

#22

BEFORE THE HILLSBOROUGH COUNTY COMMISSION

IN RE: The Application for Development)
Approval of the Hillsborough)
County Aviation Authority to)
construct a runway extension at)
Tampa International Airport.)
Development of Regional Impact)
Application 78-18.)

DEVELOPMENT ORDER

Pursuant to Chapter 380, Florida Statutes, as amended, and subject to the findings of fact and conditions hereinafter set forth in this Development Order, the Board of County Commissioners of Hillsborough County, Florida, (hereinafter the "Board"), approves the application for development approval, (hereinafter the "Application"), submitted by the Hillsborough County Aviation Authority, (hereinafter the "Authority"), for the Tampa International Airport Runway Extension, DRI #78-18, a copy of which is on file with the Clerk of the Board of County Commissioners of Hillsborough County and adopted by reference as if set forth in full herein, and which is reflected in Exhibit "A".

DEVELOPMENT PERMITTED

The development to be permitted pursuant to this order shall be that specified in the Application and as set forth in Exhibit "A" except as modified in this Development Order.

FINDINGS OF FACT AND CONCLUSIONS
OF LAW

The Board, in approving the Application, and subject to the conditions, restrictions and limitations hereinafter set forth in this Development Order, makes the following findings of fact and conclusions of law:

*102

SUMMARY OF IMPACTS

Runway Characteristics:

Existing Length	8,700 feet
Proposed Extension	<u>2,300 feet</u>
Proposed New Length:	11,000 feet

Funding Sources:

Federal Aviation Administration (75%):	\$2,458,931
Hillsborough County Aviation Authority (25%):	<u>819,644</u>
Total Project Cost Estimate:	\$3,278,575

Enplanement Growth Factors (1980):

Incremental Airport Growth	346,263
Incremental Growth Due to Runway Extension	<u>15,000</u>

Estimated Incremental Growth By 1980:

Total Enplanements for 1977	361,263
Total Estimated Enplanements By 1980:	<u>2,985,737</u>
	3,347,000

Noise Impact Factor (1980):

Increase of people affected by noise exposure of 65 Ldn (day-night average sound level method) due to runway extension

1,110

Construction Period:

six months

SUMMARY NARRATIVE

The Hillsborough County Aviation Authority proposes to extend the northern end of the western runway (18 R/36 L) at Tampa International Airport to a new length of 11,000 feet in order to accommodate nonstop DC-10-30 flights between the United States and Europe which were approved by the President of the United States on December 21, 1977. The 2,300 foot addition is necessary to accommodate the increased aircraft payloads involving fuel capacity, passengers and cargo necessary for efficient international nonstop service.

The principal improvements necessary for sufficient operation of the extended runway include the following:

