

December 8, 2016 - Planning Commission
Agenda Item #6

Subject

PA-16-09/Ordinance 17-03 - Airport Impact Overlay Text and Map Amendment - Legislative - Lisa Barrett, Planning Manager

Briefings

None

Contact and/or Presenter Information

RECOMMENDED in Open Session by
Manatee County Planning Commission
[December 8, 2016](#)

Presenters:

Kelley Klepper, AICP, Kimley-Horn and Associates (Consultant)

Lisa Barrett, Planning Manager, 941-748-4501 ext. 6884

Contact:

Bobbi Roy, Planning Coordinator, 941-748-4501 ext. 6878

Action Requested

RECOMMENDED MOTION:

Based upon the evidence presented, comments made at the Public Hearing, the technical support documents and finding the request to be CONSISTENT with the Community Planning Act as codified in applicable portions of Chapter 163, Part II, Florida Statutes and the Manatee County Comprehensive Plan, I move to recommend **TRANSMITTAL** of Plan Amendment PA-16-09, as recommended by staff.

Enabling/Regulating Authority

Manatee County Comprehensive Plan

Manatee County Land Development Code

Background Discussion

- The Florida Legislature has amended Florida Statute 333, Airport Zoning (F.S. 333), effective July 1, 2016, which will impact the airport zoning regulations of almost all airport zoning authorities, including Manatee County, and require amendments to the County's existing regulations by July 1, 2017.

- F.S. 333 requires that every political subdivision having an airport hazard area (any area where an airport hazard/obstruction might be established) within its territorial limits shall adopt, administer, and enforce in the manner and conditions prescribed in F.S. 333, airport zoning regulations.
- Manatee County's Comprehensive Plan, specifically the Future Land Use, Aviation Sub-Element of the Transportation Element, and Definitions, forms the basis for the County's airport zoning standards located within Chapter 4, Section 401.2 of the Manatee County Land Development Code. The County's Comprehensive Plan, specifically these Elements, are required to be amended in order to provide consistency between the Plan and the implementing Zoning standards. In addition to the proposed Comprehensive Plan text amendments, the Comprehensive Plan Future Land Use Map Series and related Maps are required to be amended to reflect currently adopted noise studies/contours which serve as the basis for the AI Airport Impact Overlay district.
- Subsequent to these amendments to the Comprehensive Plan and Future Land Use Map series, the County will be bringing forward corresponding amendments to Chapter 4 – Zoning, specifically Section 401.2 relating to the Airport Impact (AI) Overlay Zoning District and its requirements.
- In order to be consistent with State Statute, staff recommends approval of the amendments.

County Attorney Review

Other (Requires explanation in field below)

Explanation of Other

Sarah Schenk reviewed and responded to Matter 2016-0803 on November 17, 2016.

Reviewing Attorney

Schenk

Instructions to Board Records

N/A

Cost and Funds Source Account Number and Name

N/A

Amount and Frequency of Recurring Costs

N/A

Attachment: [Staff Report - Comprehensive Plan Amendment - Airport Regs. - PA-16-09 Ordinance 17-03.pdf](#)

Attachment: [Exhibit A-D \(3\).pdf](#)

Attachment: [Affidavit of Newspaper Advertising.pdf](#)

MEMORANDUM

To: Nicole Knapp, Planning Section Manager
From: Bobbi Roy, Planning Coordinator
Date: **December 7, 2016**
Subject: **Agenda Update** for the December 8, 2016 Planning Commission



THIS MEMO AND THE CHANGES INDICATED BELOW ARE REFLECTED IN THE ELECTRONIC AGENDA (E-AGENDA)

6. PA-16-09/Ordinance 17-03 – Airport Impact Overlay Text and Map Amendment – Legislative – Lisa Barrett, Planning Manager – Revisions to Exhibit “B” Definitions in highlighted text – see attached.

8. Z-16-06 – Enneking Rezone – DTS20160288 – Quasi-Judicial – Branden Roe, Planner – Additional public comment letter – see attached

CC: Planning Commissioners – 7
Clarke Davis, Transportation Planning Manager
Tom Gerstenberger, Stormwater Engineering Division Manager
Joel Christian, Environmental Review Manager
Sarah Schenk, Assistant County Attorney
Susan Angersoll, Address Coordinator
William Clague, Deputy County Attorney
Nicole Knapp, Planning Section Manager
Branden Roe, Planner
Barney Salmon, Planner
Kathleen Thompson, Planning Manager
Margaret Tusing, Principal Planner
Bobbi Roy, Planning Coordinator
Board Records
Counter Copy

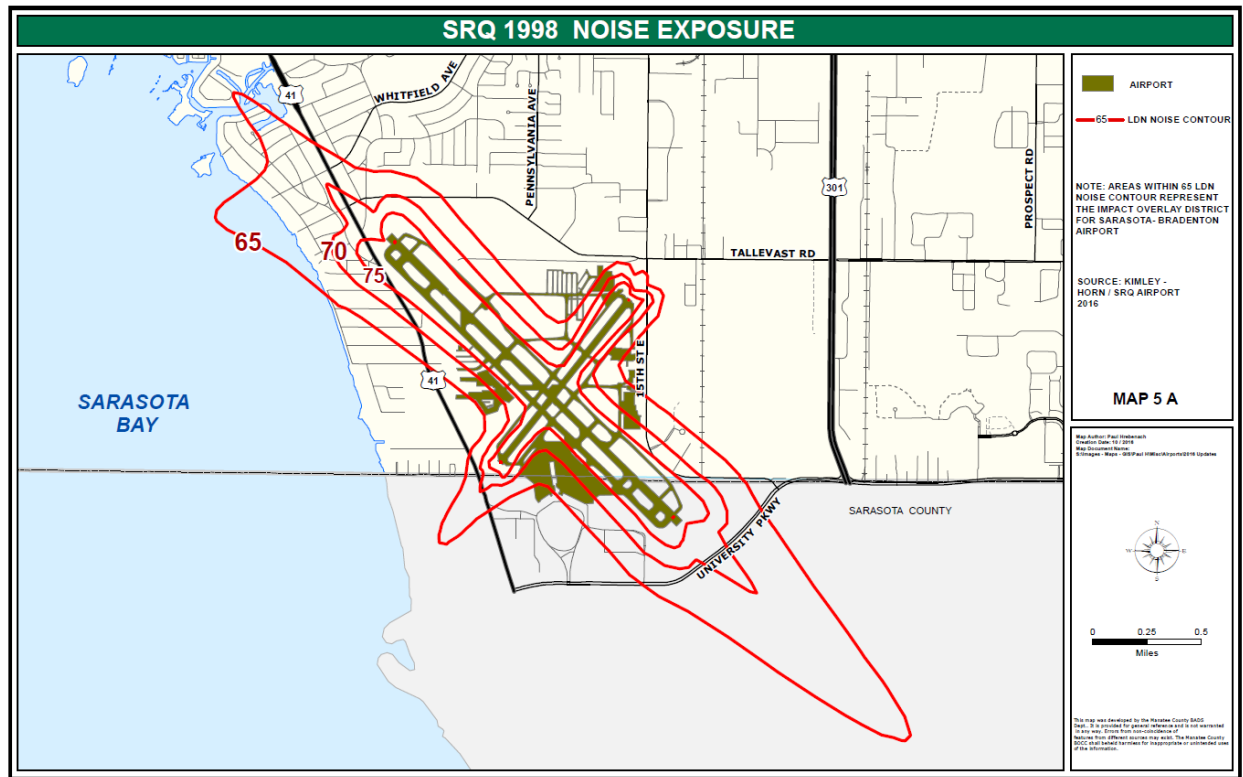
Building and Development Services
Public Hearings
1112 Manatee Avenue West
Phone number: (941) 748-4501 ext. 6878

