating a .25 degree screening angle beginning at the elevation of the ASR feeder horn; or
4. Any temporary pivot or horizontal crane within a 2,500 foot radius of the ASR facility.

If the FAA determines that such proposed structure or object of natural growth will adversely affect the utilization of the ASR, the Airport Zoning Director will not approve an application for an airport height zoning permit. If the FAA determines that such proposed structure or object of natural growth will not adversely affect the utilization of the ASR, the Airport Zoning Director may approve an application for an airport height zoning permit, if such structure or object of natural growth will not exceed the height limits established for the airport surfaces as set forth in Section 3.05 and the standards for navigable airspace referenced in Section 3.06 and will not otherwise constitute an airspace hazard.

D. Airport Hazard Prevention Zones. Any permanent structure or object of natural growth exceeding the criteria established under Sections 3.05 and 3.06 within an Airport Hazard Prevention Zone, attached hereto and incorporated herein as Attachments C1 – C5, would be considered an unfavorable obstruction and determined by the Airport Zoning Director or designee to be a potential hazard or have substantial adverse effect on navigable airspace affecting future Airport operations. Each Zone has a priority of importance assigned to assist in evaluating obstructions in accordance with provisions established under Sections 3.08 and 7.06. The following zones represent varying levels of potential adverse risk or impact to Airport operations and each zone will be provided different

levels of scrutiny commensurate with that varying level of risk. Those zones and the priorities for evaluation are as follows:

1. Zone HP1 – Permanent structures that fall within Zone HP1 would be given a priority 1 status which would be provided a heightened degree of scrutiny in order to insure that Zone HP1 is free of obstructions in accordance with Sections 3.05 and 3.06 to secure the existing and future utility of the Airport. The reason for the heightened degree of scrutiny is that obstructions within Zone HP1 have the ability to affect existing and future approach design capabilities resulting in a loss of utility to the Airport and an increasing risk to people and property on the ground. This area contains the runway protection zone and a portion of the approach and departure zones at critical stages of flight. Proposed obstructions within Zone HP1 are highly discouraged and would require the Authority to circulate the petition and recommendation to Airport users for comment prior to a variance hearing. Upon receipt of the petition the users will have up to 14 days to respond.
2. Zone HP2 – Permanent structures that fall within Zone HP2 would be given a priority 2 status which would be provided a heightened degree of scrutiny in order to insure that Zone HP2 is free of obstructions in accordance with Sections 3.05 and 3.06 to secure the existing and future utility of the Airport. The reason for the heightened degree of scrutiny is that obstructions within Zone HP2 have the ability to affect existing and future approach design capabilities resulting in a loss of utility to the Airport. This area contains a portion of the approach and departure zones at critical stages of flight. Proposed obstructions within Zone HP2 are discouraged but may be considered for a variance after evaluating the potential impact to Airport utility and any safety critical impacts associated with or directly attributed by the proposed obstruction. The request may require the Authority to circulate the petition to Airport users at the discretion of the Airport Zoning Director or designee, in which case the Airport users have 14 days to respond.
3. Zone HP3 – Permanent structures that fall within Zone HP3 would be given a priority 3 status which would be provided a heightened degree of scrutiny in order to insure

that Zone HP3 is free of obstructions in accordance with Sections 3.05 and 3.06 to secure the existing and future utility of the Airport. Obstructions within Zone HP3 should be evaluated based on the following criteria to be considered for a variance:

i. A safety critical condition warrants approval.
ii. An unnecessary financial hardship would result that may lead to abandonment of the project.
iii. The proposed structure is fixed by function for public safety or aviation good.
iv. There are no operational impacts that would affect the safety of aircraft operations.

E. Shielding

1. Shielding is a method that may be used by the Zoning Director or his designee to determine if a structure or object of natural growth that exceeds obstruction standards, impacts aeronautical operations and procedures.

a) Consideration. Shielding is one of many factors that must be considered in determining the physical effect a structure or object of natural growth may have upon aeronautical operations and procedures. Good judgment, in addition to the circumstances of location and flight activity, will be considered in determining whether proposed or existing structures or object of natural growth would be physically shielded.

b) Principle. The principle in applying the shielding guidelines is whether the location and height of the structures or object of natural growth is such that aircraft, when operating with due regard for the shielding structure, would not collide with that structure.

c) Limitations. Application of the shielding effect is limited to:

i. The physical protection provided by existing natural terrain, topographic features, or surface structures or object of natural growth of equal or greater height than the structure under study; and

ii. The structure or object of natural growth providing the shielding protection is of a permanent nature and there are no plans on file with the FAA for the removal or alteration of the structure or object of natural growth.

d) Guidelines. Any proposed construction of or alteration to an existing structure is normally considered to be physically shielded by one or more existing permanent structure(s), natural terrain, or topographic feature(s) of equal or greater height if the structure under consideration is located:

i. Not more than 500 feet horizontal distance from the shielding structure(s) and in the congested area of a city, town, or settlement, provided the shielded structure is not located closer than the shielding structure(s) to any heliport or airport located within 5 miles of the structure.

ii. Such that there would be at least one such shielding structure situated on at least three sides of the shielded structure at a horizontal distance of not more than 500 feet.

iii. Within the lateral dimensions of any runway approach surface but would not exceed an overall height above the established airport elevation greater than that of the outer extremity of the approach surface, and located within, but would not penetrate, the shadow plane of the shielding structure.

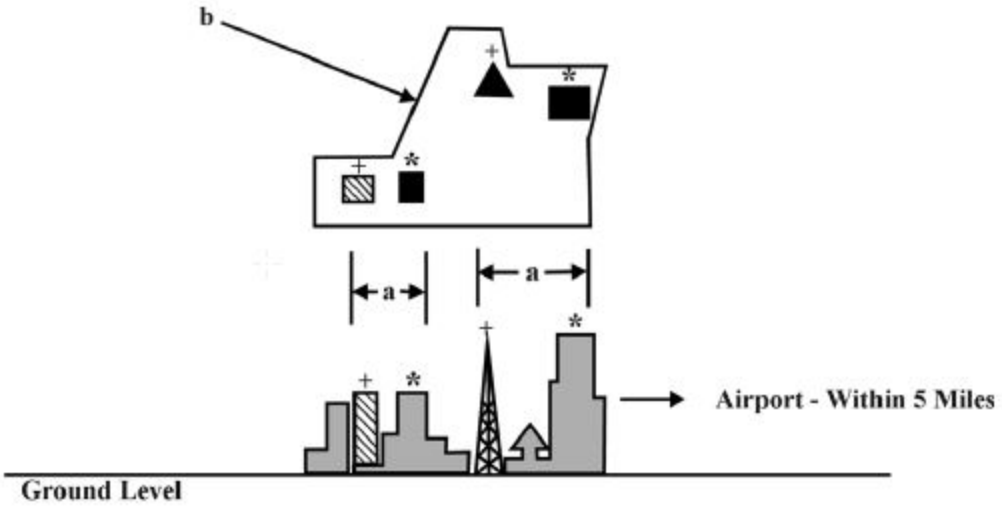
e) Considering shadow plane -The term “shadow plane” means a surface originating at a horizontal line passing through the top of the shielding structure at right angles to a straight line extending from the top of the shielding structure to the end of the runway. The shadow plane has a width equal to the projection of the shielding structure's width onto a plane normal to the line extending from the top and center of the shielding structure to the midpoint of the runway end. The shadow plane extends horizontally outward away from the shielding structure until it intersects or

reaches the end of one of the imaginary approach area surfaces, see FIG 6-3-12 - FIG 6-3-15 in accordance with FAA Order JO 7400.2K CHG 1.

f) FAA Flight Procedures, will make the final determination before applying shielding criteria for structures that penetrate precision approach surfaces.

FIG 6–3–12

STANDARDS FOR DETERMINING SHIELDING: CONGESTED PART OF CITY, TOWN, OR SETTLEMENT



\+ **Shielded Object**

* **Shielding Object**

a Not More Than 500 Feet

FIG 6–3–13
STANDARDS FOR DETERMINING SHIELDING

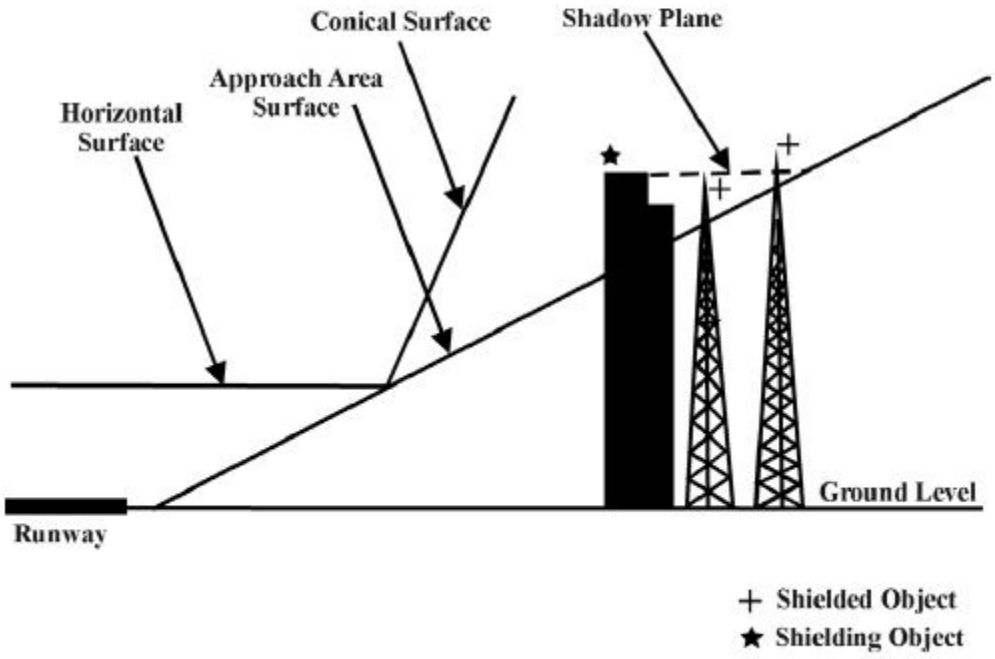


FIG 6–3–14
STANDARDS FOR DEVELOPING SHIELDING: PERSPECTIVE OF A SHADOW PLANE

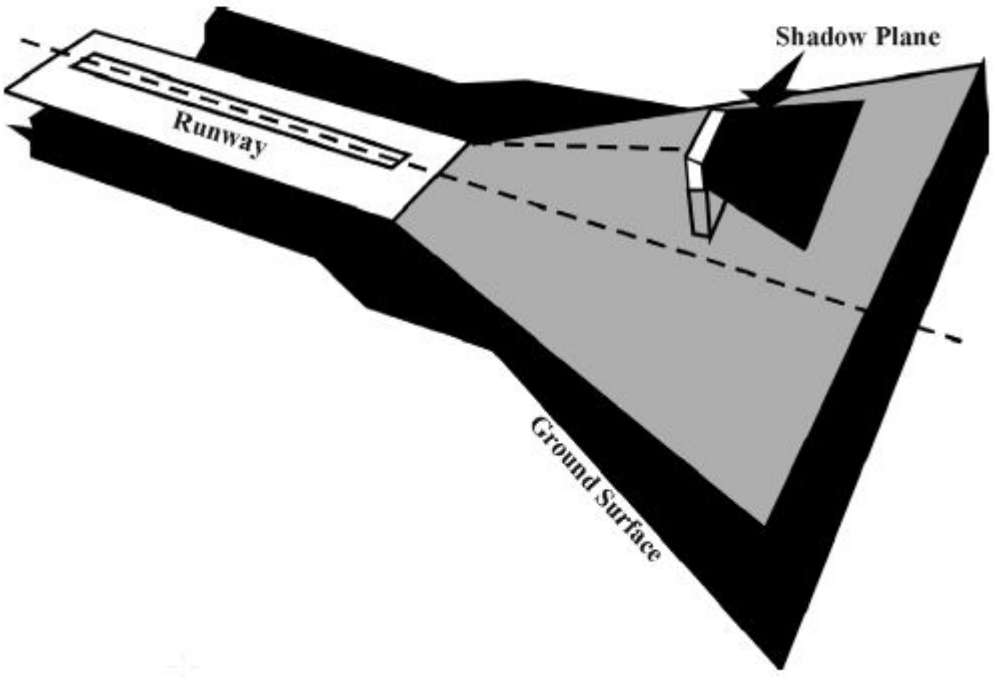
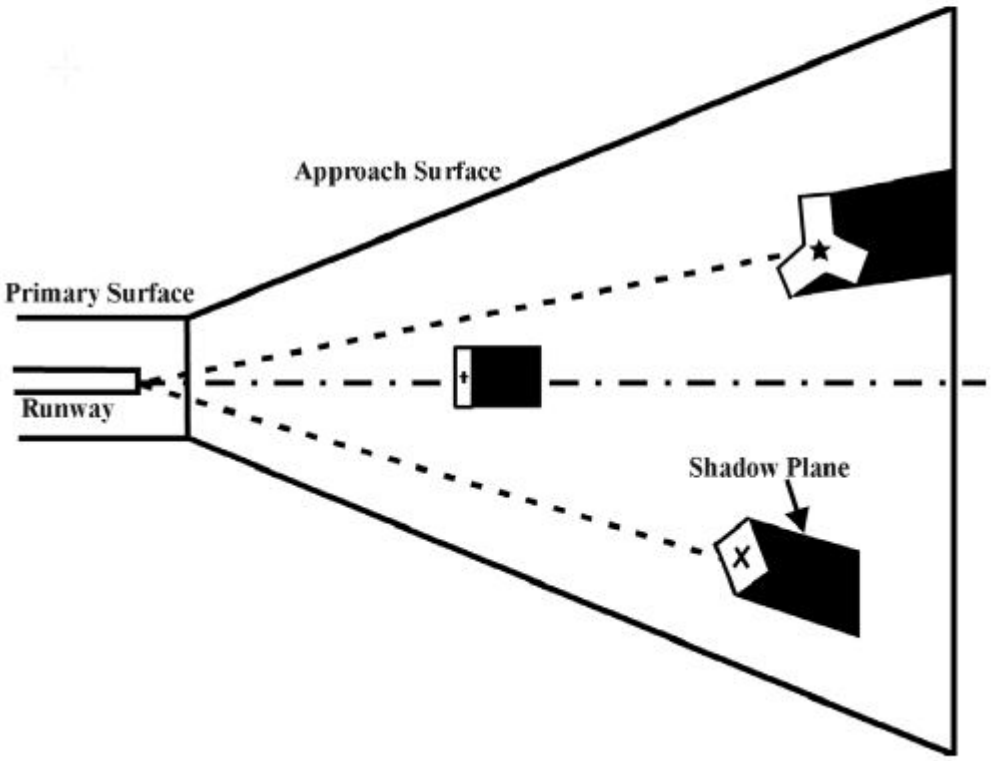