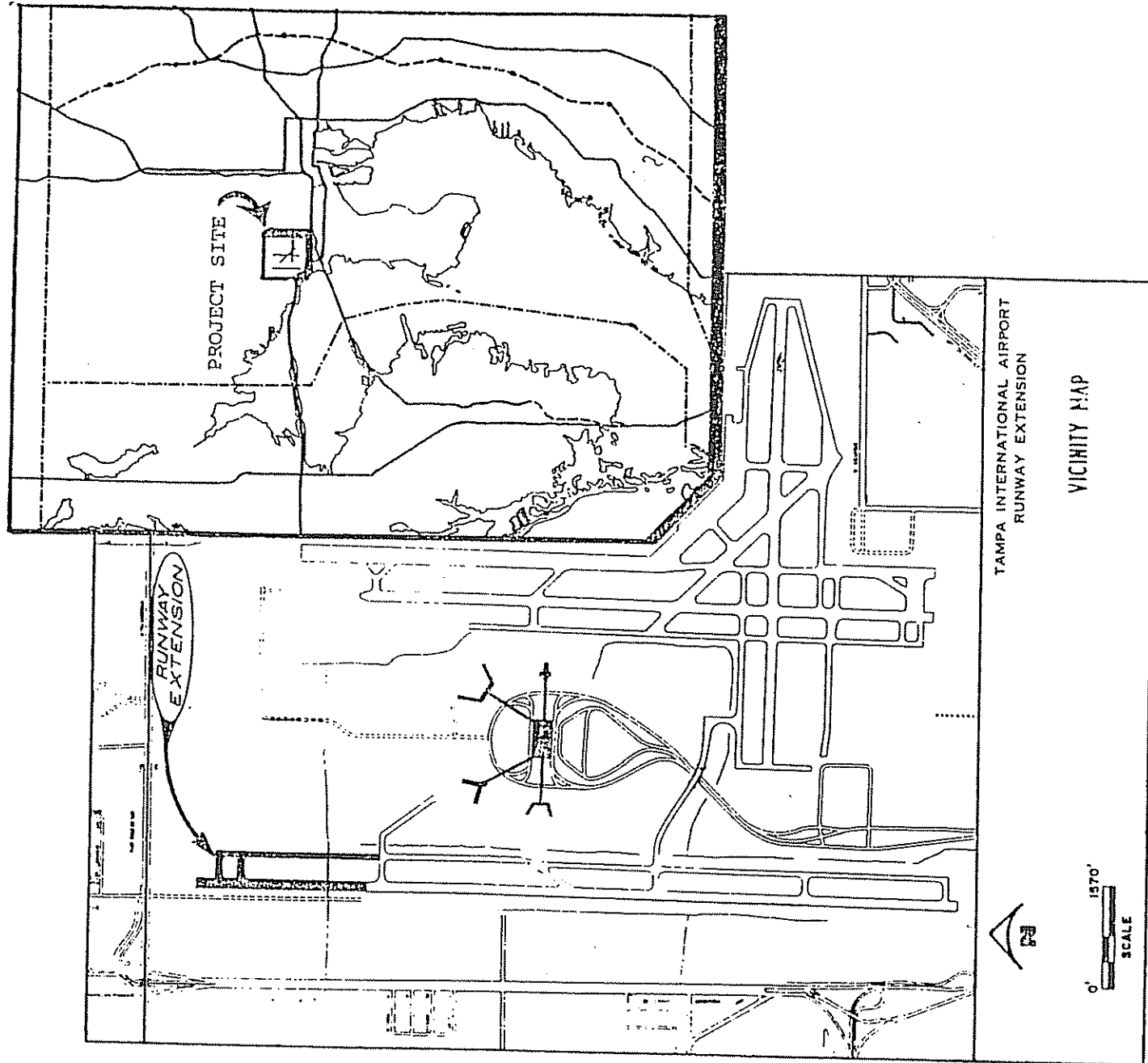
- Extension by 2,300 feet northward and marking of Runway 18 R along existing alignment.

- . Extension and marking of Taxiway E parallel to Runway 18 R.
- . Installation of high intensity runway lighting and centerline lighting on Runway 18 R.
- . Installation of medium intensity taxiway lighting on Taxiway E and connectors.
- . Shoulder stabilization of Runway 18 R, Taxiway E extensions and Blast Pad.
- . Relocation of Localizer.
- . Acquisition of property or easements in clear zone.
- . Relocation of drainage ditch and construction of a box culvert under Runway 18 R extension.

The project is scheduled to be completed within a six month period. In order to keep the runway in operation during construction, the existing threshold will be displaced 1,350 feet south while workers and equipment are within 500 feet of the existing runway threshold. The full length of the runway will be available at all other times.

Most of the land adjacent to the runway is owned by either the Airport Authority or the Florida Department of Transportation. Hillsborough Avenue is located on the north side of the airport property with the Aviation Authority owning land directly north of Hillsborough Avenue for approximately one-quarter of a mile. Residential development is located to the northwest of the proposed runway extension as well as directly west of the existing runway; however, this development has existed in the area for a number of years. The only actual land acquisition that is being considered by the Airport Authority for the project is a service station directly north of the proposed runway on Hillsborough Avenue.

TAMPA INTERNATIONAL AIRPORT
RUNWAY EXTENSION
HILLSBOROUGH COUNTY
DRI #62



SUMMARY OF FINDINGS AND RECOMMENDATIONS

The following recommendations are based upon the information provided in the DRI application for development approval and the supplemental information and documentation submitted during the review.

The proposed runway extension for Tampa International Airport will facilitate the provision of convenient, full service flights abroad and will optimize the use of existing airline and general aviation airport facilities. The proposed runway will not adversely affect the ability of people to find adequate housing nor will it have an adverse impact upon the region's public facilities, transportation system, or environmental resources.

BASED UPON THE ABOVE FINDINGS, IT IS THE RECOMMENDATION OF THE TAMPA BAY REGIONAL PLANNING COUNCIL THAT THE TAMPA INTERNATIONAL AIRPORT RUNWAY EXTENSION BE APPROVED BY HILLSBOROUGH COUNTY WITH THE FOLLOWING CONDITIONS TO BE SPECIFIED IN THE DEVELOPMENT ORDER:

- No development shall commence until all permits required by this development and associated activities are issued in compliance with federal, state, and local ordinances and regulations.
- No development shall commence until a final stormwater drainage plan in compliance with local and state regulations is approved by Hillsborough County. As a part of the plan, provision shall be made to use retained stormwater for non-potable usage by the airport facility where deemed feasible by Hillsborough County.