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Exhibit “A” Map Amendment

Map 5A (Aviation Sub-Element)

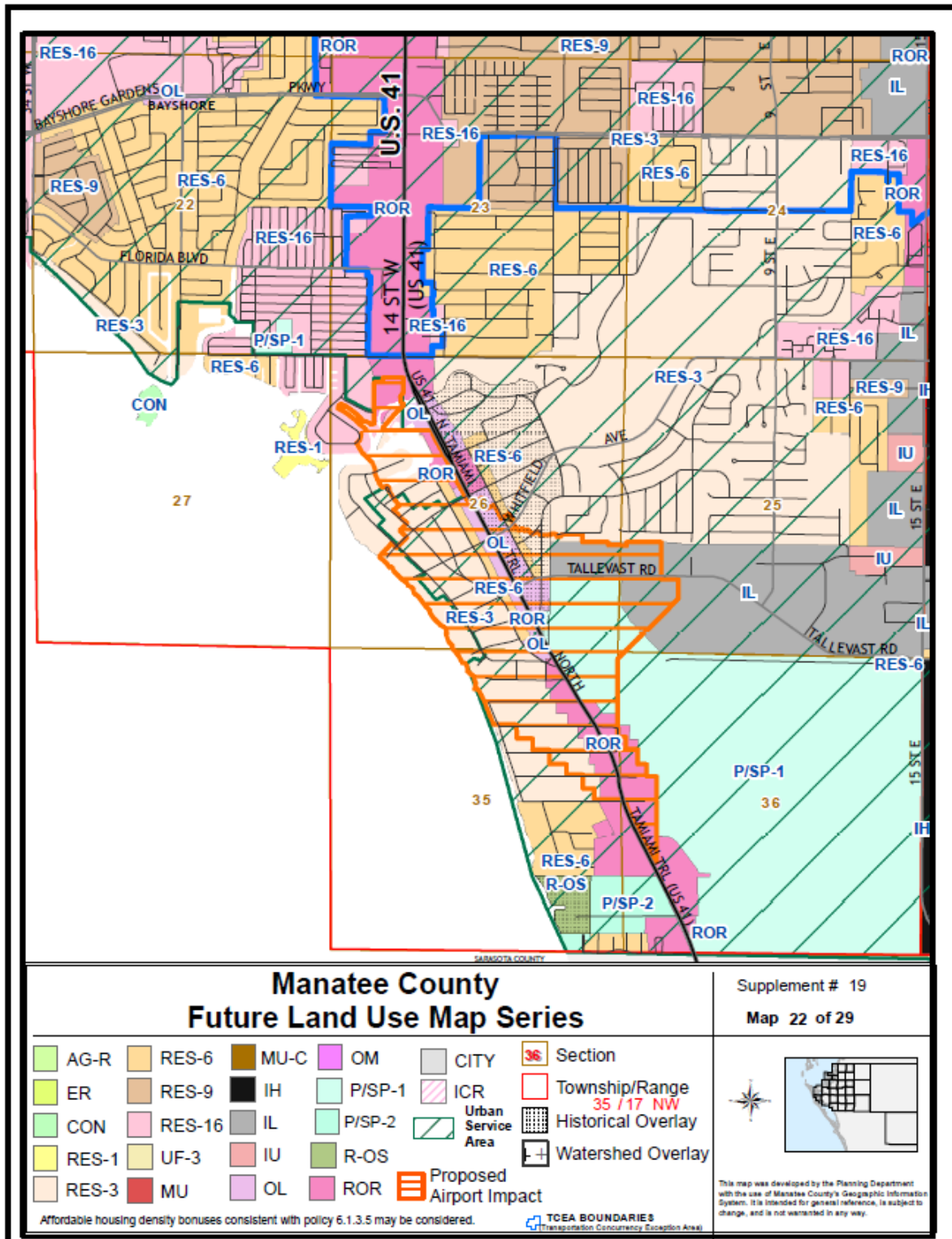


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Exhibit “A” Map Amendment

Map 22 of the Future Land Use Map Series



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Exhibit “B” Text Amendments to Definitions

Airport Hazard – ~~Any structure or tree or use of land which would exceed the federal obstruction standards as contained in 14 C.F.R., Subsection 77.21, 77.23, and 77.25 (revised March 4, 1972) and which obstructs the airspace required for the flight of aircraft in landing or taking off at an airport or is otherwise hazardous to such landing or taking off of aircraft.~~

Airport Hazard Area – ~~Any area of land or water upon which an airport hazard might be established if not prevented pursuant to Chapter 333, F.S.~~

Airport Hazard - Means an 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. (Chapter 333, F.S.)

Airport Hazard Area - Means any area of land or water upon which an airport hazard might be established. (Chapter 333, F.S.)

Airport Approach Surface [Airport Runway] - ~~A surface which begins at the end of the primary surface (200 feet beyond the runway threshold) and slopes upward at a predetermined ratio while flaring outward horizontally. The width and elevation of the inner end conforms to that of the primary surface while the slope length and width of the outer end are governed by the runway surface category and approach procedure desired.~~

An area longitudinally centered on the extended runway centerline and extending outward from the end of the primary surface. The approach ~~zone~~ surface area and height restrictions are designated for each runway based upon the type of approach available or planned for that runway end, as follows:

Approach Surface Width. The inner edge of the approach ~~zone~~ surface is the same width as the primary ~~zone~~ surface. The outer width of the approach ~~zone~~ surface is prescribed for the most precise approach existing or planned for that runway end expanding uniformly outward to a width of:

For a Precision Instrument Runway, a maximum width of sixteen thousand (16,000) feet.