FIG 6–3–15
STANDARDS FOR DETERMINING SHIELDING: EXAMPLES OF SHADOW PLANES



3.08 Criteria for Reviewing Airport Height Zoning Permit Applications

A. Approval. No application for an airport height zoning permit will be approved solely on the basis that the FAA has issued a determination of no hazard to air navigation under a valid aeronautical study. If the FAA has issued a determination that the proposed structure will not constitute an airspace hazard and the applicant has established by clear and convincing evidence provided to the Airport Zoning Director that the proposed structure or object of natural growth will not exceed the height limits established for the airport surfaces as set forth in Section 3.05 and the standards referenced in Section 3.06 and will not otherwise constitute an airspace hazard, or have an impact on airport operations, the Airport Zoning Director will approve an application for an airport height zoning permit. In the event of approval, the permit will be issued within 5 Airport Business Days. No airport zoning height permit will be issued after the expiration date indicated on the FAA's final determination. Each airport height zoning permit will specify an expiration date as a condition. Development authorized by the permit must commence prior to the permit's expiration date and must continue without interruption in good faith until development is complete; otherwise it shall lapse. After a permit has been issued, no change, modification, alteration or deviation may be made in the proposed structure or object of natural growth that would deviate from the terms or conditions of the permit without first obtaining a modification of the permit. A modification may be applied for in the same manner as the original permit.

B. Disapproval. The Airport Zoning Director will not approve an application for an airport height zoning permit if:

1. The FAA has issued a determination that the proposed structure or object of natural growth would constitute an Airspace Hazard or
2. The Airport Zoning Director has determined that the proposed structure or object of natural growth would exceed the height limits established for the Airport Surfaces as set forth in Section 3.05 or the standards referenced in Section 3.06, unless a Variance has been granted by the Board of Adjustment.

Notwithstanding the foregoing, the Airport Zoning Director may issue a temporary permit in accordance with Section 7.06 and Section 7.17 of these Regulations. Any decision of the

Airport Zoning Director disapproving an airport height zoning permit application may be appealed as prescribed in Section 7.05 herein.

C. Extensions. If there are no changes being requested to the existing Height Zoning Permit the Airport Zoning Director or designee can issue a written extension of the Height Zoning Permit after reviewing the existing permit to confirm that no changes are being requested and that the original approval of all heights, locations, and conditions is still valid by an FAA approved extension letter or new FAA determination. A new Permit with an expiration date will be issued with a date not to exceed 18 months from the date of the expiration of the original Height Zoning Permit or based on the FAA's revised expiration date issued in the extension letter or new determination, whichever is shorter. The review process will take into account any changes to criteria that may have been amended, altered or modified since the original review. If there are any changes required to the original review the applicant will be required to file a new application and request a new FAA determination.

3.09 Hazard Marking and Lighting

If a structure or object of natural growth is located within two nautical miles of an Airport or if recommended by the FAA, the Airport Zoning Director may require, as a condition of approval of an application for an airport height zoning permit, the applicant to install prior to the issuance of a certificate of occupancy, and to operate and maintain, at the applicant's own expense, such marking and/or lighting on the permitted structure as may be necessary to indicate to aircraft pilots the presence of the structure or object of natural growth. Such marking and lighting must conform to the specific standards in FAA Advisory Circular 70-7460-1, entitled Obstruction Marking and Lighting, and Section 14-60.009, Florida Administrative Code, as may be amended, altered or modified from time to time.

3.10 Permit Required in Addition to Those Issued by Other Agencies

A permit required by these Regulations is in addition to any other building, zoning, environmental or occupancy permits required by any other governmental agency or jurisdiction.

3.11 Rules of Interpretation

A structure or object of natural growth located in more than one of the described Airport Height Zones or under an Airport Surfaces must comply with the most restrictive height limit or surface. In the event a conflict arises between an Airport Surface and the regulations as set forth in 14 CFR §§ 77.17 (formerly 77.23), 77.19 (formerly 77.25), 77.21 (formerly 77.28), and 77.23 (formerly 77.29), as may be amended, altered or modified from time to time, and terminal instrument procedures as contained in FAA Order 8260.3, entitled United States Standards for Terminal Instrument Procedures, as may be amended, altered or modified from time to time, the most restrictive regulation will prevail.

SECTION 4

LAND USE

4.01 Land Use Compatibility Reviews

The Airport Zoning Director will review and provide comments, as part of the development review process of the Affected Jurisdictions, on the following types of land uses or conditions in compliance with Chapter 333, Florida Statutes, as may be amended, altered or modified from time to time:

A. Any facility that utilizes a smoke stack or steam vent greater than 24 inches in diameter that produces smoke or steam and which interferes with the vision of pilots or aircraft lift located within 10,000 feet of the nearest point of any runway used or planned to be used by turbojet, turboprop piston powered aircraft.

B. Any facility that utilizes high energy or light beam devices, such as spot lights, strobe lights or laser lights, projected or directed in a plane greater than 45 degrees above the ground as measured from the light source, and for which such energy or light transmission is not fully contained within a structure or absorbing or masking vessel,

and that either misleads or obscures the vision of pilots or interferes with navigation signals or airfield lights of any airport.

C. Any hazardous wildlife attractants (as defined in FAA Advisory Circular 150/5200-33B) in the following areas:

1. Within 10,000 feet of the nearest point of any runway used or planned to be used by turbojet or turboprop aircraft; or
2. Within 5,000 feet of the nearest point of any runway used or planned to be used only by piston-type aircraft.

D. Any educational facility or residential construction in the following areas:

1. Where the Authority operating a public-use airport has conducted a noise study in accordance with the provisions of 14 CFR Part 150, or where the Authority has established noise contours pursuant to another public study approved by the FAA, as may be amended, altered or modified from time to time.
2. Where a noise study has not been conducted for an Airport, any educational facility or residential construction within an area contiguous to the Airport measuring one-half the length of the longest runway on either side of and at the end of each runway centerline.

E. Any incompatible uses or substantial modification to existing incompatible uses, within the runway protection zone of an Airport, as defined by 14 CFR §151.9(b), as may be amended, altered or modified from time to time

4.02 Airport Compatibility Zoning

The City of Tampa has established the MA-P airport compatibility districts, the City of Plant City has established the MA-P airport-industrial district and Hillsborough County has established the SPI-AP airport districts to limit the type, arrangement and intensity of uses of land within such zoning districts. The purposes of the MA-P and SPI-AP zoning districts are to minimize the adverse effects of aircraft operations on uses, real property, structures and occupants of areas likely to be affected and to enable the Airports to operate effectively and safely and in accordance with the provisions of each agency's comprehensive plan. The Airport Zoning Director will

oppose any variance or rezoning which could have an adverse effect upon the development or use of the Airports or which could diminish the protection and promotion of the public use of the Airports. The regulations of the MA-P and SPI-AP zoning districts, including all sub-districts and sub-areas of the zoning districts, as adopted by the City of Tampa, the City of Plant City and Hillsborough County are hereby supplemented by the following regulations:

A. Development Review. All land development proposals within MA-P and SPI-AP zoning districts, including all sub-districts and sub-areas of the zoning districts, must be reviewed by the Airport Zoning Director for compatibility with the Airports. Land development proposals for the purposes of this subsection include but are not limited to applications for rezonings, special use permits, conditional use permits, variances, site development plans, commercial site plans, plats, large scale developments, development agreements, subdivisions, community development districts, developments of regional impact, land annexations or amendments thereto. Any comprehensive plan updates or amendments, community plans, land use map amendments and evaluation assessment report updates affecting the MA-P and SPI-AP zoning districts also must be reviewed by the Airport Zoning Director.

B. Review Criteria. The following criteria will be considered, when relevant, by the Airport Zoning Director in reviewing land development proposals and providing the Airport Compatibility Determination as described below:

1. Public Safety. The Airport Zoning Director will consider the public's health and safety. In applying this criterion, the Airport Zoning Director will consider the uses listed in this subsection to be a special concern given the increased potential for significant harm. Those land uses not specifically listed in this subsection will be evaluated based on their similarity to the uses listed herein and to the extent to which they embody a similar degree of risk of harm.

    a. Educational facilities, excluding aviation school facilities;

    b. Hospitals and nursing homes, excluding clinics;

    c. Places of worship;

    d. Residential;

e. Assembly halls, meeting centers, training classrooms, theatres, and other similar land uses, which by their nature attract or encourage the gathering, assembly or concentration of people;

f. Above-ground storage, distribution or manufacture of flammable, explosive, toxic, radioactive, biohazardous or other hazardous materials;

g. Land uses that produce smoke, steam, glint, glare or other interference with the vision of pilots;

h. Digital billboards: and

I. Wildlife preserves or habitats created for either aesthetics or mitigation.

2. Noise Exposure. The Airport Zoning Director will consider if the proposed development is located in the 65 average DNL contour (or future noise level prescribed by the FAA) as depicted in the Airport's noise exposure map in accordance with the provisions on 14 CFR Part 150 or equivalent standard (noise contour map contained in the Airport's current master plan). The average DNL is the standard metric for determining the cumulative exposure of individuals to noise based on the 24-hour average noise level, in decibels, for the period from midnight to midnight, obtained after the addition of 10 decibels to noise levels for the periods between midnight and 7 a.m. and between 10 p.m. and midnight, local time, as averaged over a span of one year. In evaluating this criterion, the Airport Zoning Director will use the information identifying land uses that are normally compatible or incompatible with various levels of noise exposure contained in Table 1-Land Use Compatibility with Yearly Day-Night Average Sound Levels of 14 CFR Part 150 as may be amended, altered or modified from time to time. If more than one land use is proposed, evaluation of compatibility will be based on that use most adversely affected by noise. Those land uses not specifically listed in Table 1 will be evaluated based on their similarity to noise tolerance and compatibility with normal aircraft or airport operations as exhibited by the land uses which are listed in the Table.

C. Airport Compatibility Determination. Based on the review of the criteria in Section 4.02(B), the Airport Zoning Director will issue a determination within 10 Airport Business Days of receipt of the land development proposal as to whether the land use is:

1. Compatible without conditions. With the exception of height, the Airport Zoning Director will not oppose any land development proposal determined to be compatible with an Airport;
2. Not compatible. The Airport Zoning Director will oppose any land development proposal determined to be incompatible with an Airport; or
3. Compatible with conditions. The Airport Zoning Director or designee will not oppose any land development proposal determined to be compatible with an Airport subject to the conditions that the height is acceptable and a certain noise level reduction will be achieved through incorporation of noise attenuation into the design and construction of the proposed structure, or an avigation easement and/or release of liability signed by the property owner and tenant in a form acceptable to the Authority will be executed and recorded in the property records of the County, or both conditions.
    a. Noise Level Reduction Condition. A condition requiring noise level reduction must be achieved through incorporation of noise attenuation into the design and construction of the proposed structure by a combination of building design, choice of building materials and construction techniques in accordance with established architectural and acoustic principles. The noise level reduction requirements will apply to all occupied rooms having one or more exterior walls or ceilings, when furnished in accordance with the intended final usage of the room. The Airport Zoning Director may require certified professional documentation or other appropriate evidence to substantiate claims of noise level reduction performance. The local government granting final approval of the finished building construction may require, at the expense of the owner, field tests by a qualified acoustic consultant to verify the noise level reduction of the building.

b. Avigation Easement and/or Release of Liability Condition. A condition requiring execution and recording of an avigation easement and/or release of liability must be achieved before rezoning approval, release of a development site plan, recording of a final plat or issuance of a building permit or certificate of occupancy by the applicable local government with jurisdiction, as determined by the Airport Zoning Director.

4.03 Reckless Endangerment by UAS

Anyone operating a UAS above 400' AGL or at any height above the runway protection zones depicted on Attachments D1 - D5 is engaging in reckless endangerment unless the UAS operation is authorized by the FAA and the UAS is operated in acordance with all FAA rules, regulation guidance and advisory circulars. It shall be a violation of the Height Zoning Regulations for any person in the County to use land to operate a UAS above 400' AGL or to operate a UAS at a height above the runway protection zones depicted on Attachments D1 – D5 unless the UAS operation is authorized by the FAA and the UAS is operated in acordance with all FAA rules, regulation guidance and advisory circulars.

SECTION 5

EXISTING NONCONFORMING USE

5.01 Existing Nonconforming Use

Any structure, object of natural growth or use of land existing before the effective date of the Height Zoning Regulation that made the use non-conforming or April 1, 2010, whichever is later, which exceeds any height limit established herein or otherwise fails to comply with any provision of these Regulations, is hereby declared to be an existing nonconforming use and in violation of these Regulations.

5.02 Change of Existing Nonconforming Use

No existing nonconforming use may be (1) enlarged, increased in height, expanded, replaced, substantially altered or repaired at a cost which exceeds 50 percent of the value of the existing nonconforming use within any 5 year period (2) rebuilt or (3) allowed to grow higher or to be replanted, unless the Airport Zoning Director has issued an airport height zoning permit or the Airport Board of Adjustment has issued a variance in conformance with these Regulations.