ATTEST: Michael Sabatella
Secretary/Treasurer

Conrad W. Norman
Chairman

These Plan Comments and Recommendations were approved by a majority vote of the Tampa Bay Regional Planning Council this

10th day of July, 1978.

ANALYSIS AND RECOMMENDATIONS

Impact on Environmental and Natural Resources:

Natural Vegetation and Wildlife

The extension of the proposed runway will be made through an area predominantly comprised of an old field successional community (scrub oak, wax myrtle, and saw palmetto), a small area of hardwood thicket, and a clear zone composed of grasses and annuals. No rare, endangered or unique vegetation and wildlife types are present on the site. Since no loss of valuable biotic associations is expected, it is evident that the project will have no significant impact on natural vegetation or wildlife.

Air Quality

The ADA states that no additional adverse impacts on air quality will result from the runway extension because the number of aircraft operations will not change nor will a complex air source permit be required from the Department of Environmental Regulation.

Drainage

The preliminary drainage/conveyance system proposes diversion of surface runoff through grassed areas and into retention ponds prior to discharge. The Aviation Authority would operate and maintain the drainage system following completion of the project. The retention ponds, however, are designed for a ten-year storm while present Hillsborough County regulations require retention ponds to be designed for a 25-year storm. The Council's Area-wide Water Quality Management Plan also supports the 25 year design provision for control and enhancement of water quality. It is therefore recommended that the final stormwater drainage plan to be submitted to Hillsborough County comply with and meet local and state regulations for runoff control methods.

Further, the plan should provide for the use of retained stormwater to meet the non-potable water demands of the airport facility where the County may find such use feasible.

Historical and Archaeological Sites

A very thorough and comprehensive archaeological survey was undertaken of the one-half mile by 700 feet zone of study. No sites of historical or archaeological significance are located within the project boundaries. The information provided was sufficiently detailed to draw the conclusion that no sites either within or adjacent to the area would be adversely affected. This survey was closely coordinated with the Florida Division of Archives and Record Management. In addition, the ADA contains a specific provision which would allow for the protection of any artifacts which may, though not anticipated, be

uncovered during construction. This provision would also insure that appropriate agencies would be notified if the existence of a site should be discovered.

Coastal Zone

The proposed runway extension will occur on vacant land within both the coastal zone management area and the 100 year flood plain as defined by the most recent United States Geological Survey maps. However, the proposed project would not in any way have any adverse impacts on the 100 year flood plain nor on the coastal zone. Since the proposed runway extension area is existing airport property and was previously graded as a safety precaution for the existing runway, no modifications in use are expected. The area surrounding the runway will be maintained in its natural form, in accordance with the Council's policy of preserving lands in the coastal zone.

Employment and the Economy

In terms of economics, the proposed runway extension is consistent with the Council's policy of providing an adequate and efficient airport system for the region, as well as making better use of or upgrading existing facilities prior to the construction of new ones. In addition, the ADA indicates the demand for such transcontinental service is a national need, recognized by both the President of the United States and the Civil Aeronautics Board. The need is also well-documented in the Airport Systems Plan for the Tampa Bay Region, though the runway extension is occurring sooner than originally expected.

Public Facilities

Construction and utility of the runway extension will have no significant impact or increased demand on regional water, wastewater, recreational, educational, health, fire protection, security services or solid waste facilities because there will be no significant increase in passengers.

Energy

The ADA includes a profile of average daily energy demands and sources of electrical power that will be generated on site as well as obtained from Tampa Electric Company. The primary energy demands caused by the extension of the runway are in terms of nighttime lighting of the extended runway and taxiway. Efforts will be continued by the Aviation Authority to conserve energy by shutting the runway lighting system off whenever it is not in use during the nighttime hours (1:00 - 6:00 a.m. generally). On the average, the fuel consumed by airplanes during taxiing operations at the airport will be increased 7% with the runway extension. Fuel consumed during engine start-up, holding at the ends of the runway prior to take-off, and a take-off will not change as a result of the extension itself.

There are no on-site power generating plants to take care of the energy demands of the airport, however, there are several stand-by generators available for back-up power during power outages. Electrical power for the runway lights will continue to be obtained from Tampa Electric Company. A letter has been included in the ADA from Tampa Electric indicating its willingness to provide the additional power needs required. No means of reducing the energy consumption are evident for incorporation with the proposed project. The Airport Authority, however, has indicated a desire to try to conserve energy whenever possible when the facility is not in use, which is in accord with the Council's energy conservation policies.