For a Non-Precision Instrument Runway other than a Utility Runway, a maximum width of three thousand five hundred (3,500) feet.

For a Utility Visual Runway, a maximum width of one thousand two hundred fifty (1,250) feet.

For a Utility Non-Precision Instrument Runway, a maximum width of two thousand (2,000) feet.

Approach Surface Length. The approach ~~zone~~ surface extends from the end of the runway primary surface for a horizontal distance of:

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For a Precision Instrument Runway, a maximum distance of fifty thousand feet and reciprocal slope delineated as follows:

- i. the first ten thousand (10,000) feet with a slope of 50 to 1,
- ii. the next forty thousand (40,000) feet with a slope of 40 to 1.

For a Non-Precision Instrument Runway other than a Utility Runway, a maximum distance of ten thousand (10,000) feet.

For a Visual or Non-Precision Instrument Utility Runway, a distance of five thousand (5,000) feet.

Runway Protection Zone - Means an area at ground level beyond the runway end to enhance the safety and protection of people and property on the ground.

Airport, Conical Surface [Airport Runway] - A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet. (FAR Part 77)

Airport, Commercial Aviation - Means any area of land or water designed and set aside for the landing and taking off of aircraft and used or to be used in the interest of the public for such purpose. (Chapter 333, F.S.)

Airport, General Aviation- An airport facility which is designed, or constructed, or used for private business or individual use, and which does not accommodate regularly scheduled commercial air carrier flights.

Airport, Horizontal Surface [Airport Runway] - ~~An oval-shaped, level area situated 150 feet above the airport elevation. Its dimensions are governed by the runway service category and approach procedure desired.~~ A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The radius of each arc is:

(1) 5,000 feet for all runways designated as utility or visual;

(2) 10,000 feet for all other runways. The radius of the arc specified for each end of a runway will have the same arithmetical value. That value will be the highest 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 shall be disregarded on the construction of the perimeter of the horizontal surface. (FAR Part 77)

Airport, Primary Surface [Airport Runway] - ~~A rectangular area symmetrically located about each runway centerline and extending a distance of 200 feet beyond each runway threshold. Its elevation is the same as that of the runway at all points.~~ An area located at each end of a runway which is longitudinally centered on each runway, extending two hundred (200) feet beyond each end of that specially prepared hard surface runway with the width specified for the most precise approach existing or planned for either end of that runway. The primary surface ends at each runway end for all runways without a specially prepared hard surface. The width of each primary surface is as follows:

- i. Precision Instrument Runways: 1,000 feet.
- ii. Non-Precision Instrument Runways: 500 feet.
- iii. Public Utility Visual Runways: 250 feet.
- iv. Private Utility Visual Runways: 100 feet.

Airport, Runways

- i. Other Than Utility Runway shall mean a runway that is constructed for and intended to be used by aircraft of a maximum gross weight greater than twelve thousand five hundred (12,500) pounds.
- ii. Precision Instrument Runway means a runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS), or a Precision Approach Radar (PAR). It also means a runway for which a precision approach system is planned and is so indicated by an FAA-approved airport layout plan; a military service approved military airport layout plan; any other FAA planning document, or military service military airport planning document. (FAR Part 77)
- iii. Utility Runway shall mean a runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight and less. (FAR Part 77)
- iv. Visual runway means a runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure and no instrument designation indicated on an FAA-approved airport layout plan, a military service approved military airport layout plan, or by any planning document submitted to the FAA by competent authority. (FAR Part 77)

Airport, Transitional Surface - ~~A sloping area which begins at the edge of the primary surface of an aircraft runway and slopes upward at a ratio of 7:1 until it intersects the horizontal surface.~~

These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline. (FAR Part 77)

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Clear Zone [Airport Runway] – A symmetrical area which begins at the runway threshold and expands vertically and horizontally as it extends outward a distance of 2,500 feet measured horizontally.

Commercial Aviation Airport – An airport facility which is designed, or constructed, or used for the operation of commercial air carriers and their passengers.

Conical Surface [Airport Runway] – A sloping area whose inner perimeter conforms to the shape of the horizontal surface. It extends outward for a distance of 4,000 feet measured horizontally, while sloping upward at a ratio of 20:1.

General Aviation Airport – An airport facility which is designed, or constructed, or used for private business or individual use, and which does not accommodate regularly scheduled commercial air carrier flights.

Horizontal Surface [Airport Runway] – An oval-shaped, level area situated 150 feet above the airport elevation. Its dimensions are governed by the runway service category and approach procedure desired.

Primary Surface [Airport Runway] – A rectangular area symmetrically located about each runway centerline and extending a distance of 200 feet beyond each runway threshold. Its elevation is the same as that of the runway at all points.

Transition Surface [Airport Runway] – A sloping area which begins at the edge of the primary surface of an aircraft runway and slopes upward at a ratio of 7:1 until it intersects the horizontal surface.

Exhibit “C Text Amendment to Future Land Use Element

Future Land Use Element.

Policy: 2.2.2.7

AI: Establish the Airport Impact Overlay District as follows:

Policy: 2.2.2.7.1

Definition: The geographic area subject to current or future projected noise exposure from any aviation facility of 65 Ldn or greater. This area is defined as the area contained within the 65 Ldn noise contour, as shown on the official noise exposure maps (NEM) for the aviation facility (Map contained in the Aviation Sub-Element ~~section~~ of the Transportation Element) and Map 5-A SRQ 1998 Noise Exposure Map.

Editor Note: the Airport Impact Overlay District Map does not have a formal Map designation/identifier; one will be assigned as part of this amendment process.

Policy: 2.2.2.7.2

Purpose:

- a) To define geographic areas which will be subject to special review or regulation pursuant to the applicable Policies y adopted as part of 5.11.1.2 and Objective 5.11.2 Objective 5.13.1, 5.13.2, 5.13.3.

Policy 2.2.2.7.3

Applicable Goals, Objectives, and Policies: Goals, objectives and policies pertaining to AI Overlay District are contained under Objectives ~~5.11.1 and 5.11.2~~ 5.12.1, 5.13.1, 5.13.2, 5.13.3, 5.13.4 of the Aviation Sub-element, and Policy 2.9.2.1 of the Future Land Use Element.

Policy: 2.2.2.7.4

Effect of Mapping:

- a) Any project which is at least partially within the AI Overlay District shall be subject to the applicable requirements listed under Policies 2.2.2.7.2 and 2.2.2.7.3 above and the applicable standards of the Land Development Code, Chapter 4.
- b) The area designated under the AI Overlay District on the Future Land Use Map and Map 5-

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A SRQ 1998 Noise Exposure Map shall also be subject to all goals, objectives and policies for any future land use category under the AI Overlay.