5.03 Continuance of Existing Nonconforming Uses

A. Existing Nonconforming Uses. Except as provided in Sections 5.02, 5.04 or 5.05 herein, nothing in these Regulations will be construed to require removal, lowering, alteration, sound conditioning or other change to or interfere with a nonconforming use in existence before the effective date of the Height Zoning Regulation that made the use nonconforming or April 1, 2010 whichever is earlier. The continuation of any existing nonconforming use will be governed by the Regulations in effect on the date of the creation of the existing nonconforming use, except as provided in Sections 5.02, 5.04 or 5.05 herein. A property or structure loses its nonconforming use status if the property is abandoned for a period of more than 3 continuous years. An object of natural growth becomes non-conforming on the date it exceeds any height limit established by the Regulations or otherwise fails to comply with the Regulations, or April 1, 2010 whichever is later.

B. Existing Nonconforming Educational Facilities. Except as provided in Sections 5.04 or 5.05 herein, nothing in these Regulations will be construed to require removal, alteration, sound conditioning or other change to or interfere with the continued use, modification or adjacent expansion of any educational facility in existence on or before July 1, 1993, or be construed to prohibit the construction of any new educational facility for which a site has been determined as provided in former Section 235.19, Florida Statutes as of July 1, 1993.

5.04 Existing Nonconforming Use Declared an Airspace Hazard

A. Declaration of Airspace Hazard. In the event the Airport Zoning Director determines an existing nonconforming use constitutes an airspace hazard, the Airport Zoning Director will petition the Airport Board of Adjustment, upon due notice to the owner of the existing nonconforming use or the real property on which it is located, to declare the existing nonconforming use to be an airspace hazard and to compel the owner to lower, remove, trim, reconstruct, equip or otherwise alter the existing nonconforming use to conform to these Regulations. Upon receipt of a petition to declare an existing nonconforming use to be an airspace hazard, the Airport Board of Adjustment will conduct a public hearing pursuant to these Regulations after due notice to the owner. At such hearing the property owner and any other affected person shall have an opportunity to be heard and to present evidence. If, after a public hearing, the Airport Board of Adjustment determines an existing nonconforming use constitutes an airspace hazard, the Airport Board of Adjustment will compel the owner, at the owner's own expense, to lower, remove, reconstruct, equip or otherwise alter the airspace hazard as necessary to conform to these Regulations.

B. Failure to Remove Airspace Hazard. If the owner neglects or refuses to comply (or to promptly commence and diligently pursue compliance) with such order within 30 calendar days after notice thereof or such time set forth in the order, the Authority may proceed to lower, remove, reconstruct, equip or otherwise alter the airspace hazard and assess the cost and expense thereof on the airspace hazard or the real property whereon the airspace hazard is or was located. Unless such assessment is paid within 90 calendar days from the service of notice thereof upon the owner of the airspace hazard or the real property whereon the airspace hazard is or was located, the sum shall be a lien on said airspace hazard and real property, which will bear interest thereafter at the greater of: (i) the applicable Judgment interest rate as set by the Florida Chief Financial Officer.; or (ii) rate of six percent per annum until paid. Said lien will be collected in the same manner as taxes on real property are collected by the County, or at the option of the Authority said lien may be enforced in the manner provided for the enforcement of liens by Chapter 85, Florida Statutes.

5.05 Abandoned or Deteriorated Existing Nonconforming Use

A. Declaration of Abandoned or Deteriorated Existing Nonconforming Use. In the event the Airport Zoning Director determines an existing nonconforming use is abandoned or more than 80 percent torn down, destroyed, deteriorated or decayed, no permit will be issued that would allow such existing nonconforming use to exceed the applicable height limit or otherwise deviate from these Regulations; and whether application is made for a permit under these Regulations or not, the Airport Zoning Director may petition the Airport Board of Adjustment, upon due notice to the owner of the existing nonconforming use or the owner of the real property on which it is located, to compel the owner to lower, remove, reconstruct, equip or otherwise alter the abandoned, destroyed, deteriorated or decayed nonconforming use as may be necessary to conform to these Regulations. Upon receipt of such petition, the Airport Board of Adjustment will conduct a public hearing pursuant to these Regulations after due notice to the owner. At such hearing the property owner and any other affected person shall have an opportunity to be heard and to present evidence. If, after a public hearing, the Airport Board of Adjustment determines the existing nonconforming use to be abandoned, or more than 80 percent torn down, destroyed, deteriorated or decayed, the Airport Board of Adjustment will compel the owner, at the owner's own expense, to lower, remove, reconstruct, equip or otherwise alter the existing nonconforming use as may be necessary to conform to these Regulations.

B. Failure to Remove Abandoned or Deteriorated Existing Nonconforming Use. If the owner neglects or refuses to comply with such order within 30 calendar days after notice thereof, the Authority may proceed to lower, remove, reconstruct, equip or otherwise alter the structure or use and assess the cost and expense thereof on the structure or the real property whereon it is or was located. Unless such assessment is paid within 90 calendar days from the service of notice thereof upon the owner of the Structure or Real Property where the Structure is or was located, the sum will be a lien on said Structure and Real Property, which will bear interest thereafter at the greater of: (i) the applicable Judgment interest rate as set by the Florida Chief Financial Officer; or (ii) rate of six percent per annum

until paid. Said lien will be collected in the same manner as taxes on real property are collected by the County, or at the option of the Authority said lien may be enforced in the manner provided for the enforcement of liens by Chapter 85, Florida Statutes. Whenever the provisions of this Section are carried out, the nature and extent of abandonment, destruction, deterioration or decay will be fully and adequately documented and said documentation will be placed within the official records of the Airport Board of Adjustment.

5.06 Objects of Natural Growth (Including Trees)

A. Priority. Object of natural growth trimming priority will be determined and evaluated based on the following areas of concern:
   1. Approach Surfaces
   2. Approach Transitional Surfaces
   3. Transitional Surfaces
   4. Horizontal Surface

B. Benchmarking. Object of natural growth height will be benchmarked by stereo imagery taken on or before the following dates as applied to each of the Airports:
   1. Tampa International Airport – October of 2013
   2. Tampa Executive Airport – May of 2012
   3. Peter O Knight Airport – April of 2014
   4. Plant City Airport – April of 2014

C. Trimming and Removal. Whenever possible, the Airport Zoning Director will endeavor to negotiate with property owners to permit the Authority to trim or remove objects of natural growth that exceed the height limits contained herein. In the event negotiation is unsuccessful and the object of natural growth is an Airspace Hazard, the Airport Zoning Director will follow the procedure contained in Section 5.04 and elsewhere in these Regulations to eliminate the Airspace Hazard.

SECTION 6

ADMINISTRATION, ENFORCEMENT AND REMEDIES

6.01 Administration

The provisions of these Regulations will be interpreted, administered and enforced by the Airport Zoning Director. The duties of the Airport Zoning Director will include that of hearing and deciding all permits and all other matters under these Regulations except any of the duties or powers herein delegated to the Airport Board of Adjustment. The Airport Zoning Director will coordinate the administration of these Regulations with the appropriate departments of the Affected Jurisdictions and FDOT. The Airport Zoning Director will transmit applications for action by the Airport Board of Adjustment in accordance with these Regulations.

6.02 Enforcement

In the event of a violation of these Regulations or an order, ruling or permit issued hereunder, the Airport Zoning Director will provide a citation in writing to the owner of the real property on which the violation is located and/or the person perpetrating the violation. Such citation will be notice and will indicate the nature of the violation and order the owner or perpetrator to lower, remove, reconstruct, equip or otherwise alter the structure or object of natural growth or otherwise cease the violation in order to correct or abate the violation within a period of time set forth in the citation.

6.03 Remedies

A. Penalty. Each violation of a regulation, order, ruling or permit issued hereunder constitutes a misdemeanor of the second degree punishable as provided in Florida Statutes. Each day a violation continues to exist will constitute a separate offense. Any person who violates, disobeys, omits, neglects or refuses to comply with, or who resists the enforcement of any of the provisions of these Regulations or an order, ruling or permit issued hereunder, upon conviction in the County court, will be fined not more than $500.00 for each offense, or by

imprisonment in the County jail for not more than six months, or by both fine and imprisonment.

B. Judicial Relief. In addition to the provisions of Section 6.03(A), the General Counsel or Assistant General Counsel of the Authority is hereby authorized to institute in any court of competent jurisdiction an action on behalf of the Authority to prevent, restrain, correct or abate any violation of these Regulations, or of any order or ruling made in connection with the administration or enforcement of these Regulations, and the court will adjudge to the Authority such relief, by way of injunction or otherwise, which may be mandatory or otherwise, as may be proper under all the facts and circumstances of the case in order to fully effectuate the purposes of these Regulations and any order or ruling made pursuant thereto.

C. Cumulative Penalties. The remedies provided in this Section are cumulative in nature such that seeking a civil penalty pursuant to Section 6.03(A) does not preclude the Authority from seeking alternative relief, including an order for abatement or injunctive relief pursuant to Section 6.04(B), in the same or separate action.

SECTION 7

AIRPORT BOARD OF ADJUSTMENT

7.01 Appointment

The Authority Board will constitute the Airport Board of Adjustment. The Authority Board, however, may establish by duly adopted resolution a separate Airport Board of Adjustment pursuant to Section 333.10, Florida Statutes as may be amended, altered or modified from time to time. The Airport Board of Adjustment will have and exercise all the powers permitted by the provisions of Chapter 333, Florida Statutes, this Section and all other laws governing its activities and procedures. The Authority Board may establish such rules of procedure or other processes to assist the Airport Board of Adjustment in carrying out its obligation hereunder, including but not limited to the creation of an appropriately qualified Hearing Officer or Hearing Master to receive and analyze the submission of evidence and to provide recommendation on same to the Airport Board of Adjustment. Such Hearing Officer or Hearing Master may be appropriately compensated, if permitted by applicable law. Such process may result in limitations on the public hearing process before the Airport Board of Adjustment, but only if the Hearing Officer or Hearing Master process has a full and open public hearing in taking evidence and testimony to be used in determining its recommendations to the Airport Board of Adjustment.

7.02 Compensation

The members of the Airport Board of Adjustment will receive no compensation for services provided hereunder, but will be reimbursed by the Authority for out-of-pocket expenditures made in connection with duties as an Airport Board of Adjustment member. A reasonable fee may be set by the Authority Board to be paid by any applicant or appellant to the Airport Board of Adjustment.

7.03 Administrative Assistance

The Airport Zoning Director will provide such technical, administrative and clerical assistance as is required by the Airport Board of Adjustment to carry out its function under these Regulations.

7.04 Powers and Duties

The Airport Board of Adjustment will have the following powers and duties:

A. Appeals. To hear and decide appeals from any order, requirement, decision or determination made by the Airport Zoning Director in the application or enforcement of these Regulations.

B. Special Exceptions. To hear and decide petitions for special exceptions.

C. Variances. To hear and decide petitions for specific variances to height limits and restrictions on the use of land.

D. Airspace Hazards. To hear and decide petitions to declare an existing nonconforming use an airspace hazard.

E. Abandoned or Deteriorated Uses. To hear and decide petitions to declare an existing nonconforming use abandoned or more than 80 percent torn down, destroyed, deteriorated or decayed.

7.05 Appeals

Any applicant, land owner or other lawful participant in such proceeding, who is affected by any decision of the Airport Zoning Director made in the administration of these Regulations, or any governing body of a political subdivision which is of the opinion that a decision of the Airport Zoning Director is an improper application of these Regulations of concern to such governing body, may appeal to the Airport Board of Adjustment. Such appeals must be filed no later than 10 calendar days after the date of notification of the decision appealed from by filing with the Airport Zoning Director a notice of appeal specifying the grounds therefore. The Airport Zoning Director will transmit to the Airport Board of Adjustment copies of the record of the action appealed. An appeal stays all proceedings in furtherance of the action appealed from, unless the Airport Zoning Director certifies to the Airport Board of Adjustment after the notice of appeal has been filed that, by reason of facts stated in the certificate, a stay would cause imminent peril to life and property. In such case, proceedings will not be stayed other than by order by the Airport Board of Adjustment or by a court of competent jurisdiction, on notice to the Airport Zoning Director, and on due cause shown.

7.06 Variances

Any person desiring to erect any permanent structure, increase the height of any permanent structure, permit the growth of any object of natural growth, or otherwise use Real Property in violation of these Regulations, may petition for a variance by filing a petition with the Airport Zoning Director specifying the grounds therefore. A petition for variance must contain such information and be accompanied by such site plans, drawings and other data as may be necessary to enable evaluation of the petition, and a copy of the final determination by the FAA of the petitioner's Notice of Proposed Construction or Alteration. At the time of filing the petition, the Authority shall provide a copy of the application to FDOT's aviation office by certified mail, return receipt requested, or by a delivery service that provides a receipt evidencing delivery. FDOT will have up to 15 days from receipt of the petition to review and comment, which time period must run concurrently with the local government permitting process. If the FDOT fails to provide its comments within 15 days of receipt of the petition, its right to comment is waived. The process by which the Airport Board of Adjustment shall review any such petition may proceed only upon the receipt of FDOT's comments or waiver of that right as demonstrated by the filing of a copy of the return receipt with the Board. Such variance may be granted on an individual basis upon a finding by the Airport Board of Adjustment that the application of these Regulations to the particular property, structure or object of natural growth in question would create an unnecessary hardship; special conditions and circumstances exist which are peculiar to the property, structure or object of natural growth involved which are not applicable to other similarly situated property, structures or objects of natural growth; and relief, as granted, will not cause substantial detriment to the public good, impair the purposes and intent of these Regulations or have a substantial adverse effect on the utility of any Airport covered under these Regulations. Any variance may be allowed subject to any reasonable conditions that the Airport Board of Adjustment may deem necessary to effectuate the purposes of these Regulations and Chapter 333, Florida Statutes, including but not limited to such marking and lighting as may be necessary to indicate to aircraft pilots the presence of the structure or object of natural growth. Such marking and lighting must conform to the specific standards in FAA Advisory Circular 70-7460-1, entitled Obstruction Marking and Lighting and Section 14-60.009, Florida

Administrative Code as may be amended, altered or modified from time to time. All approved variances will be issued with an expiration date not to exceed 18 months of the approved Permit date or in conjunction with the FAA expiration date issued with the FAA Aeronautical Study or FAA Extension letter. The Board authorizes a variance to be extended by the Airport Zoning Director as long as no changes have been identified and a valid Aeronautical Study or extension has been issued to the corresponding FAA Aeronautical Study. Upon request for an extension, the Airport Zoning Director or designee will review the original permit and Variance to confirm that approval of all heights, locations, and conditions are still valid since the original approval.