Transportation

The proposed extension of runway 18 R at Tampa International Airport is not expected to exert any appreciable impacts on the area's ground transportation network. Only a negligible increase in passenger enplanements (.45%) is anticipated, and the resultant increases in daily and peak hour highway traffic volumes will not affect existing levels of service.

A number of alternative runway lengths were considered during the planning stages to build or extend the existing runway. The ideal 12,800 foot length extension, however, would require significant modifications to Hillsborough Avenue and would increase noise levels for residential property in the adjacent area to the northwest of the runway. The compromise solution on the part of National Airlines and the Hillsborough County Aviation Authority has been to extend the runway to 11,000 feet. This would allow National Airlines to provide 100 percent passenger capacity on their airplanes; however, cargo would be limited. It is expected that all passengers could be accommodated under the load restrictions imposed on the shorter runway length (11,000 feet).

Several alternatives to the proposed runway extension were considered including other travel modes, other air carrier airports, extension of other runways at Tampa International Airport and a "no project" alternative. The analysis was considered sufficient to justify the proposed location.

In summary, the demand for such transcontinental service has been well-established and is recognized by both the President of the United States and the Civil Aeronautics Board.

Housing

No residential units are planned as a part of the proposed ADA. The noise associated with the proposed ADA, however, will be examined as a part of this section.

The Appendix in the ADA includes a report concerning noise impacts from the proposed facility. The proposed runway extension will slightly

increase the noise on the northwestern side of the airport. In order to reduce take-off noise impact in this area and keep noise conditions at the approximate level they are today, the developer proposes to build an earthen noise barrier located northwest of the proposed runway extension. The amount of noise reduction resulting from this barrier should off-set the increased noise expected from relocating the runway. Additionally, the barrier may lower noise levels from engine reversals on landings both from the north and south. Accordingly, the project should result in no significant increase in noise impacts. For future years, the Federal Aviation Administration has imposed noise criteria for jet aircraft which will help to reduce aircraft noise levels by 1985.

Set No.
14

HILLSBOROUGH COUNTY PLANNING COMMISSION

HCPC File No.
78-18 DRI

Zoning
Subdivision
Amendment to Zoning Ordinance
Other Airport DRI

MEETING DATE
July 17, 1978

Agency File #
HNL KH JS

Members	Aye	Nay	Absent
Mr. Brown			X
Dr. Brunhild			X
Mr. Carter	X		
Mr. Edwards	X		
Mr. Fernandez	X		
Mrs. Follman	X		
Mr. Johnson			X
Mr. Rawls	X		
Mr. Sweat	X		
Mr. Taylor	X		

Grady Sweat

Grady Sweat, Chairman

John A. Crislip

John A. Crislip, Executive Director

On motion of Mr. Taylor Seconded by Mr. Carter

The following resolution was adopted:

WHEREAS, The Hillsborough County Planning Commission having reviewed an application for development approval, submitted by the Hillsborough County Aviation Authority, for a Development of Regional Impact; and

WHEREAS, Having considered the information provided in said application and the potential impact of the proposed development on the County, including the efficient use or undue burdening of water, sewer, solid waste, public transportation facilities; and

WHEREAS, The Hillsborough County Planning Commission finds the impact of the proposed development to be predominantly beneficial to the County and its residents, and that sufficient action will be undertaken by the applicant to mitigate potentially adverse effects of the development;

NOW THEREFORE, The Hillsborough County Planning Commission recommends to the Board of County Commissioners that the application for development approval for DRI #78-18 be APPROVED.

STAFF REPORT: DRI APPLICATION 78-18-DRI
By Hillsborough County Aviation Authority

PROJECT DESCRIPTION:

The Hillsborough County Aviation Authority is proposing to extend runway 18R, at Tampa International Airport, from its present length of 8,700 feet to 11,000 feet. The longer runway is necessary to accommodate direct flights between Tampa and certain European cities, an activity which has recently been approved by the Civil Aeronautics Board.

The proposed construction is to occur entirely within the present airport boundaries, and requires only a minimal amount of acquisition of property or easements to provide an unobstructed clear zone.

IMPACT ON THE ENVIRONMENT AND NATURAL RESOURCES

A. Air and Water Pollution

Pollution of the atmosphere results from aircraft operations, motor vehicles serving the airport and traveling to and from the airport, as well as from fuel storage and handling operations. Since only a slight increase (less than 0.5%) will occur in emplanements as a result of the runway extension, there should be virtually no increase in air pollution.

The impact of the proposed development on water quality will occur primarily during construction, when it will be necessary to divert an existing drainage ditch and replace it with a box culvert. During construction the contractor should be required to take precautions to prevent soil erosion by protecting exposed soil with sediment checks, mulching, and temporary grassing. A statement is made in the ADA that applicable portions of Florida Department of Transportation - "Standard Specification for Road and Bridge Construction", Section 104, will be included in the job specifications. Upon completion of the work, permanent vegetative cover on all unpaved areas should be provided.