Exhibit “D” Text Amendment to Aviation Sub-Element of the Transportation Element

AVIATION SUB-ELEMENT

GOAL: 5.12 **The provision of sufficient general aviation facilities to meet the needs of area residents and businesses in a manner that is safe, economical, and environmentally sound.**

Objective: 5.12.1 **General Aviation Facilities:** Continue to evaluate the need for a new or expanded general aviation facility in coordination with the West Central Florida Metropolitan Area Aviation System Plan.

Policy: 5.12.1.1 Continue to assess the ability of the Sarasota-Bradenton International Airport to meet future general aviation demand.

Implementation Mechanism:

- a) Manatee County Building and Development Services initiation of coordination activities with the Sarasota-Manatee Airport Authority and participation consistent with this policy.

Policy: 5.12.1.2 Request that the Sarasota-Manatee Airport Authority initiate appropriate actions following conclusion of any study identifying the need for additional mechanisms to meet future general aviation demands.

Implementation Mechanism:

- a) Coordination by the Manatee County –Building and Development Services with the Sarasota-Manatee Airport Authority to ensure compliance with this policy.

GOAL: 5.13 **Location, regulation, and operation of existing and future airports to minimize the impact on the natural environment and to minimize the conflicts between airport facilities and surrounding land uses.**

Objective: 5.13.1

Noise Impact of Sarasota-Bradenton International Airport: Maintain current strategies, in cooperation with the Sarasota-Manatee Airport Authority, for preventing any increase in, and for reducing (where feasible), noise impacts associated with the daily operation of Sarasota-Bradenton International Airport (see also Policy 2.2.2.7.)

Policy: 5.13.1.1

Coordinate with the Sarasota-Manatee Airport Authority to maintain an appropriate and acceptable adopted noise abatement and land use compatibility program for the Sarasota-Bradenton International Airport consistent with the requirements of the FAR Part 150 Noise Compatibility Program. Manatee County shall take appropriate action to ensure, to the maximum extent practicable, that this noise abatement strategy is consistent with the protection of land uses in Manatee County from adverse noise impacts.

Implementation Mechanism(s):

- a) Manatee County Building and Development Services coordination with the Sarasota-Manatee Airport Authority to implement the strategy required by this policy, and to monitor and ensure the airport's compliance with Airport DRI requirements relating to noise abatement and land use compatibility stipulated in the DRI Development Order.
- b) Board of County Commissioners coordination with, and assistance (where appropriate) to, the Sarasota-Manatee Airport Authority for developing a local or state-based funding source, or to obtain FAA funding targeted to assist in the implementation of adopted noise abatement or land use compatibility programs.

Policy: 5.13.1.2

Maintain an Airport Impact Overlay district (see the Future Land Use Map series Map 5-A SRQ 1998 Noise Exposure Map as may be amended) for the area

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currently exposed to, or projected for exposure to, aircraft noise of 65Ldn or more to regulate land uses and minimize the development of land uses that would be severely impacted by exposure to aircraft noise within the Airport Impact overlay District.

Implementation Mechanism(s):

- a) Maintain land development regulations developed pursuant to §163.3202, F.S. and §333, F.S. and 14 C.F.R. s. 77, that include an Airport Impact Overlay section which contains specific criteria for the review of applicable development orders to ensure policy compliance.
- b) Continue Building and Development Services coordination with the Sarasota-Manatee Airport Authority and implement noise review criteria for review of ~~proposed projects~~ applicable development orders within the Airport Impact Overlay District of the Sarasota-Bradenton International Airport.

Policy: 5.13.1.3

Maintain adopted land development regulations that shall, at a minimum:

- 1) require that a ~~Planned Development~~ review process be within the LDC ~~be utilized~~ for the approval of new projects containing noise sensitive uses within the Sarasota-Bradenton International Airport's Airport Impact Overlay District, and
- 2) reference the ~~1993~~ 1998 Noise Exposure Maps, as may be amended, for the Sarasota-Bradenton International Airport that were accepted or approved by the Federal Aviation Administration as part of the regulatory framework of the land development regulations. The Land development regulations code shall also identify recommended compatible uses within specified noise (Ldn) contours. The Land development regulations code, Zoning regulations associated with the

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Airport Impact Overlay District shall also be closely coordinated with the Sarasota-Manatee Airport Authority, and

- 3) provide, at the time of consideration of any proposed development order establishing a permitted use or increased residential density, for a review of compatibility of the proposed use or density with existing noise exposure levels, and with projected noise levels (See also Policy 5.13.1.2 above).

Policy: 5.13.1.4

Prohibit any airport activity or expansion ~~other than a special exception (see Chapter 1, Section D.2)~~ which would adversely alter the noise impact of the Sarasota-Bradenton International Airport by generating an expansion or adverse alteration of the existing noise contours. The Board of County Commissioners may determine that expansion of contours on Airport property, expansion to areas with compatible uses to the airport, or changes to contours which achieve a net positive result do not constitute an adverse alteration of the noise contours. No development orders shall be issued by Manatee County for any airport expansion or redevelopment which would violate this policy.

Implementation Mechanism:

- a) Coordination between the Manatee County Building and Development Services and the Sarasota-Manatee Airport Authority to achieve compliance with this policy.

Objective: 5.13.2

Airport Compatibility: Airports located and operated in a manner consistent and compatible with current and future surrounding land uses, including protection of land uses from adverse airport noise impacts.

Policy: 5.13.2.1

Prevent or minimize any future conflicts or incompatibilities between any new, or expanded, general aviation or commercial aviation facility and any existing or future land use or natural resources by

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maintaining airport siting criteria and a series of performance standards for all general aviation or commercial airports. Also, require identification of an Airport Impact Overlay District on the Future Land Use Map for any general aviation or commercial aviation airport, such Overlay District encompassing the area exposed to aircraft noise of 65 Ldn or greater. (See also Policy 5.13.4.1)

Implementation Mechanism:

- a) Maintenance of land development regulations pursuant to § 163.3202, F.S. and § 333, F.S., and 14 C.F.R. s. 77, containing airport siting criteria and performance standards, designed to ensure compatibility of any airport with existing land uses and natural resources, and with future land uses, including uses identified in the Land development code.

Policy: 5.13.2.2

Consistent with § 333, F.S., maintain a development review process that requires noise level reduction within any structure to 45 Ldn as a condition for issuance of any building permit for residential or other noise sensitive uses within any Airport Impact Overlay District.