7.07 Airspace Hazards

Upon petition by the Airport Zoning Director, or upon its own motion, the Airport Board of Adjustment may review any existing nonconforming use for obstruction to air navigation as an airspace hazard. The Airport Board of Adjustment will declare the existing nonconforming use an airspace hazard if it finds that the existing nonconforming use is so situated or operated as to lie within a runway approach or departure surface or within any other airport surface so as to constitute a hazard or impacts the utility of an Airport. Upon declaring an existing nonconforming use an airspace hazard, the Airport Board of Adjustment will proceed in accordance with the provisions set forth in Section 5.04 of these Regulations.

7.08 Abandoned or Deteriorated Uses

Upon petition by the Airport Zoning Director, or upon its own motion, the Airport Board of Adjustment may review any existing nonconforming use to determine if it is abandoned or more than 80 percent torn down, destroyed, deteriorated or decayed. Upon declaring an existing nonconforming use abandoned or more than 80 percent torn down, destroyed, deteriorated or decayed, the Airport Board of Adjustment will proceed in accordance with the provisions set forth in Section 5.05 of these Regulations.

7.09 Enlargement of Nonconforming Structure

The Airport Board of Adjustment may authorize, upon appeal in specific cases, an enlargement, expansion, alteration or extension of an existing nonconforming use, provided that said enlargement, expansion, alteration or extension does not in any way serve to make the existing nonconforming use an airspace hazard.

7.10 Procedure

The concurring vote of a majority of the members of the Airport Board of Adjustment will be sufficient for it to take any action within its purview.

7.11 Rules and Procedures

The Airport Board of Adjustment will adopt rules and procedures as may be necessary to carry out its function under these Regulations.

7.12 Meetings

Meetings of the Airport Board of Adjustment will be held at the call of the chair, who will be the chair of the Authority Board, or if the Authority Board is not serving as the Airport Board of Adjustment, pursuant to such procedure established by the Authority Board in so designating an alternative Airport Board of Adjustment, and at such other times as the Airport Board of Adjustment may determine. The chair, or in the chair's absence the acting chair, may administer oaths and compel the attendance of witnesses, via subpoena, if necessary. All hearings of the Airport Board of Adjustment will be public. The Airport Board of Adjustment will keep minutes of its proceedings, showing the vote of each member upon each question; or if absent or failing to vote, indicating such fact, and will keep records of its examinations and other official actions, all of which will be immediately filed in the Central Records of the Authority and will be a public record.

7.13 Public Hearing

Before making its decision on any appeal, petition for special exception or variance or any other matter within its purview, the Airport Board of Adjustment will hold a public hearing thereon.

A. Notice of Hearing. Notice of the time and place of such hearing will be sent to the appellant or petitioner no later than 15 days prior to such hearing. Such notice will contain the name of the appellant or petitioner; the date, time and place fixed for the hearing and a brief statement of the error alleged by the appellant or of the basis for the petition sought. The Airport Board of Adjustment will give public notice of the hearing in a newspaper of general paid circulation that is published at least five days a week in the County, by advertisement published at least 15 calendar days prior to the date of the public hearing.

B. Adjournment of Hearings. Hearings may be adjourned from time to time and, if the time and place of the continued hearing is publicly announced at the time of the adjournment, no further notice of such continued hearings will be required; otherwise, notice thereof will be given as in the case of the original hearing.

C. Appearance at Hearing. Any party may appear at the public hearing in person or by agent or attorney.

D. Presentation of Evidence. Subject to the possible establishment of a procedure for an alternative manner of submittal through a Hearing Officer or Hearing Master, the appellant, petitioner or any governing agency will be entitled to present evidence on matters before the Airport Board of Adjustment and said Board may request technical service, advice, data or factual evidence from any appropriate governing authority for assistance in reaching decisions.

E. Board's Decision. The Airport Board of Adjustment may reverse or affirm wholly or partly or modify the order, requirement, decision or determination appealed from, and may make such order, requirement, decision or determination as ought to be made, and to that end will have all the powers of the Airport Zoning Director from which the appeal is taken. The Airport Board of Adjustment will issue a decision following a public hearing within 30 calendar days.

F. Rehearings. An application for a rehearing may be made by the appellant, the petitioner or the Airport Zoning Director in the same manner as provided for the original hearing within 10 calendar days of the Airport Board of Adjustment's final decision. Such application shall toll the time by which the Airport Board of Adjustment shall render its decision. The application for rehearing may be denied by the Airport Board of Adjustment, without a hearing, if it appears that there has been no substantial change in facts, evidence or conditions.

7.14 Forms

Appeals and petitions will be made on forms as provided by the Authority, and all information required on said forms must be provided by the appellant or petitioner. Forms will be filed with the Airport Zoning Director, and the appellant or petitioner must pay for expenses incidental to the appeal or petition. No form will be accepted unless it contains all pertinent information and is accompanied by any required fee.

7.15 Calendar of Appeals

Appeals and petitions filed in proper form will be numbered serially, docketed and placed upon the calendar of the Airport Board of Adjustment. The calendar of appeals or petitions to be heard will be posted conspicuously on the Authority's notice board at Tampa International Airport at least 15 calendar days before such hearing date.

7.16 Judicial Review

Judicial review of any decision of the Airport Board of Adjustment will be in the manner provided by Section 333.11, Florida Statutes as may be amended, altered or modified from time to time.

7.17 Temporary Permits

A structure is not in violation of these regulations providing a temporary permit, not exceeding 18 months, is issued by the Zoning Director or designee upon application for construction

equipment or apparatuses exceeding obstruction standards and the following conditions are met:

1. For equipment exceeding 72 hours, the applicant will be required to submit a copy of the final determination by the FAA.
2. For temporary structures that qualify for emergency use, the applicant may be required to submit an FAA determination if the Airport Zoning Director or designee identifies potential impacts to Airspace, or instrument approach or departure procedures.
3. A 1A survey or operational plan may be required from the applicant upon the discretion of the Zoning Director or his designee.
4. Any additional information needed as determined by the Airport Zoning Director or designee to insure public safety and to protect the Airspace may be required to be submitted.

A temporary permit can be revoked at any time by the Airport Zoning Director or designee for just cause, including but not limited to the protection of public safety and the Airspace.

An applicant whose application under this Section is denied, revoked or modified by the Airport Zoning Director or designee may appeal the decision within 10 Airport business days in accordance with Section 7.05 herein.

SECTION 8
AMENDMENT

These Regulations, including the Airport Height Zoning Map, may be amended by the Authority on its own motion. Before adopting an amendment to these Regulations, the Authority will give public notice and hold a public hearing as provided by Section 333.05, Florida Statutes.

SECTION 9

CONFLICT WITH OTHER LAWS OR REGULATIONS

In the event of conflict between these Regulations and any other laws and regulations applicable to the same area, whether the conflict be with respect to the height of structures or objects of natural growth, the use of land or any other matter, and whether such laws or regulations were adopted by the Authority or by some other political subdivision, the more stringent limitation or requirement will govern and prevail.

SECTION 10

SEVERABILITY

If any section, clause, provision or portion of these Regulations is held to be invalid or unconstitutional by any court of competent jurisdiction, said holding will not affect any other section, clause, provision or portion of these Regulations which is not itself declared by a court of competent jurisdiction to be invalid or unconstitutional.

SECTION 11

REPEAL OF CONFLICTING PROVISIONS

All previous ordinances, resolutions or motions of the Authority which conflict with the provisions of these Regulations are hereby repealed to the extent of such conflict, except as provided herein.

SECTION 12

AMENDMENT OF LAWS

All laws, ordinances, rules, regulations, advisory circulars or orders referenced in these Regulations will include any applicable amendments thereto.

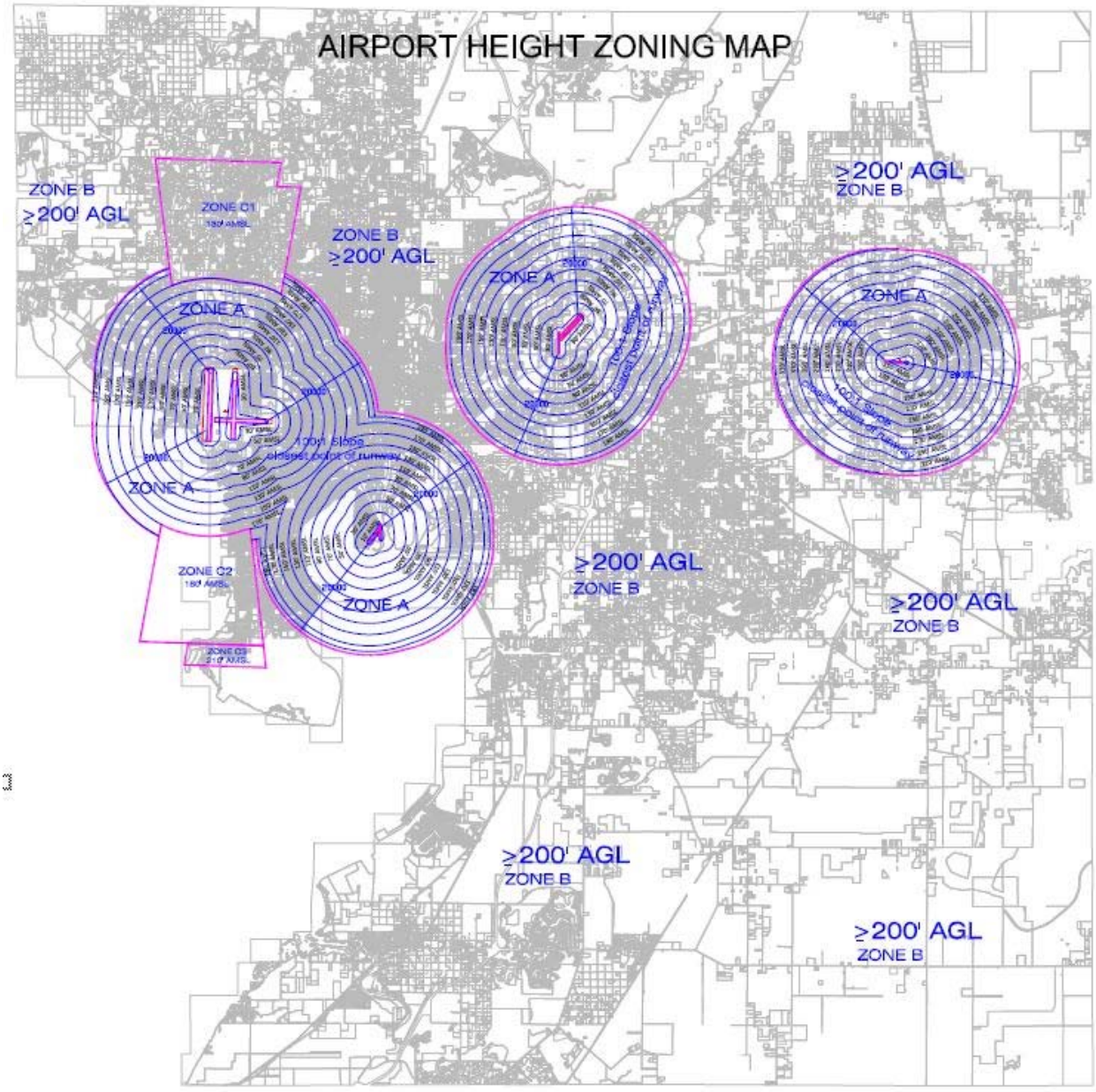
SECTION 13

EFFECTIVE DATE

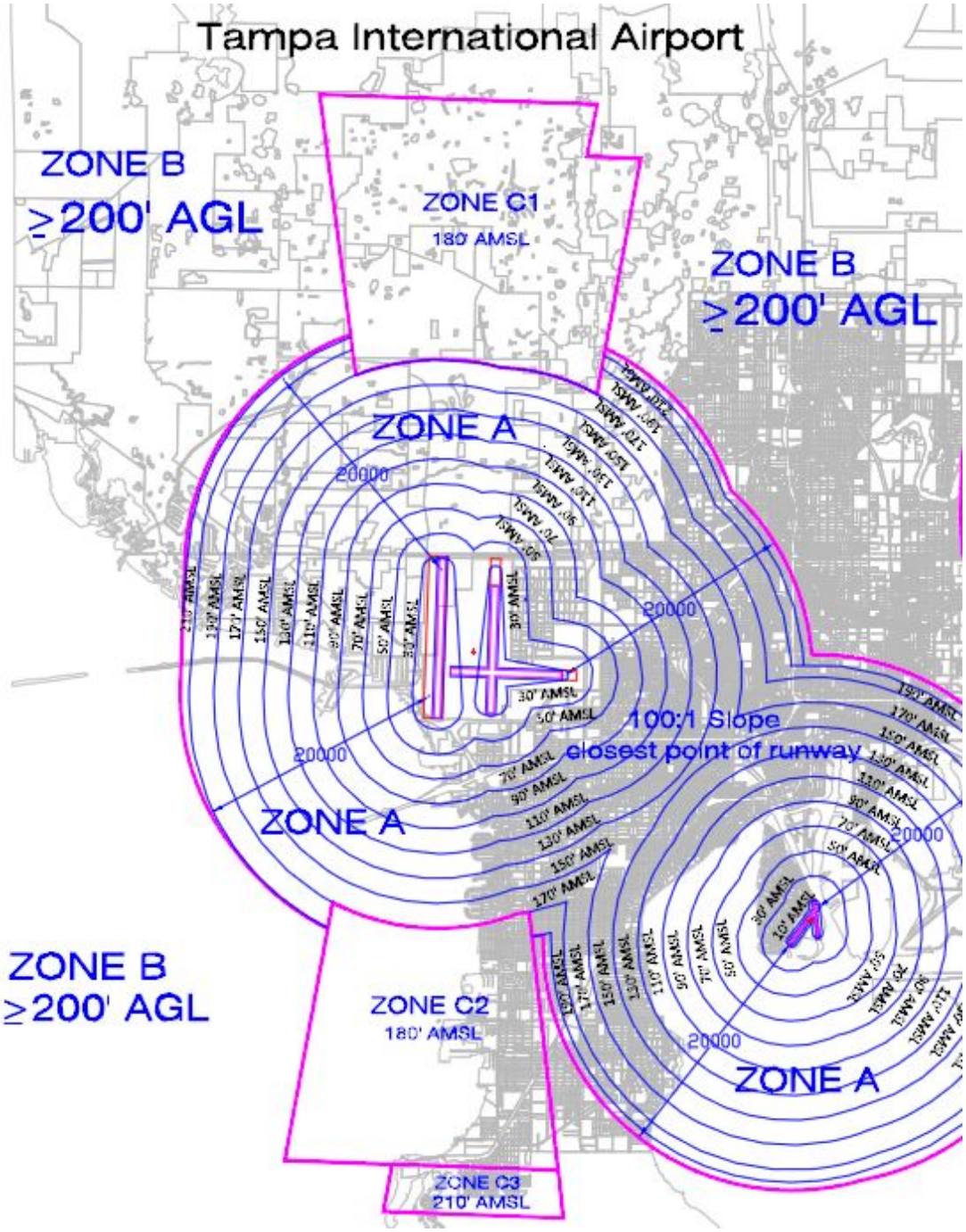
The amendment to these Zoning Regulations take effect June 1, 2017 except Section 4.03 shall take effect September 1, 2017

PASSED AND ADOPTED at Tampa, Florida, this 1st day of June, 2017.