No new wells will be constructed as part of this project, and storm water runoff disposal will not be altered, therefore the surface and ground water quality will not be materially affected. The area of the project does not lie within the 100 year flood prone area as defined by the U.S.G.S.

IMPACT ON VEGETATION AND WILDLIFE

The proposed construction will require removal of the natural vegetation on both sides of the clear zone. All of this growth is relatively young, and it is not considered to be a valuable biotic community. The present vegetation provides habitat for common species of wildlife, but the limited amount to be removed should not affect wildlife populations in the area. No threatened or endangered species would be expected to reside permanently on the site.

ECONOMIC IMPACT

The major direct economic impact of the proposed development would be the expenditure of approximately \$3 million for construction. Funding would be 75% federal ADAP funds, 25% from the Aviation Authority. No additional permanent employment at the airport would result from the project. Since the Authority is exempt from ad valorem taxes, there will be no increase, but rather a slight decrease in these revenues as a direct effect of the acquisition of certain property in the clear zone near Hillsborough Avenue.

LAND USE IMPACT

The primary impact of the airport operations on nearby land use is in the form of noise. Noise levels have been shown to have a very significant effect on the kinds of activities which can effectively be pursued. Because of the importance of noise and its effect, the measurement of perceived noise levels has become a sophisticated science. The consultant report which analyzes existing noise impact and projects changes, in both pattern and intensity, is a major part of the application for development approval. Its conclusions are that there will be minimal increases in the area affected and intensity of noise within the presently affected area.

The studies do indicate, however, that special consideration should be given to noise attenuation in construction of residential structures in a very large area north of the airport, and that steps should be taken to stringently limit new residential growth in those more limited areas subject to noise impact which is above a normally tolerable level. Commercial and industrial land uses are less sensitive to noise and are more suitable for locations subject to noise levels incompatible with residential and related uses.

TRANSPORTATION IMPACT

The proposed runway extension will have a negligible impact on the transportation system. The additional traffic generated as a result of the international flights will produce an increase of

airport oriented traffic of less than one half of one percent. Improvements to the existing transportation system will not be required to accommodate this additional traffic.

ENERGY REQUIREMENT

Aircraft fuel consumption would be expected to show a slight increase as a result of longer taxi length on the extended runway. Electrical energy consumption would be expected to increase as a result of the proposed development. The Tampa Electric Company has confirmed its ability to provide the additional service that might be required.

IMPACT ON PUBLIC FACILITIES AND HOUSING

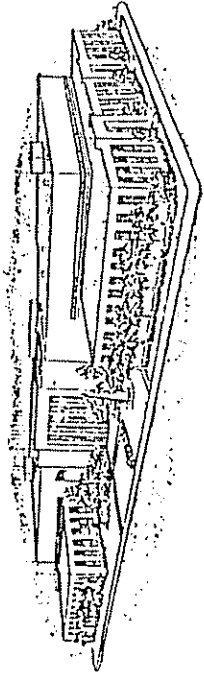
The proposed development would have little or no impact upon the need to provide public facilities and services such as schools, libraries, fire protection, health care, recreation, law enforcement, etc. The need for additional housing in the county would also not be materially affected.

ALTERNATIVES CONSIDERED

Since this is a relatively minor expansion of a major public facility, alternative sites were not a consideration. Flight operations to European destinations would suffer adverse economic constraints if required to use existing runways, and would be forced either to operate at inefficient payload levels or to seek other airports outside the Tampa Bay region with longer runways for their operations.

CONCLUSIONS

In view of the minimal adverse impacts described above, and considering the anticipated benefits to the regional transportation system and local economy of the proposed development, it is recommended that the proposed Development of Regional Impact be approved.



COUNTY OF HILLSBOROUGH

MEMORANDUM

Date June 30, 1978

To Ed Johnson, Building and Zoning Department

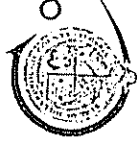
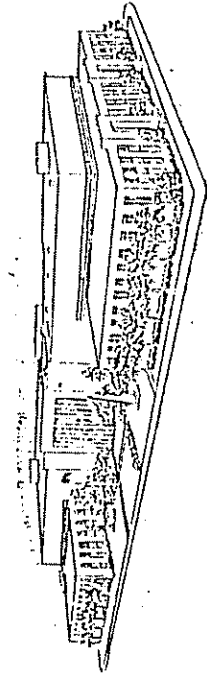
From Robert E. Bedell, Director, Division of Regulatory Services *REB*

Subject: Tampa International Air Port Runway Extension DRI #78-18

The Division of Regulatory Services recommends approval of the subject application. The DRI application has been reviewed by the Building and Zoning Department, the Office of Emergency Preparedness, the Animal Control Department, the Motor Vehicle Inspection Department, and the Fire Control Department, with all agencies reporting no expected impact on their activities. The Mosquito and Aquatic Weed Control Department requests that assurance be given that the retention areas will be designed to drain as stated; if so, no objections.