Implementation mechanism:

- a) Implementation of procedures by the Manatee County Building Department to require all applicable building permits to be issued in a manner so as to require use of construction materials, and/or use of designs that achieve interior noise levels of 45 Ldn or less. As part of these procedures, the developers will also be required to submit certification that the structure(s) has met this condition, such certification prepared either by the architect or by a professional acoustician, prior to the issuance of a certificate of occupancy. All residential subdivision requests will be subject to the aforementioned requirements as a condition of Preliminary Plat approval, or similar approval.

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Policy: 5.13.2.3 Continue to involve the Sarasota-Manatee Airport Authority in the review of rezonings, Comprehensive Plan amendments, site plan approvals, and other appropriate development orders which are requested in the 65+ Ldn noise impact area of all airports under the Sarasota Manatee Airport Authority's jurisdiction, in order to ensure consistency with the Noise Compatibility Program for the Sarasota-Bradenton International Airport as established pursuant to Policy 5.13.1.1 or with any other noise compatibility program for other airports.

Implementation Mechanism:

- a) Manatee County Building and Development Services coordination with the Sarasota-Manatee Airport Authority to facilitate compliance with this policy.

Objective: 5.13.3 **Airspace Protection:** Limit obstructions by objects (as defined by the Land development code including those within § 333, F.S. and 14 C.F.R. s. 77 FAR Part 77.5) that violate any general aviation or commercial airport's runway protection zones, approach surfaces, transition surfaces, horizontal surfaces, and conical surfaces, and to protect against land uses that are incompatible with airport facilities and operations. ~~Also, to establish airspace protection identical to that authorized for public use airports under Ch. 333, F.S. to private use airports, by local policy under this objective.~~

Policy: 5.13.3.1 Require compliance with height and permitting restrictions within airport hazard areas established by airport zoning regulations developed pursuant to Ch. 333, F.S.

Implementation Mechanism:

- a) Coordination between the Sarasota-Manatee Airport Authority and the Manatee County Building and Development Services to

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implement regulations described in this policy in
land development regulations developed
pursuant to § 163.3202, F.S.

Policy: 5.13.3.2

Prohibit the development of any structure violating any maximum height limitation imaginary surface indicated on the Airport Map, Surfaces adopted in the Land development code ~~Map 5H~~ Chapter 333, F.S. And Equivalent Height Limitations For Public Use And Private Use Airports. The Land development code- Airport Map, Surfaces shall be ~~Map 5H~~ shall be amended to reflect the addition of any new planned public use or private airports, or to reflect any changes in flight arrival/departure patterns associated with existing public use airports.

Implementation Mechanism:

- a) Coordination between the Manatee County Building and Development Services the Sarasota-Manatee Airport Authority, and Airport Manatee to achieve compliance with this policy.

Policy: 5.13.3.3

Encourage, where local authority to do so is not precluded by federal law, the use of areas shown on ~~Map 5-I on Map 5I in the Land development code~~ Preferred Locations for Antenna Towers/Clusters, for locating all new or relocated antenna towers or antenna clusters where such tall structures are approved in those locations by the Federal Communications Commission, and are otherwise consistent with goals, objectives, and policies of this Comprehensive Plan.

Implementation Mechanism:

- a) Manatee County Building and Development Services review of proposed antenna towers and antenna structures for compliance with this policy.

Objective: 5.13.4

Compatibility With Natural Resources: Improvement and expansion of the Sarasota-Bradenton

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International Airport in a manner that minimizes adverse impacts to water quality and other natural resources.

Policy: 5.13.4.1

Minimize the disruption of environmentally sensitive land or natural resources caused by the siting of new, or expansion of existing, airport facilities and achieve consistency with the Future Land Use Element, Coastal Management Element, and Conservation Element.

Implementation Mechanism(s):

- a) Use of airport siting criteria contained in regulations developed pursuant to policy 5.13.2.1 by the Building and Development Services to evaluate proposed airport sites.
- b) Airport performance standards developed pursuant to Policy 5.13.2.1 containing requirements which allow for the determination of the impacts of any expansion or new airport development on environmentally sensitive areas or natural resources, and containing requirements to ensure that any adverse impacts are reduced to a minimum. Requirements will include the required submittal of site development plans for designation of any proposed airport site or expansion.
- c) Policy in the Future Land Use Element generally precluding future commercial aviation facilities from location in the WO Watershed Overlay Districts (See also Policy 2.2.2.2.5).

GOAL: 5.14

Effective coordination of the operation, development, or expansion of all airports in manatee county with all appropriate federal, state, regional and local agencies.

Objective: 5.14.1

Airport Improvements Coordination: Improvements to Sarasota-Bradenton International Airport coordinated with improvements to roads and other public facilities impacted by the airport.

Policy: 5.14.1.1

Require that all planned or necessary on- or off-site

capital improvements contained in, or necessary to implement, the Sarasota-Manatee Airport Authority's approved master plans are consistent with the MPO's ~~2030~~ 2040 Long Range Transportation Plan, with FDOT's 2030 Florida Transportation Plan and five year work program, with Manatee County's Capital Improvements Element, and with other agency budgets.

Implementation Mechanism:

- a) Coordination by the Manatee County Building and Development Services, Public Works Department, and the Utilities Department, to ensure consistency between any master plan adopted by the Sarasota-Manatee Airport Authority and the Capital Improvements Element contained in this Comprehensive Plan. Also, to ensure consistency between any adopted Sarasota-Manatee Airport Authority Airport Master Plan and the MPO's plans.

Policy: 5.14.1.2

Ensure that airport expansion or siting plans are coordinated with the Continuing Florida Aviation System Planning Process.

Implementation Mechanism:

- a) Participation of Manatee County government officials as representatives on metropolitan and regional steering committees of the Southwest Florida Region Aviation System Plan. Monitoring of steering committee activities by the Manatee County Building and Development Services.

Policy: 5.14.1.3

Require the provision of concurrent improvements to the roadway and mass transit system serving the airport with the development of any new or expanded airport facility, so as to meet adopted roadway and transit level of service standards contained in this Transportation Element (Table 5-1 and Objective 5.5.1) and ensure continued development of intermodal transportation facilities.

Implementation Mechanism(s):

- a) Manatee County Building and Development Services, Public Works, and Community Services Department (Transit Division) review of any proposed development order for any new or expanded airport facility for compliance with this policy.
- b) Manatee County Building and Development Services review of the Sarasota-Manatee Metropolitan Planning Organization planning program and long range transportation planning documents, and monitoring of Sarasota-Manatee Airport Authority plans to ensure that the Authority's transportation improvement plans are coordinated with this Transportation Element.