ATTACHMENT A1



ATTACHMENT A2



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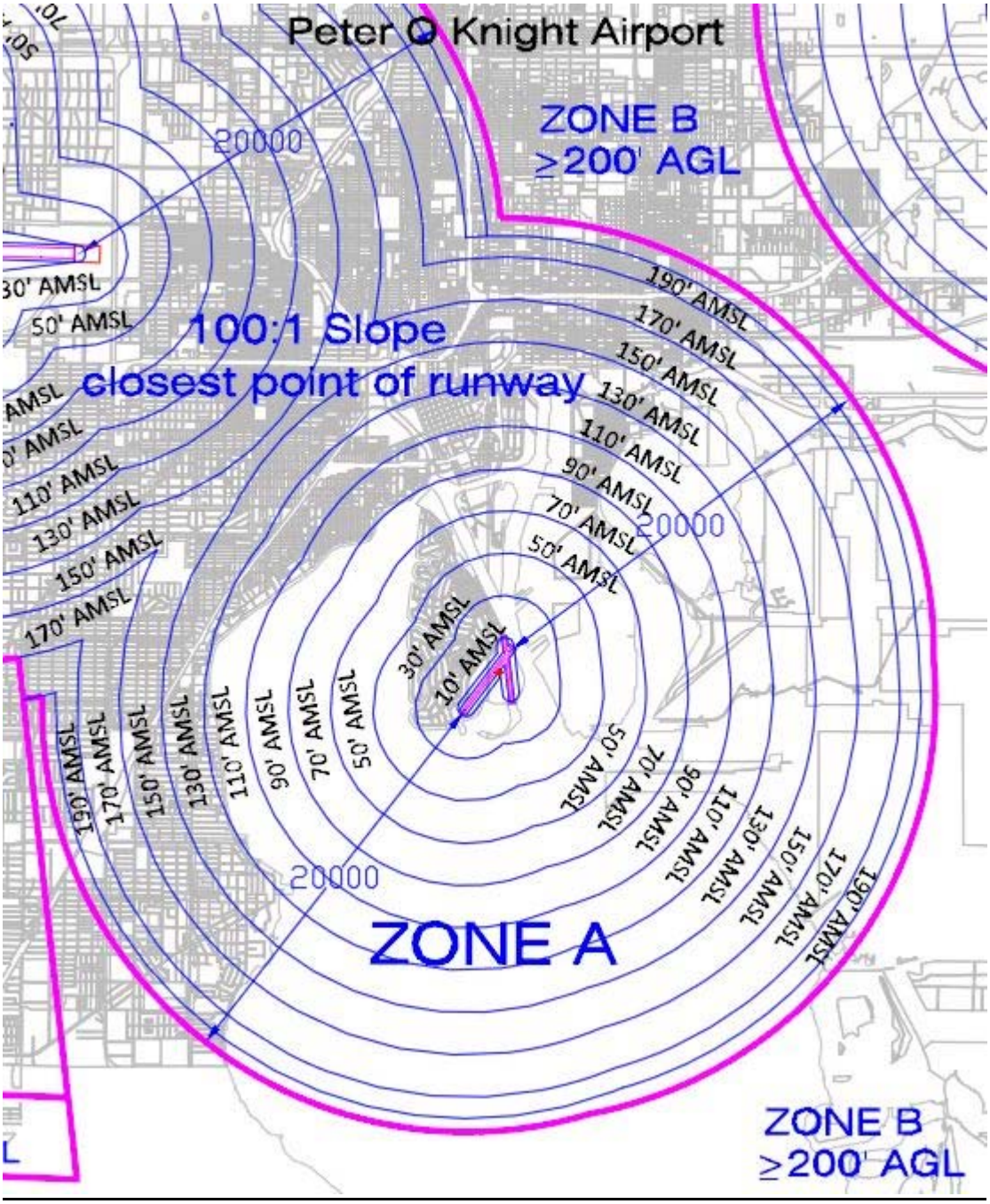

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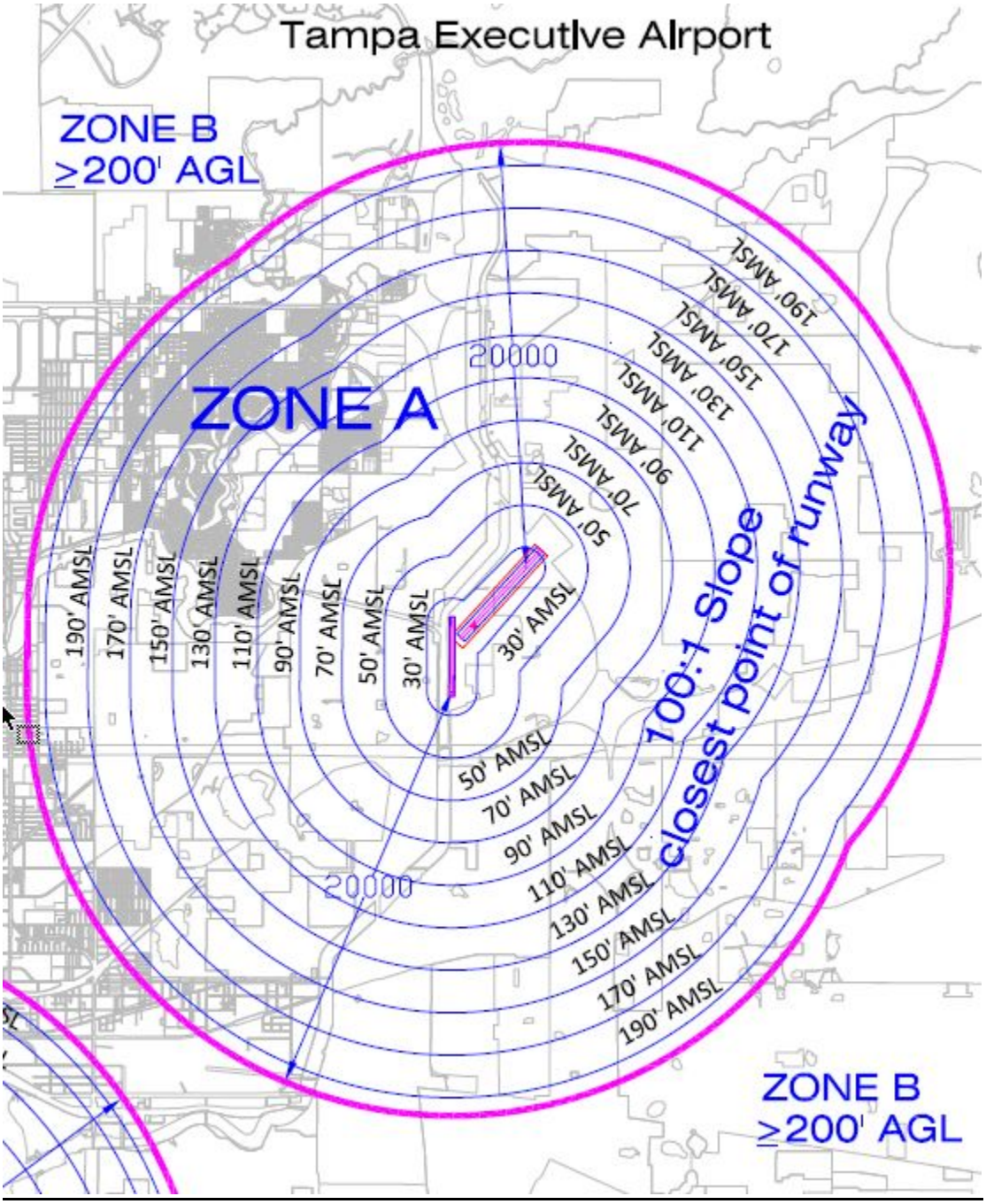

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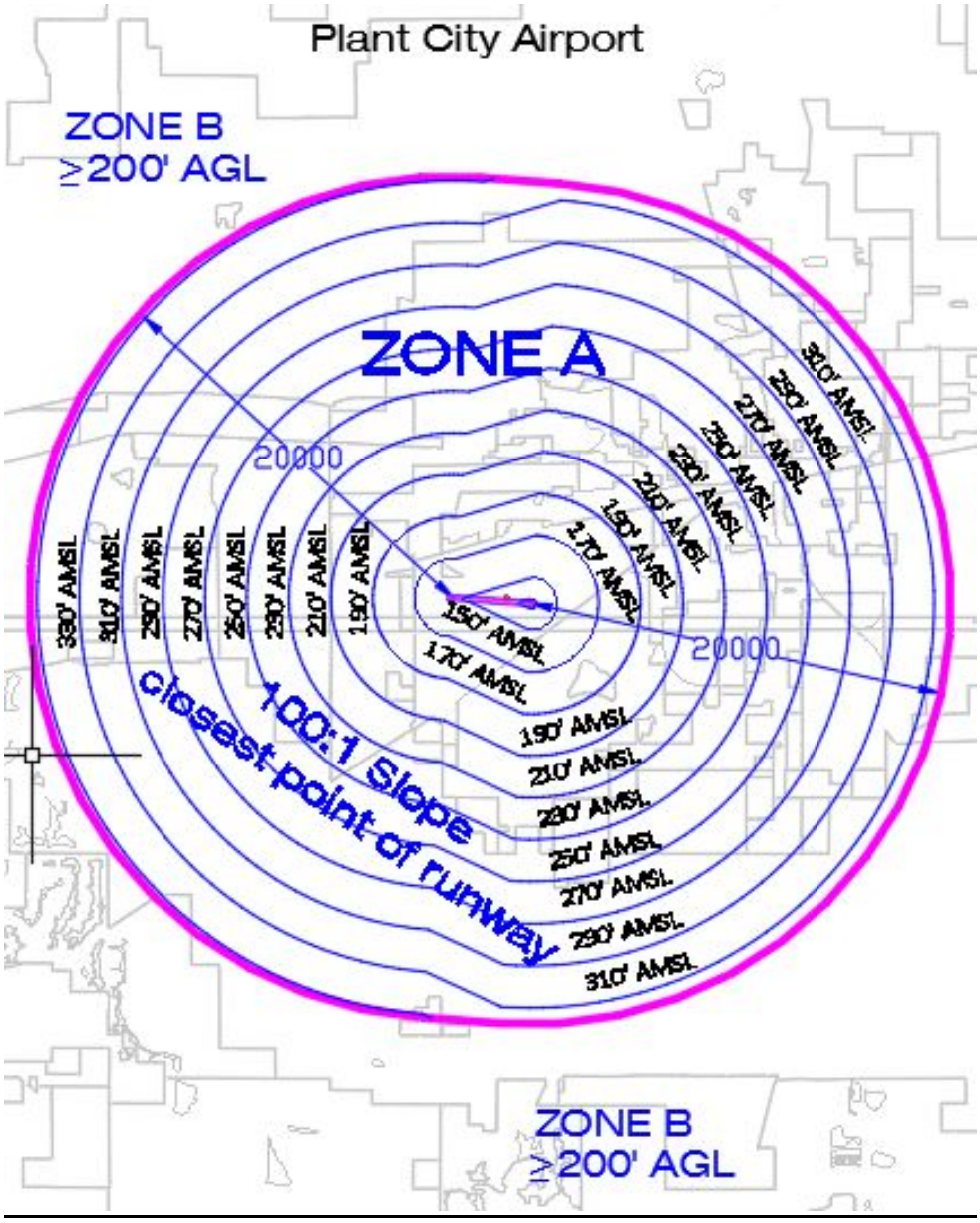
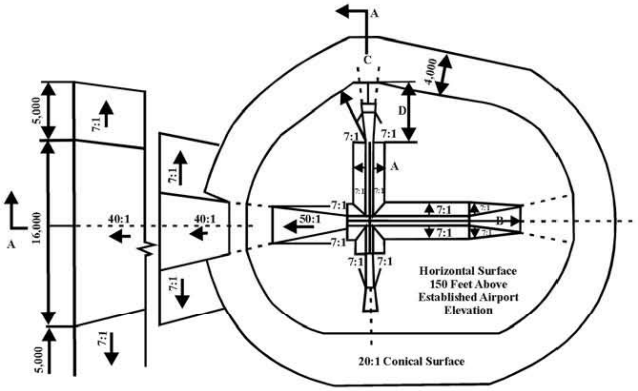