Attached find the response from each agency in the Division.

EXHIBIT "D"



COUNTY OF HILLSBOROUGH

MEMORANDUM

Date July 7, 1978

To Ed Johnson, Building and Zoning Department

From Patricia T. Gray, Director, Division of Human Services

Subject: DRI 78-18

Please be advised that our findings reflect that there is no apparent impact within the Division of Human Services on the DRI 78-18 process.

Should you have any questions in this regard, please feel free to contact me.

PTG:md

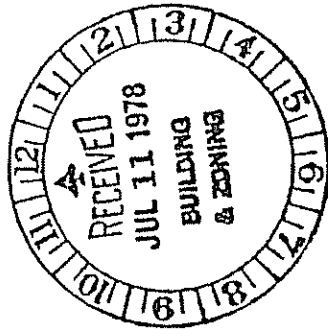
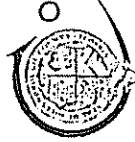
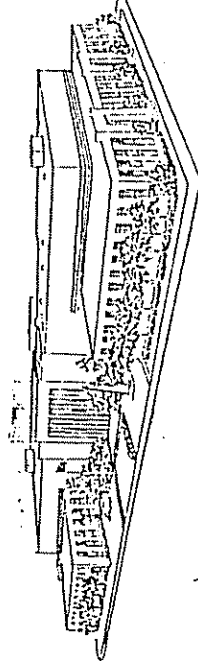


EXHIBIT "E"

THE
BOARD OF COUNTY COMMISSIONERS
FRANCES M. DAVIN, CHAIRMAN
DISTRICT 4
ROBERT E. CURRY, VICE-CHAIRMAN
DISTRICT 1

CHARLES F. BEAN III, DISTRICT 3
BOB BOND, DISTRICT 2
JERRY BOWMER, DISTRICT 5

P O BOX 1110
TAMPA, FLORIDA 33601
TELEPHONE (813) 272-5000



COUNTY OF HILLSBOROUGH
Tampa, Florida 33601



JAMES F. TAYLOR, JR.
CLERK

PICOT B. FLOYD
COUNTY ADMINISTRATOR

June 30, 1978

DRI/ADA REVIEW

Reviewing Agency: Division of Public Utilities

Concerning: Tampa International Airport Runway
Extension DRI #78-18

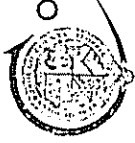
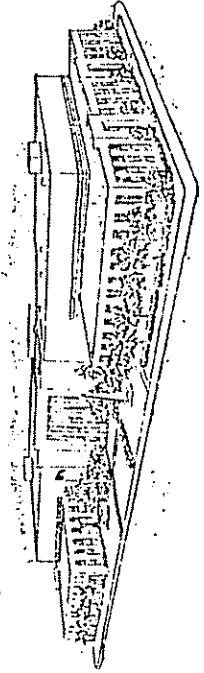
Findings: Because the subject matter is not
related directly to public utilities,
this Division is not in a position
to recommend approval or disapproval
of the DRI.

Dr. M. Frank Hersman, Director
Hillsborough County
Division of Public Utilities

WS:mb

EXHIBIT "F"

An Affirmative Action - Equal Opportunity Employer



COUNTY OF HILLSBOROUGH

MEMORANDUM

Date July 11, 1978

To Edward D. Johnson, Hills. Cty. Bldg. & Zoning Dpt.

From Richard G. Wilkins, Hills. Cty. Env. Prot. Comm.

Subject: Tampa International Airport Runway Extension DRI # 78-18.

The DRI application has been reviewed by the Hillsborough County Environmental Protection Commission. There are no objections to the proposed project.

RGW/fd

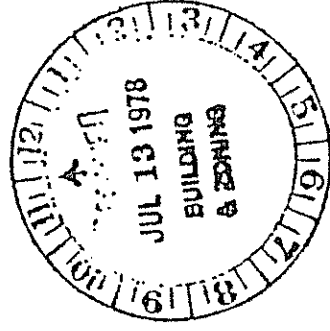


EXHIBIT "G"

UNITED STATES DEPARTMENT OF AGRICULTURE

SOIL CONSERVATION SERVICE, Rm. 417, 700 Twiggs St. Tampa, FL

June 30, 1978

Mrs. Dorothy Hagin
Zoning Coordinator
Building & Zoning
705 E. Kennedy Blvd.
Tampa, FL 33602

Re: DRI - Tampa International Airport
Runway Extension

Dear Mrs. Hagin:

This office recommends approval of the subject Development of Regional Impact.