Objective: 5.14.2

Interagency Coordination: Construction and operation of existing and future aviation facilities in close cooperation with the appropriate federal, state, regional and local agencies, and in conformance with other related elements of the Comprehensive Plan.

Policy: 5.14.2.1

Consider all other relevant sections of the Comprehensive Plan in the review of any proposed development order for the expansion and operation of any existing airport, or development of any new airport, including the Land Use, Transportation, Capital Improvements, Public Facilities, and Conservation Elements.

Implementation Mechanism:

- a) Manatee County Building and Development Services, Public Works Department, Community Services Department (Transit Division), Natural Resources Department, and Utilities Department review of any proposed development order for any new or expanded airport for compliance with this "consistency" policy.

Policy: 5.14.2.2

Coordinate with the Continuing Florida Aviation System Planning Process (CFASPP) to ensure that local

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land use interests are considered and recognized in the CFASPP Plan Process.

Implementation Mechanism:

- a) Manatee County Building and Development Services review of any CFASPP documents.

Objective: 5.14.3

Sarasota-Manatee Airport Authority: A Sarasota-Manatee Airport Authority that is responsive to coordination of community development and community aviation needs and concerns.

Policy: 5.14.3.1

Coordinate with the Sarasota-Manatee Airport Authority to ensure that single- or multi-jurisdictional land use and environmental impact issues associated with any airport improvements, or with any new facility siting, shall be equitably and appropriately resolved. Such coordination would include, but not be limited to, aircraft takeoff and flight path issues, redevelopment of noise abatement acquisition parcels, runway usage, property rights protection, and other relevant aspects of airport operation which affect public health, safety and welfare.

Implementation Mechanism:

- a) Manatee County Building and Development Services coordination with the Sarasota-Manatee Airport Authority including, but not limited to, review of proposed operation changes, service on airport task forces, monitoring airport plans and activities impacting adjacent land areas, reviewing airport noise abatement efforts, and applicable issues affecting public health, safety and welfare.

Objective: 5.14.4

Future Aviation Facilities: Commercial and General aviation facilities appropriate for meeting future aviation needs in a manner compatible with other existing and future land uses and transportation activities.

Policy: 5.14.4.1

Coordinate with the Sarasota-Manatee Airport

PC: December 8, 2016

Agenda Item# 6: PA-16-09/Ordinance 17-03 – Airport Impact Overlay Text and Map Amendment –
Update to Definitions see highlighted text.

Authority to establish additional aviation capacity in a manner that minimizes adverse land use and public facility impacts.

Policy: 5.14.4.2

Maintain a Future Aviation Facilities Map or Maps (Map 5-M) ~~(Map 5M) in the Land development code~~, and amend such maps as is necessary to identify future airport facilities, related surface transportation linkages and related runway protection zones and obstructions. Include any programmed aviation and transportation facilities on such map or maps. The inclusion of a Future Aviation Facilities Map within this Comprehensive Plan and or the Land development code does not imply conceptual approval by Manatee County for any type of local development order for permitting purposes.

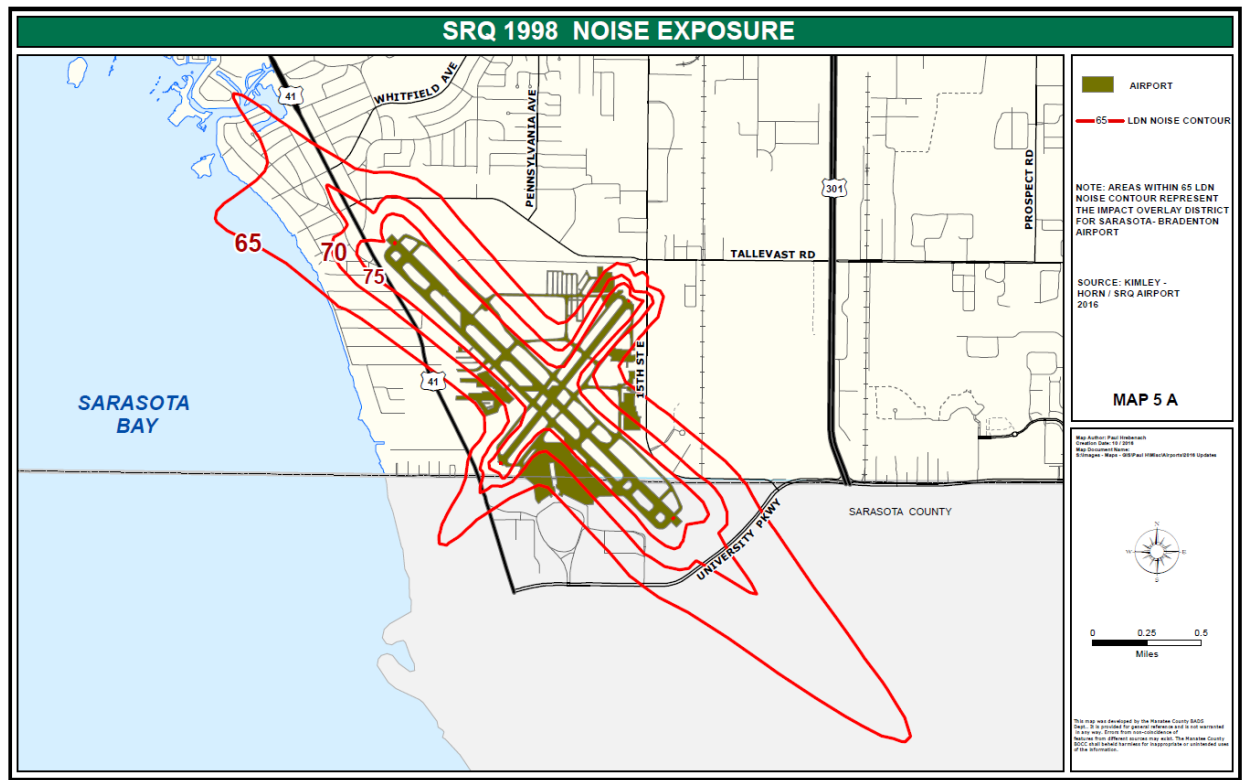
Airport Noise LDN Contour Map
Also Located in

www.mymanatee.org

Building and Development Services Planning
Comprehensive Plan
Maps Page (at top)
Comprehensive Plan Maps

PC: December 8, 2016

Agenda Item# 6: PA-16-09/Ordinance 17-03 – Airport Impact Overlay Text and Map Amendment – Update to Definitions see highlighted text.