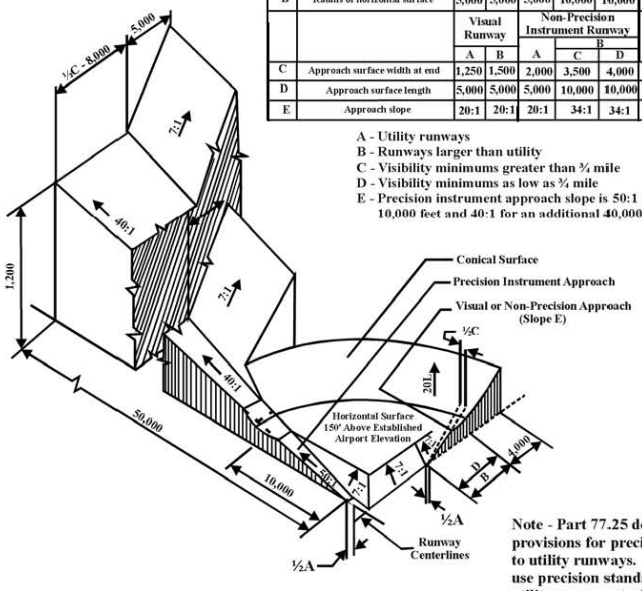
ATTACHMENT B

CIVILIAN AIRPORT IMAGINARY SURFACES



DIM	ITEM	Dimensional Standards (Feet)					
		Visual Runway		Non-Precision Instrument Runway			Precision Instrument Runway
		A	B	A	B C	B D	
A	Width of primary surface and approach surface width at inner end	250	500	500	500	1,000	1,000
B	Radius of horizontal surface	5,000	5,000	5,000	10,000	10,000	10,000
		Visual Runway		Non-Precision Instrument Runway			Precision Instrument Runway
		A	B	A	B C	B D	
C	Approach surface width at end	1,250	1,500	2,000	3,500	4,000	16,000
D	Approach surface length	5,000	5,000	5,000	10,000	10,000	*
E	Approach slope	20:1	20:1	20:1	34:1	34:1	*

A - Utility runways
B - Runways larger than utility
C - Visibility minimums greater than ¾ mile
D - Visibility minimums as low as ¾ mile
E - Precision instrument approach slope is 50:1 for inner 10,000 feet and 40:1 for an additional 40,000 feet

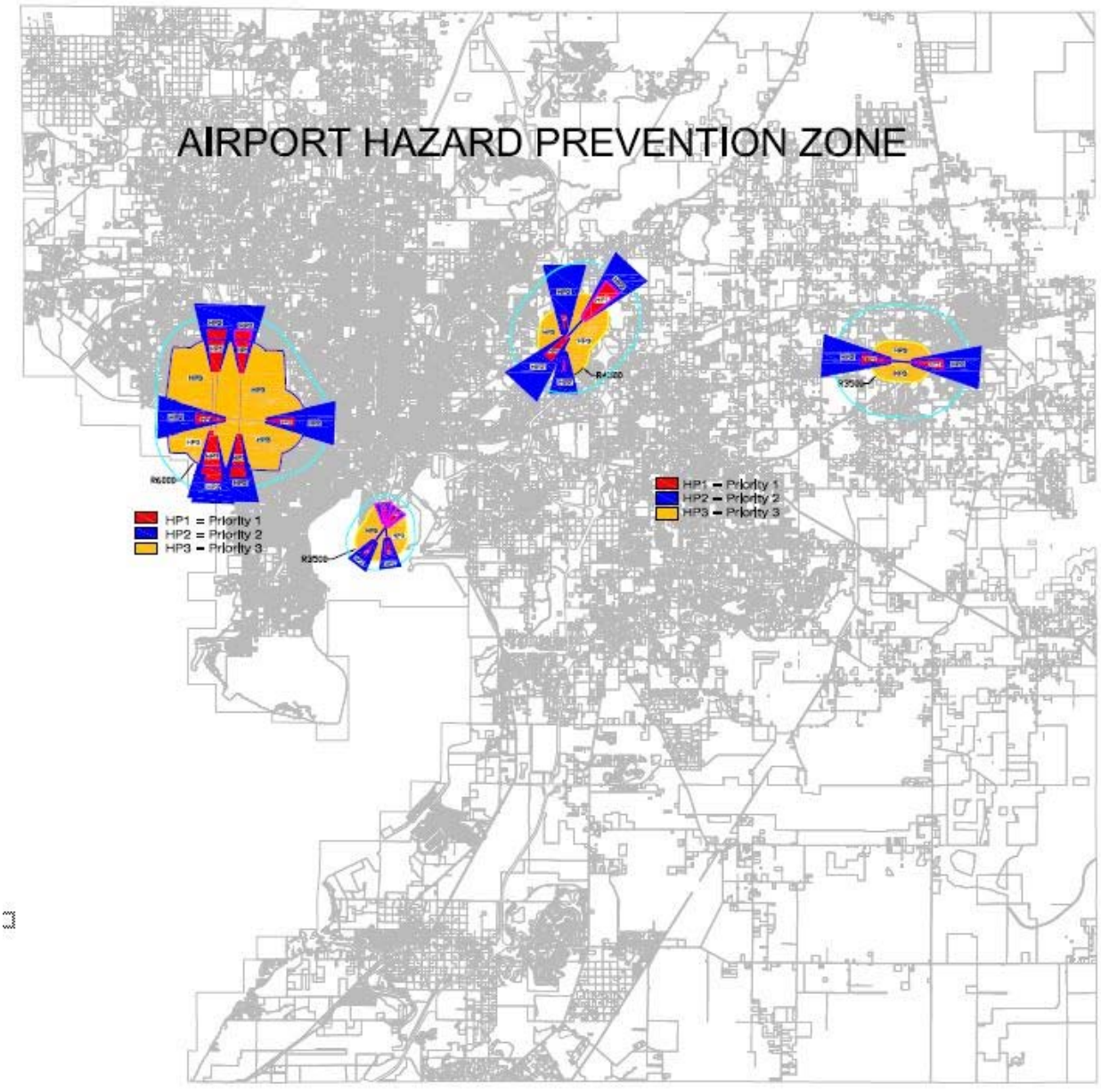


Note - Part 77.25 does not make provisions for precision approaches to utility runways. In these situations, use precision standards for other than utility runways to develop the primary, approach, and transition surfaces.

Isometric View of Section A - A

FIG 6-3-3

ATTACHMENT C1



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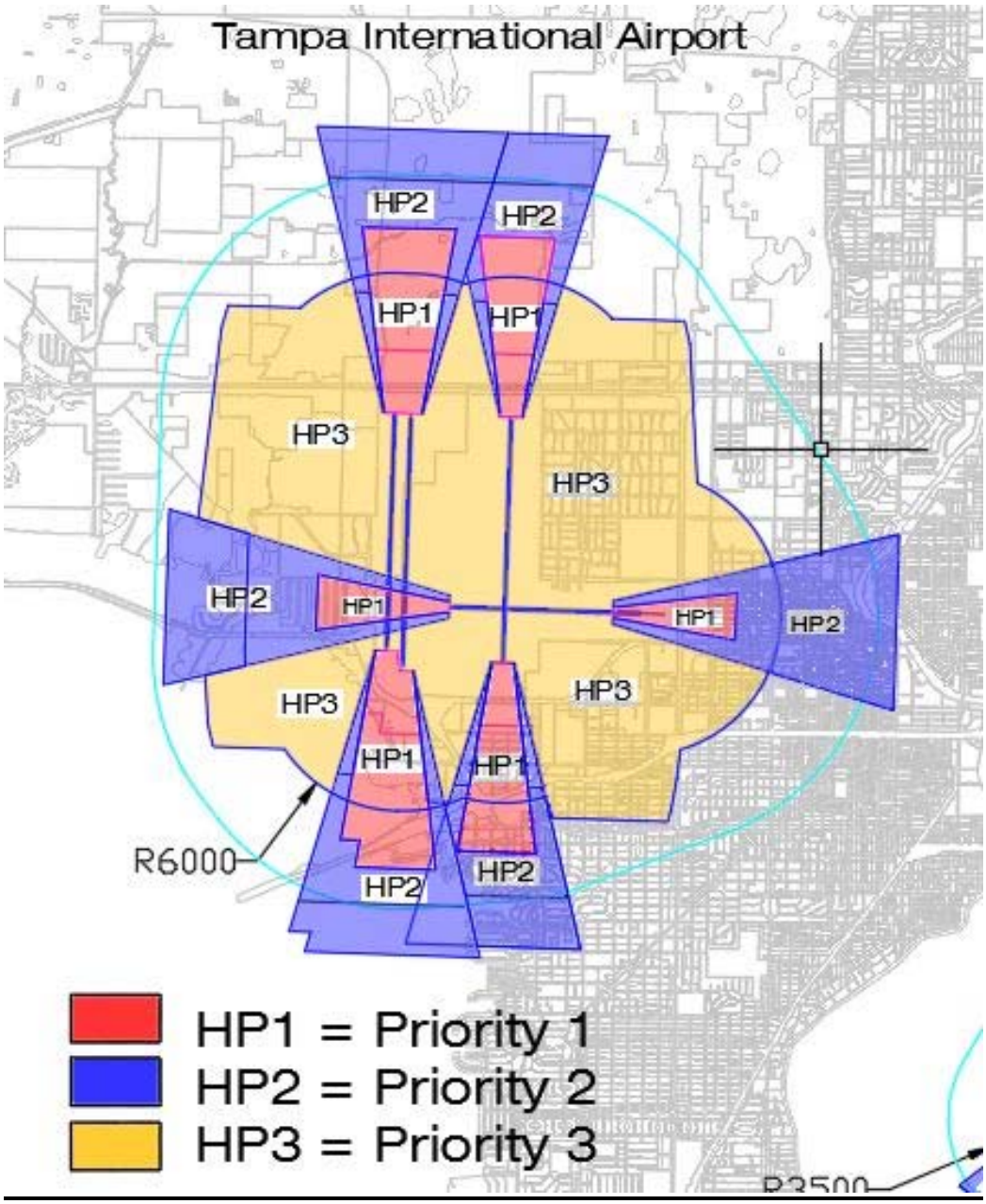

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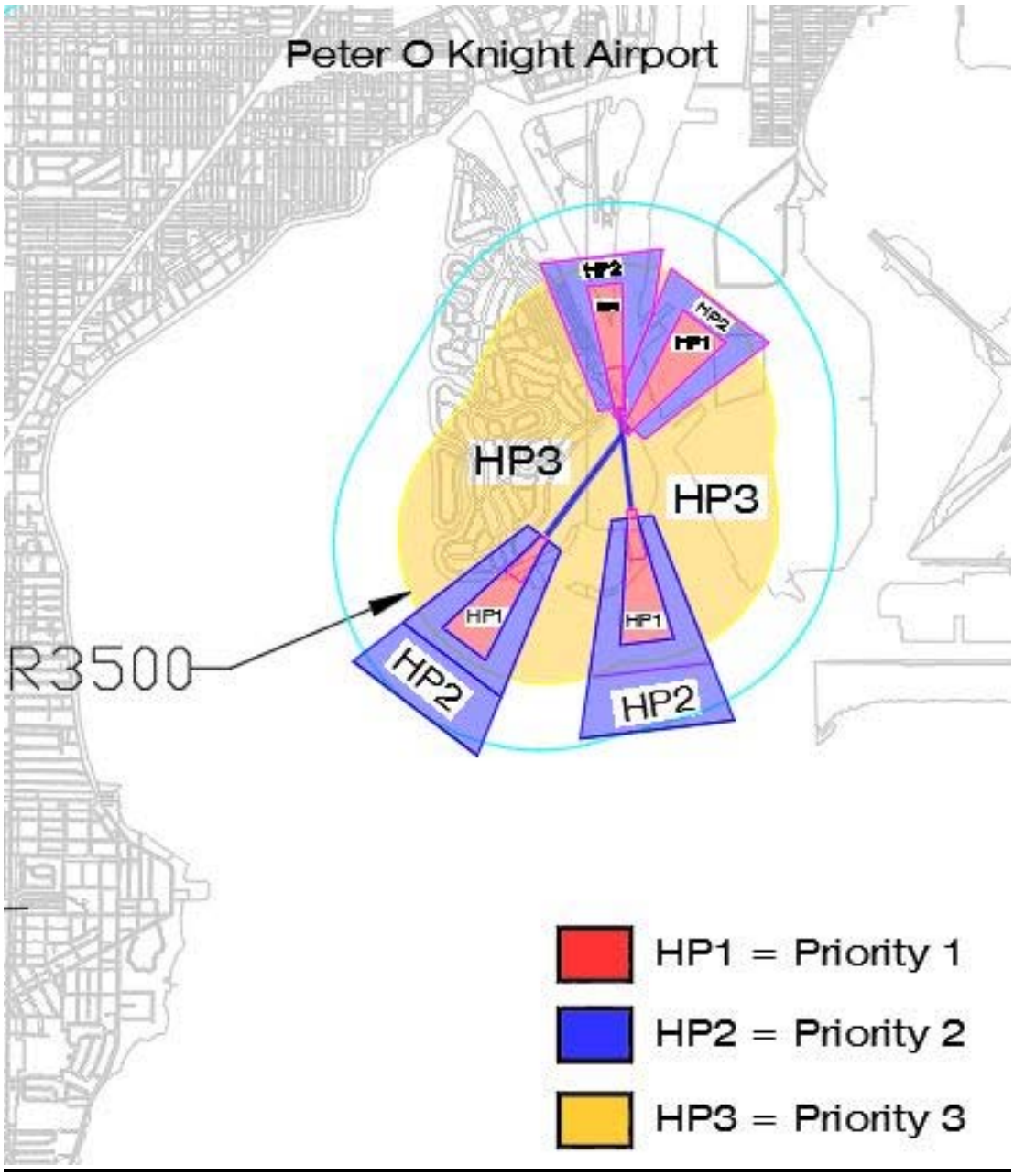