Based on the application for Development Approval, little adverse effects is expected on the natural resource base in the area of concern. Only a selectively small area will be impacted significantly, that being the impervious area for the runway.

Special construction techniques must be used to overcome the soil limitations shown in Table 14.1, "Soil Description and Interpretations". These techniques need to take into consideration the required load bearing strength of the runway, stabilization of excavated embankments and slopes, surface flooding and erosion hazards from wind and water.

Sincerely,

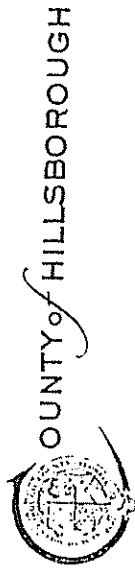
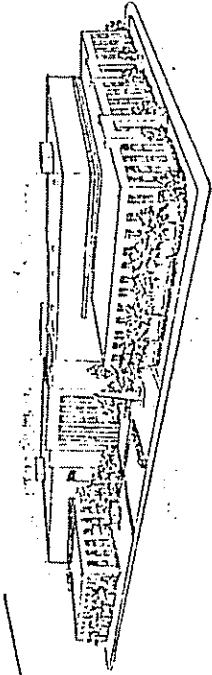


Ronald Smola
District Conservationist

cc: Noreen Follman

EXHIBIT "H"





MEMORANDUM

Date July 11, 1978

To Edward D. Johnson, Building & Zoning Dept.
From Jimmy D. Allison, Director of Public Works
Subject: Tampa International Airport Runway Extension - Application for Development Approval DRI (78-18)

Reference is made to our memos dated June 30, 1978, and July 5, 1978, regarding the proposed runway extension.

In a letter dated July 3, 1978, Reynolds, Smith and Hills forwarded prints of the drainage map and design calculations on the project. The letter advised that a 25 year storm will require 90,000 cu ft and that storage areas actually provided are in excess of 125,000 cu ft.

We concur in the concept that the project accommodates a 25 year storm in order that there be no adverse influence on the upstream or downstream drainage systems. The engineer has given proposed discharges, but has not provided the basis for calculating these discharges. We will require in-flow/out-flow hydrographs for the retention areas in the proposed project.

Recommend that any approval of the DRI application include a stipulation or provision that no construction shall commence until a final stormwater drainage plan is approved by appropriate Hillsborough County agencies to include the Environmental Protection Commission and the County Development Department.

cc: John Weeks

Parker Howard
Reynolds, Smith & Hills
4019 Boulevard Center Drive
P.O. Box 4850
Jacksonville, Florida 32201


J.D.A.

By: R. D. Vincent
Control & Services Engineer

EXHIBIT "I"

1. The findings set forth in the Application are adopted except to the extent that they are inconsistent with the findings hereinafter made in this Development Order.
2. The findings of fact of the Tampa Bay Regional Planning Council (TBRPC) as set forth in the Plan Comments and Recommendations of TBRPC dated July 10, 1978, a copy of which is attached hereto, marked Exhibit "B" and incorporated herein as if set forth in full, are adopted and made as findings of fact.
3. The findings of fact of the Hillsborough County Planning Commission (HCPC) as set forth in the staff report to the HCPC, dated June 27, 1978, a copy of which is attached hereto, marked Exhibit "C" and incorporated herein as if set forth in full, are adopted and made as findings of fact.
4. The findings of fact of the Hillsborough County Division of Regulatory Services as set forth in the response of the division, dated June 30, 1978, a copy of which is attached hereto, marked Exhibit "D" and incorporated herein as if set forth in full, are adopted and made as findings of fact.
5. The findings of fact of the Hillsborough County Division of Human Services as set forth in the response of the division, dated July 7, 1978, a copy of which is attached hereto, marked Exhibit "E" and incorporated herein as if set forth in full, are adopted and made as findings of fact.
6. The findings of fact of the Hillsborough County Division of Public Utilities as set forth in the response of the division, dated June 30, 1978, a copy of which is attached hereto, marked Exhibit "F" and incorporated herein as if set forth in full, are adopted and made as findings of fact.
7. The findings of fact of the Hillsborough County Environmental Protection Commission (EPC) as set forth in the response of the EPC, dated July 11, 1978, a copy of which is attached hereto, marked Exhibit "G" and incorporated herein as if set forth in full, are adopted and made as findings of fact.