P.C. 12/08/2016

**PA-16-09/ORDINANCE 17-03
AIRPORT IMPACT OVERLAY TEXT AND MAP AMENDMENT**

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF MANATEE COUNTY, FLORIDA, REGARDING COMPREHENSIVE PLANNING, AMENDING MANATEE COUNTY ORDINANCE NO. 89-01, AS AMENDED, THE MANATEE COUNTY COMPREHENSIVE PLAN; PROVIDING FOR PURPOSE AND INTENT; PROVIDING FINDINGS; AMENDING THE FUTURE LAND USE ELEMENT TO AMEND POLICIES 2.2.2.7, 2.2.2.7.1., 2.2.2.7.2, 2.2.2.7.3, 2.2.2.7.4 AI AIRPORT IMPACT OVERLAY DISTRICT, UPDATING OBJECTIVE REFERENCES, ADDING REFERENCE TO THE PROPOSED AIRPORT ZONING STANDARDS IN THE LAND DEVELOPMENT CODE; AMENDING THE FUTURE LAND USE MAP SERIES TO REFLECT THE NEW AIRPORT IMPACT OVERLAY; PROVIDING FOR DEFINITIONS; SAID DEFINITIONS ARE AMENDED TO INCLUDE REVISED AND AMENDED DEFINITIONS AND RELOCATING EXISTING DEFINITIONS WITHIN SIMILAR AIRPORT DEFINITIONS; AMENDING THE AVIATION SUB-ELEMENT OF THE TRANSPORTATION ELEMENT, INCLUDING REFERNCES TO THE LAND DEVELOPMENT CODE AIRPORT ZONING, REMOVAL OF MAPS AND MAP REFERENCES IN LIEU OF THE LAND DEVELOPMENT CODE, INSERTING PROVISIONS FOR AMENDED MAP REFERENCES; AMENDING PROVISIONS OF THE COMPREHENSIVE PLAN TO PRESERVE INTERNAL CONSISTENCY; PROVIDING FOR SEVERABILITY AND PROVIDING FOR AN EFFECTIVE DATE.

P.C.: 12/08/2016

B.O.C.C.: 01/05/2017 Transmittal

B.O.C.C.: 0X/XX/2017 Adoption

App.Rec.: County Initiated

Type of Amendment: Text and Amendment to the Future Land U Map Series, Definitions, and Aviation Sub-Element

RECOMMENDED MOTION:

Based upon the evidence presented, comments made at the Public Hearing, the technical support documents and finding the request to be **CONSISTENT** with the Community Planning Act as codified in applicable portions of Chapter 163, Part II, Florida Statutes and the Manatee County Comprehensive Plan, I move to recommend **TRANSMITTAL** of Plan Amendment PA-16-09, as recommended by staff.

PLAN AMENDMENT SUMMARY SHEET

Name/Applicant:	Manatee County Government
Case Number:	PA-16-09 / Ordinance 17-03
Request:	Amendment to the Definitions and Future Land Use Element, Future Land Use Map Series, and Aviation Sub-Element
Location:	County-wide
Type:	Text and Map Amendments
Recommendation:	Adoption of Text and Map Amendments

Summary & Background

In 2016, the Florida Legislature adopted amendments to the Florida Statutes, Chapter 333 – Airport Zoning (House Bill 7061). Chapter 333 addresses Airport Zoning, definitions and land use compatibility standards in and around public use airports (commercial and general aviation). Per the Statute, local governments are required to update their airport zoning standards (regulations) by July 1, 2017.

As noted by FDOT (Florida Department of Transportation), the significant changes to Chapter 333 include the following:

- Definitions
- Shows new numbering of Part 77, subpart C (Standards for determining obstructions to air navigation, etc.)
- New criteria for FDOT evaluation of permit applications
- New criteria and processes for political subdivision's airport zoning regulations
- Modifications to land use compatibility regulations
- Requirement for political subdivisions having land underlying Part 77 surfaces to have Interlocal Agreement or Joint Zoning Board for Airport Zoning
- Submittal requirements to the FDOT Aviation Office
- Repeal of certain sections

The amendments include specific references and locational standards to educational facilities, landfills, and residential developments. Chapter 333, as amended, also provides updated standards to the various surfaces in and around the airport. Surfaces generally refer to certain areas (imaginary areas) in and around the airport which are used for different movements, in the air, by aircraft. These surfaces are also critical in

identifying from a height standpoint, those structures (buildings, towers, etc.) that pose potential hazards to airports and/or air navigation. These surfaces generally identify and aim to protect aircraft operations including landings, takeoffs, and approaches to the airport. These surfaces also help to identify areas of land use compatibility and building heights adjacent to the airport, as noted within the FDOT Airport Compatible Land Use Guidebook:

“Land development in the vicinity of public-use airports and military airfields is regulated by federal, state, and local government laws, statutes, rules, and regulations. These have been developed over many years and are enforced to protect public-use airports and military airfields from encroachment from competing land uses that are not compatible with current operations or approved airport improvements. There are two main types of encroachment, the first is in the form of a structure that, due to its height, may create a potential hazard for aircraft; these encroachments are referred to as “tall structures”. The second form of encroachment is land development that is not considered compatible; this type of encroachment is referred to as “incompatible land use.” Incompatible land use may increase public concerns related to environmental and safety issues or heighten the perception of aircraft noise or aircraft accident potential. Tall structures and/or incompatible land use can endanger people on board an aircraft, as well as people on the ground.”

The Florida Legislature has amended Florida Statute 333, Airport Zoning (F.S. 333), effective July 1, 2016, which will impact the airport zoning regulations of almost all airport zoning authorities, including Manatee County, and require amendments to the County’s existing regulations by July 1, 2017. F.S. 333 requires that every political subdivision having an airport hazard area (any area where an airport hazard/obstruction might be established) within its territorial limits shall adopt, administer, and enforce in the manner and conditions prescribed in F.S. 333, airport zoning regulations. Per FDOT, “F.S. 333 (2016) is not a rule or regulation of the FDOT but state law which must be complied with to prevent adverse impacts to your permitting processes.”

Manatee County’s Comprehensive Plan, specifically the Future Land Use, Aviation Sub-Element of the Transportation Element, and Definitions, forms the basis for the County’s airport zoning standards located within Chapter 4, Section 401.2 of the Manatee County Land Development Code. The County’s Comprehensive Plan, specifically these Elements, are required to be amended in order to provide consistency between the Plan and the implementing Zoning standards. In addition to the proposed Comprehensive Plan text amendments identified below, the Comprehensive Plan Future Land Use Map Series and related Maps, are required to be amended to reflect currently adopted noise studies/contours which serve as the basis for the AI Airport Impact Overlay district.