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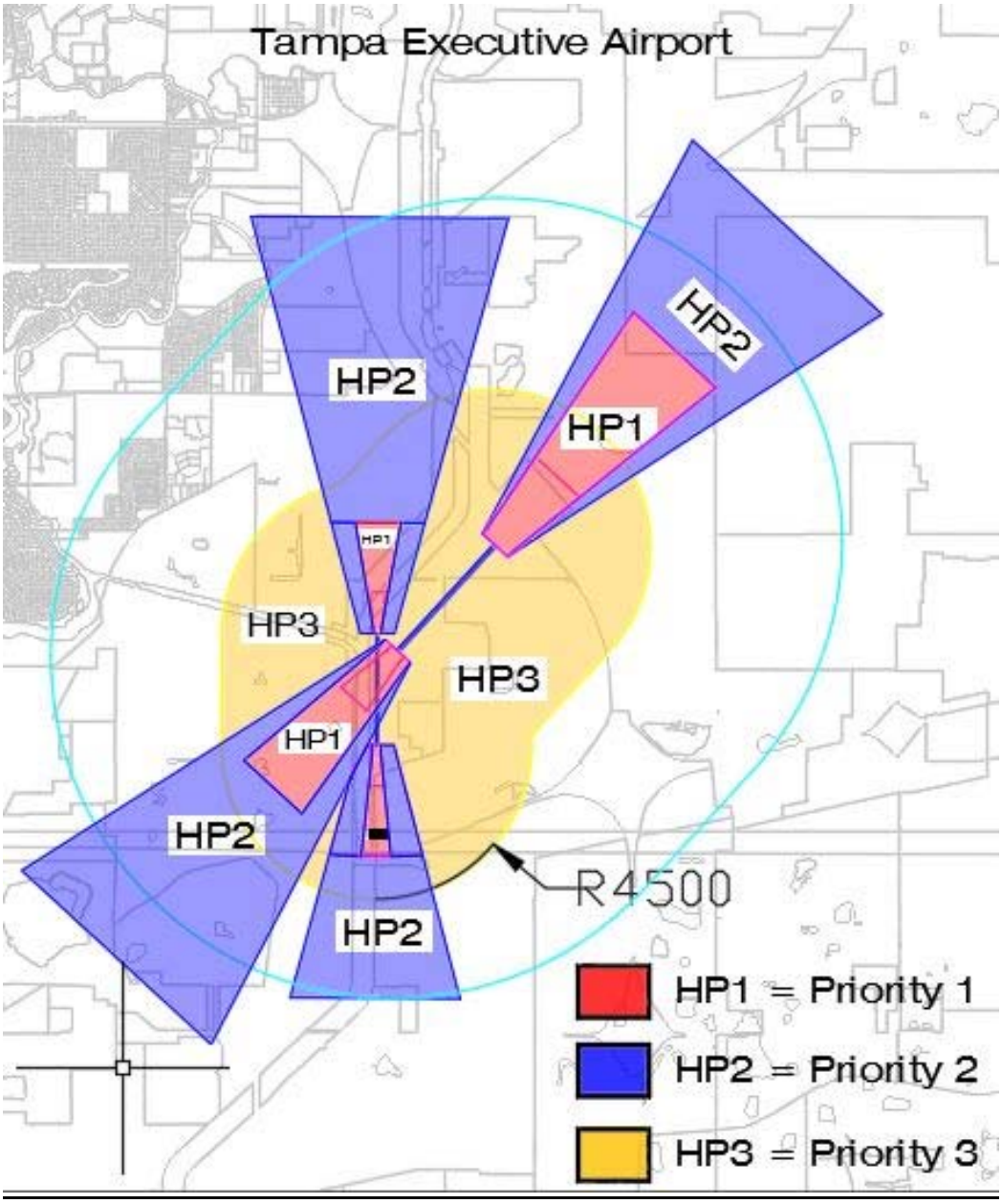

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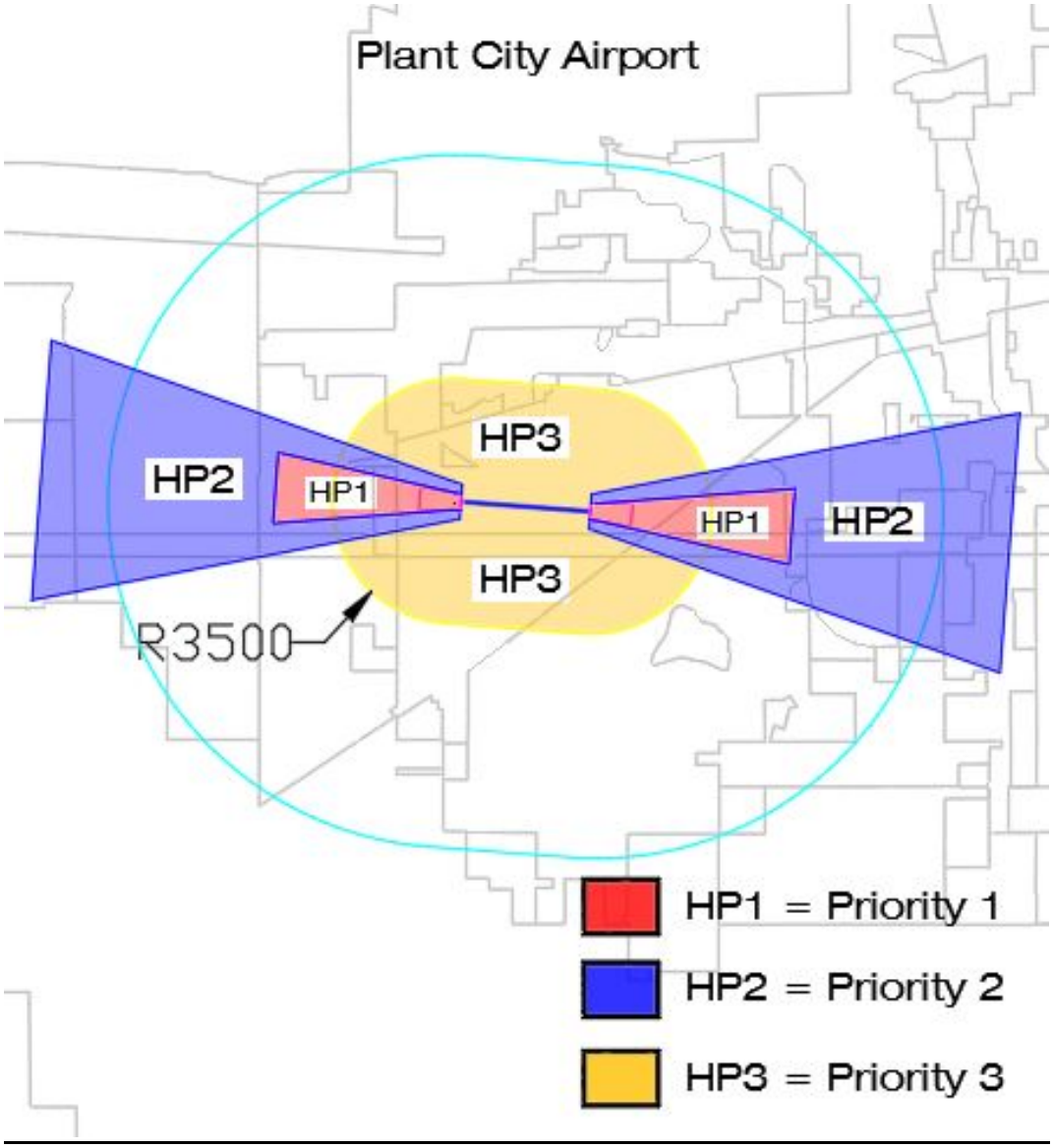
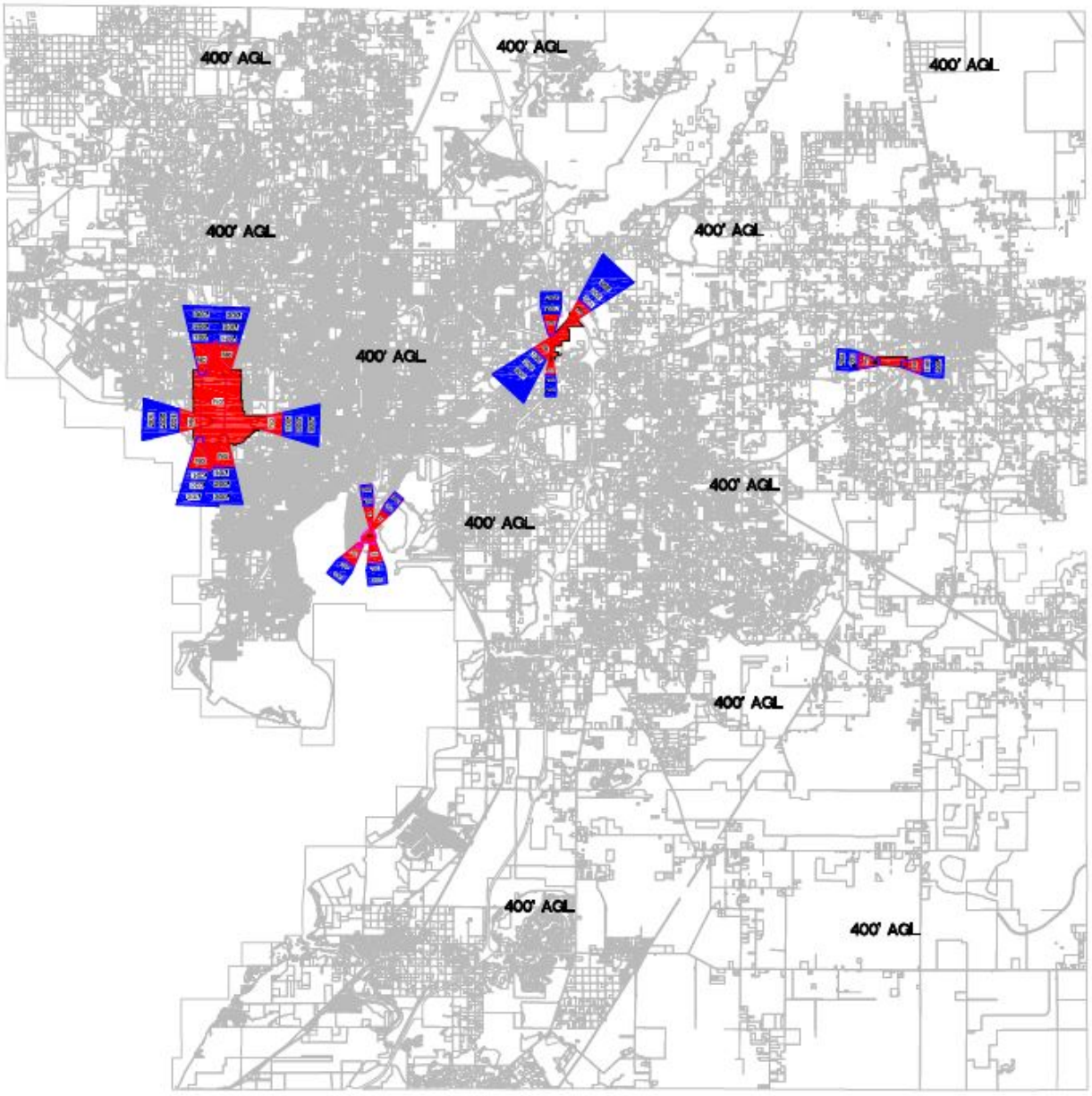


ATTACHMENT D1

UAS Operating Map



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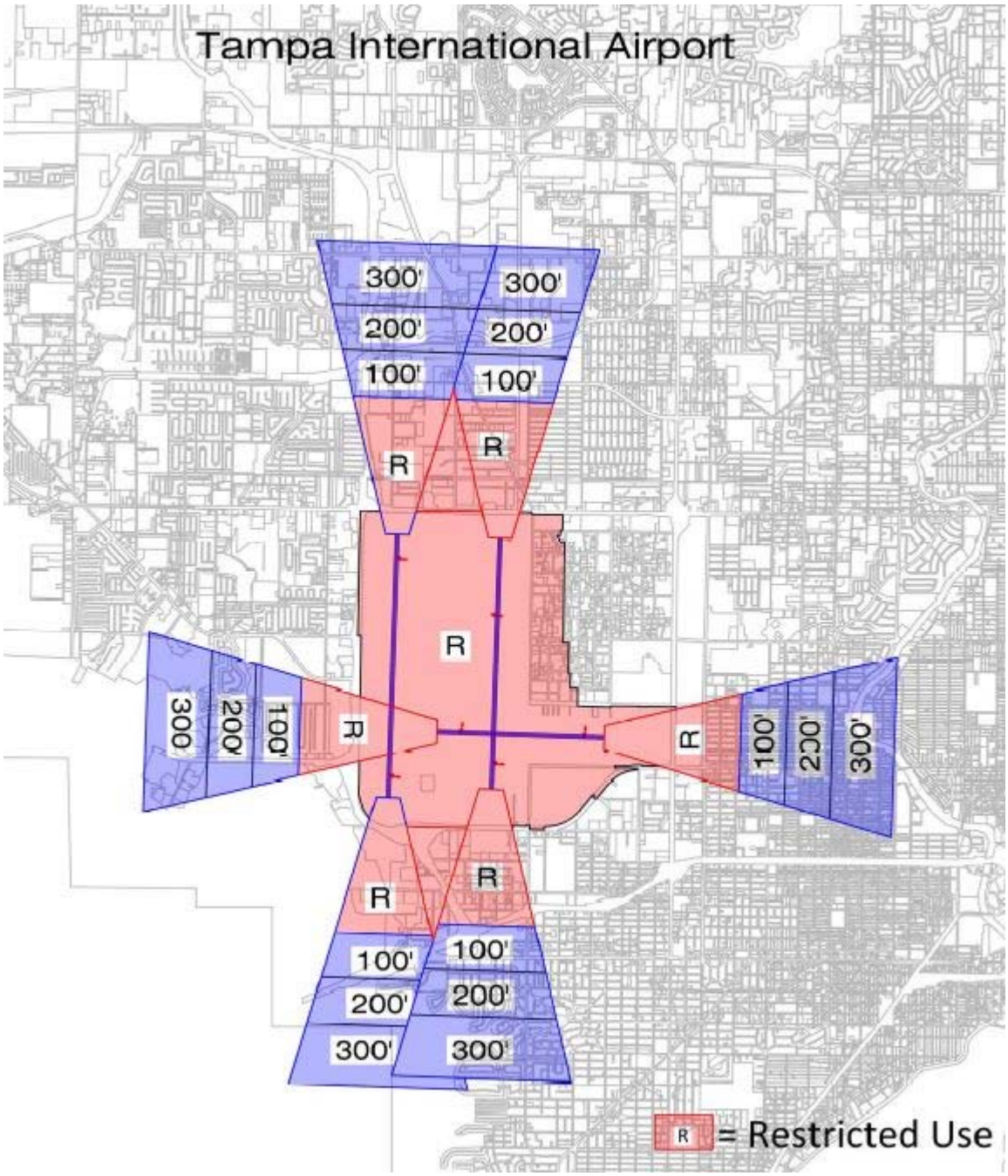