8. The findings of fact of the Hillsborough County Division of Public Works in its report dated July 11, 1978, a copy of which is attached hereto, marked Exhibit "H" and incorporated herein as if set forth in full, are adopted and made as findings of fact.

9. The findings of fact of the United States Department of Agriculture in its letter to the County, dated June 30, 1978, a copy of which is attached hereto, marked Exhibit "I" and incorporated herein as if set forth in full, are adopted and made as findings of fact.

10. The development is consistent with the objectives of the Horizon 2000 Land Use Plan adopted by the Hillsborough County Planning Commission.

11. The development, except as herein indicated, is consistent with the report and recommendations of TBRPC.

CONDITIONS

The approval of the Application and the development which is the subject of the Development Order is subject to the following condition:

No construction shall commence until a final stormwater drainage plan is approved by the Hillsborough County Division of Public Works and the Hillsborough County Environmental Protection Commission.

TERM

This Development Order shall remain in effect for a period of eighteen (18) months from and after the date hereof. The Authority shall provide, on or before July 21, 1979 the extent of construction remaining to be completed. The Authority shall notify the Board upon final completion of the proposed development which is the subject of this Order on or before the date of expiration of its term.

EFFECT

This Development Order and the condition herein shall be binding upon all County agencies in acting upon all development applications in connection with the development which is the subject of this Application.

LIMITATION ON SUBSTANTIAL DEVIATION

This Development Order shall not encompass or approve any proposed development which constitutes a substantial deviation from the terms of the Development Order, from the representations contained in the Application for Development Approval adopted and incorporated herein by reference, and the matter set forth in the Horizon 2000 Plan which is a part of that application which is commenced after the expiration of the term of this Order.

DONE AND ORDERED This 21st day of July, 1978.

HILLSBOROUGH COUNTY, FLORIDA

Frances M. Davin
Frances M. Davin, Chairman

APPROVED BY COUNTY ATTORNEY

BY B. B. Vest

BOARD OF COUNTY COMMISSIONERS
HILLSBOROUGH COUNTY, FLORIDA
DOCUMENT No. 78-897

STATE OF FLORIDA)

COUNTY OF HILLSBOROUGH) . . .

I, JAMES F. TAYLOR, JR., Clerk of the Circuit Court and Ex Officio Clerk of the Board of County Commissioners, do hereby certify that the above and foregoing Development Order is a true and correct copy of a Development Order adopted by the Board of County Commissioners of Hillsborough County, Florida, in its regular meeting of July 21st, 1978, as the same appears in record in Minute Book of the Public Records of Hillsborough County, Florida.

July WITNESS my hand and official seal this 26th day of
July, 1978.

JAMES F. TAYLOR, JR., CLERK

BY: Lucy M. Booney
Deputy Clerk

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EXHIBIT "A"

Agenda Item #7A
7/10/78

DRI #62
TAMPA INTERNATIONAL AIRPORT
RUNWAY EXTENSION, HILLSBOROUGH COUNTY

The following presents the opinions and recommendations of the Tampa Bay Regional Planning Council in accordance with the Florida Environmental Land and Water Management Act (Chapter 380 F.S.). This report is based upon data presented in the Development of Regional Impact application as well as upon information obtained through on-site inspections, outside sources, contacts with local agencies, and comparisons with local and regional plans. In compliance with the legislation, this evaluation addresses the development's efficient use or undue burdening of water, sewer, solid waste disposal, public transportation facilities and other public facilities in the region. Further, this evaluation addresses the favorable or adverse effects on the region's environment and natural resources, economy, and people's accessibility to housing.

APPLICANT INFORMATION

Applicant:

Hillsborough County Aviation Authority
P.O. Box 22287
Tampa, Florida 33622

Authorized Agent:

Mr. George Bean
Director
Hillsborough County Aviation Authority

Initial ADA Submittal:

April 21, 1978

Additional Information Submitted:

May 11, 1978

TBRPC Review:

July 10, 1978

Public Hearing Date:

July 21, 1978

Project Location:

Hillsborough County
(see location map)

Type of Development:

Airport Runway Extension

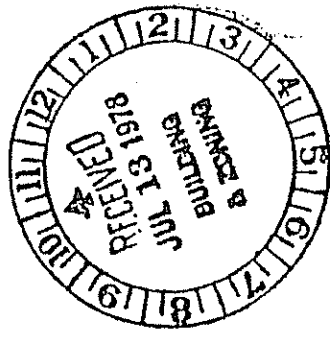


EXHIBIT "B"