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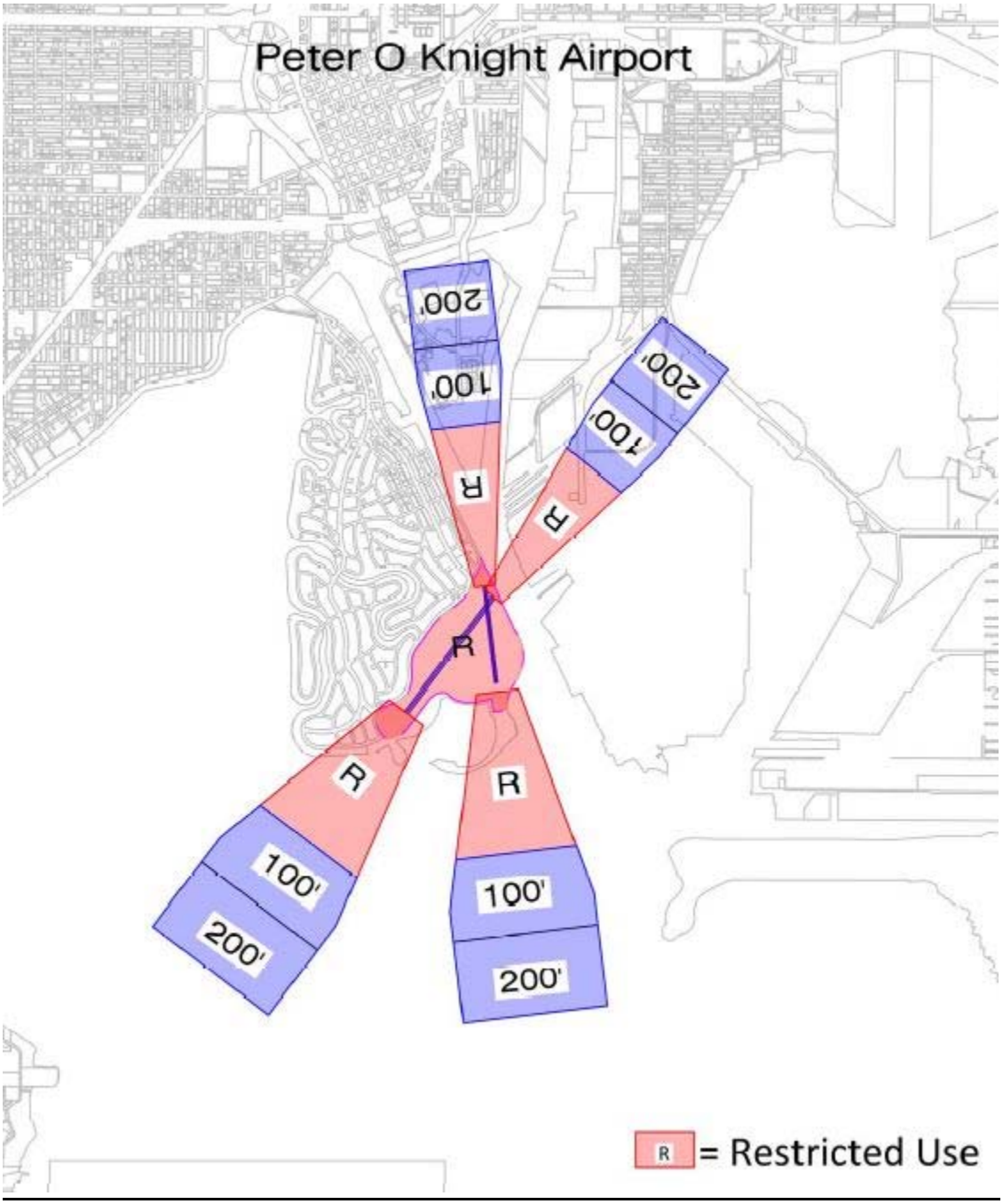

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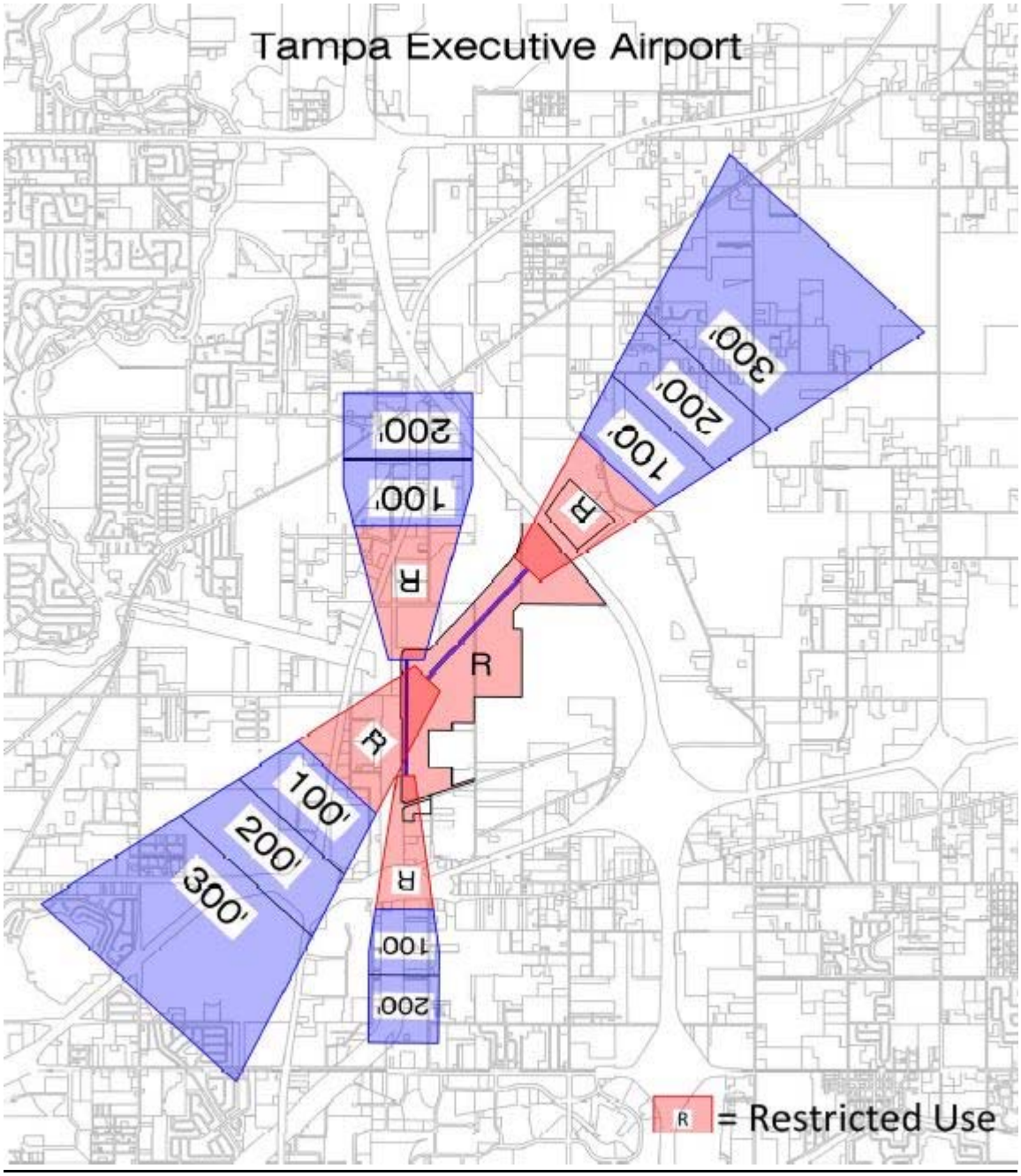

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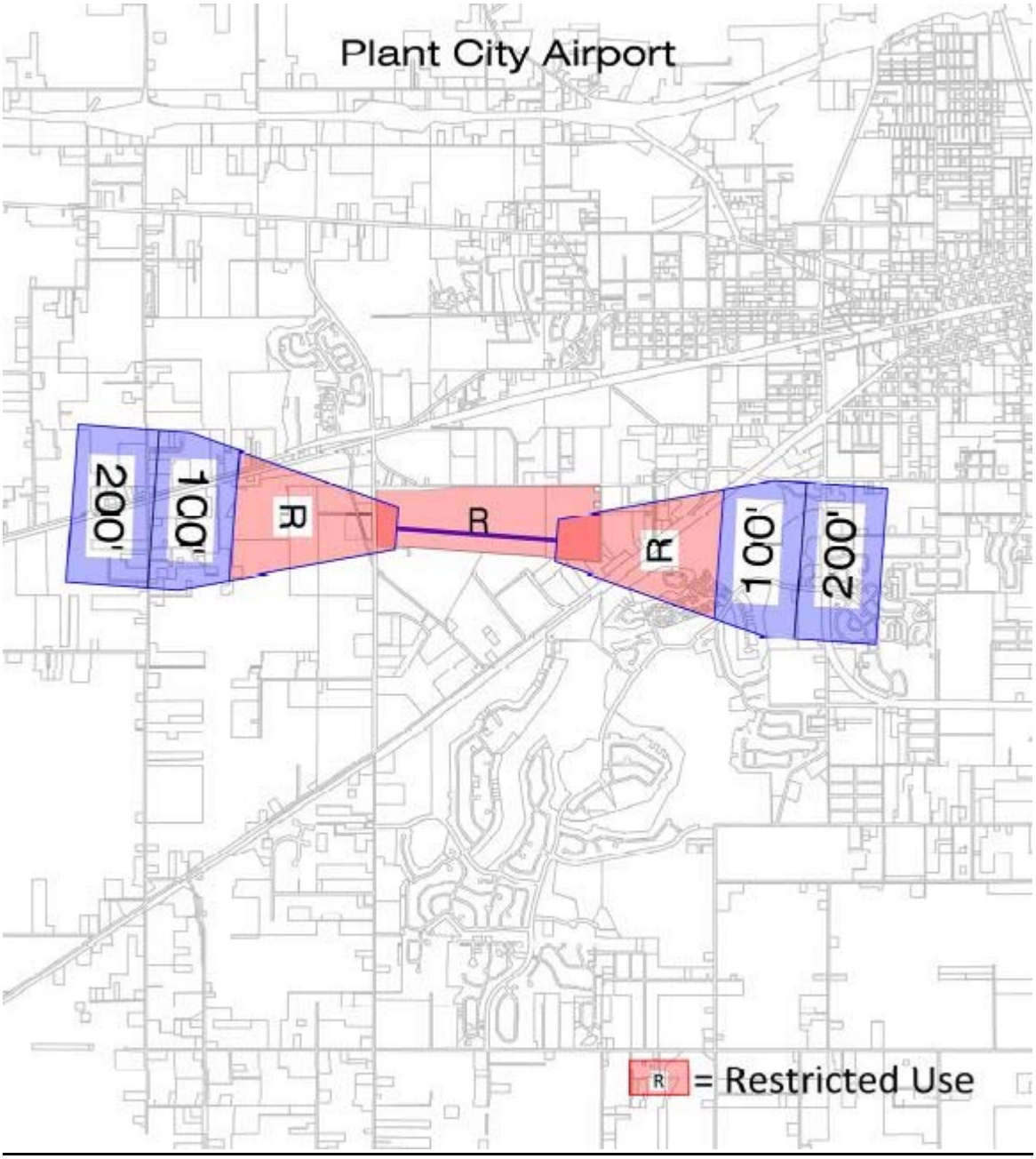

Attachment E-4

Hillsborough County

Airport Districts

Sec. 3.01.05. - SPI-AP: Airport Districts

A. Purpose

1. The purpose of designating land and water areas in these districts is to promote the public health, safety, and general welfare by limiting the type, the arrangement, and intensity of uses in an effort to minimize the adverse effects of aircraft operations such as potential aircraft crash hazards, aircraft noise and vibration emissions, and related effects on uses, structures, and occupants of areas likely to be affected by airports and aircraft operations. The regulations of this district are supplemented by the regulations of the Hillsborough County Aviation Authority and are intended to enable the airport to operate effectively and safely and in accordance with the provisions of the Comprehensive Plan.
2. It is further the intent of this district to identify six subareas, AP-1, AP-2, AP-3, AP-4, AP-5, and AP-V, and to regulate the intensity of development within such zones by limiting the use, bulk, floor area, scale, and size of developments and, where appropriate, by limiting population densities within such zones.

B. Accessory Use Requirements

1. All accessory uses shall be located wholly within a structure containing a permitted use.
2. Not more than one exterior entrance shall be permitted to serve the accessory use.
3. Identification signage shall be limited to a single three-foot square sign on or adjacent to the entrance of the accessory use. The sign text shall be limited to the name of the business.
4. Accessory uses shall not individually occupy more than 20 percent of the floor area of the total permitted use and all accessory uses in the structure shall not collectively account for more than 30 percent of the total floor area.