Subsequent to these amendments to the Comprehensive Plan and Future Land Use Map series, the County will bring forward corresponding amendments to Chapter 4 – Zoning, specifically Section 401.2 relating to the Airport Impact (AI) Overlay Zoning

District and its requirements. As part of the subsequent Land Development Code Text Amendments, certain maps are required to be amended to reflect the new nomenclature for areas in/around airports including the Sarasota Bradneton International Airport (SRQ), as well as other general aviation airports within and adjacent to Manatee County including Airport Manatee (48X) and Thomson Airfield (6FD7) which are also addressed per the updated Chapter 333, F.S. These, smaller airports, although they do not serve the same function of SRQ (i.e., commercial airport), are defined as public use airports. It is important to note that there are two sets of land use compatibility standards adopted by Chapter 333, F.S. and that will be included in the subsequent Land Development Code amendments based on if the airport has completed a FAR Part 150 Noise Compatibility Study (SRQ) and then a more generalized set of standards for smaller airports. If an airport has an approved Part 150 Noise Study or an approved Noise Exposure Map (NEM), in accordance with Chapter 333, F.S., the noise contours from that study must be used to limit or restrict residential development along with certain other uses including educational facilities. When an airport does not have a Part 150 Noise Study/NEM addressing noise impacts, residential development, sanitary landfills and educational facilities around public-use airports are to be restricted in areas around airports per based on the distances established by the legislation.

Purpose of Proposed Amendments

As previously noted, the proposed Comprehensive Plan Text and Map Amendments are required as an initial step in the update of the County's Airport Zoning Standards consistent with Chapter 333, F.S. The Plan and Map Amendments will provide the basis for and support the County's Land Development Code, Zoning standards specific to Commercial and General Aviation Airports. The State of Florida, including the Florida Department of Transportation, have been working a number of years to prepare and adopt amendments to the Statutes regarding airport zoning. Chapter 333, F.S., provides the framework for airport zoning and land use compatibility; however, based on available information, certain portions of the Statute were out of date and did not provide clear, predictable standards for development in and around airports.

The proposed amendments are intended to further support the provision of safe airport operations and navigable airspace as well as promoting compatible land use and to comply with state law and federal regulations. The amendments further support the state and federal standards aimed at protecting airports by including/addressing:

- Activities and uses that are wildlife attractants
- Areas where there is the highest potential for an aircraft accident
- Zones that are designated by the FAA for safety

Summary of Proposed Amendments

The proposed amendments are located in Attachment 1, Ordinance 17-03, and are in a strikeout and underline format. Amendments are to the text of the Definitions section, text of the Future Land Use Element – Airport Impact Overlay District, text of the Aviation Sub-Element, and the amendment of certain maps including the Future Land Use Map series.

The maps included within the Aviation Sub-Element are:

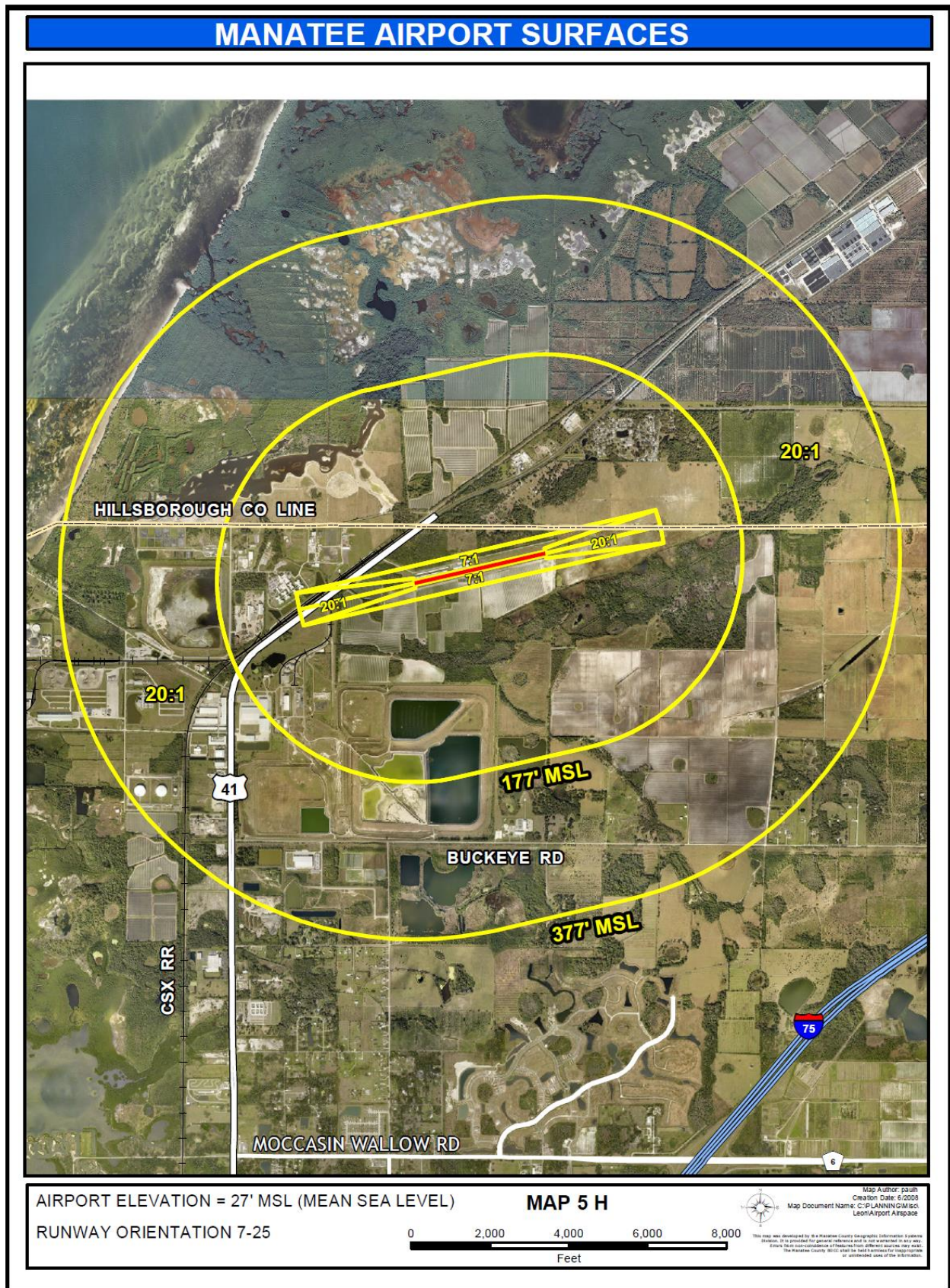
1. Airport Surfaces

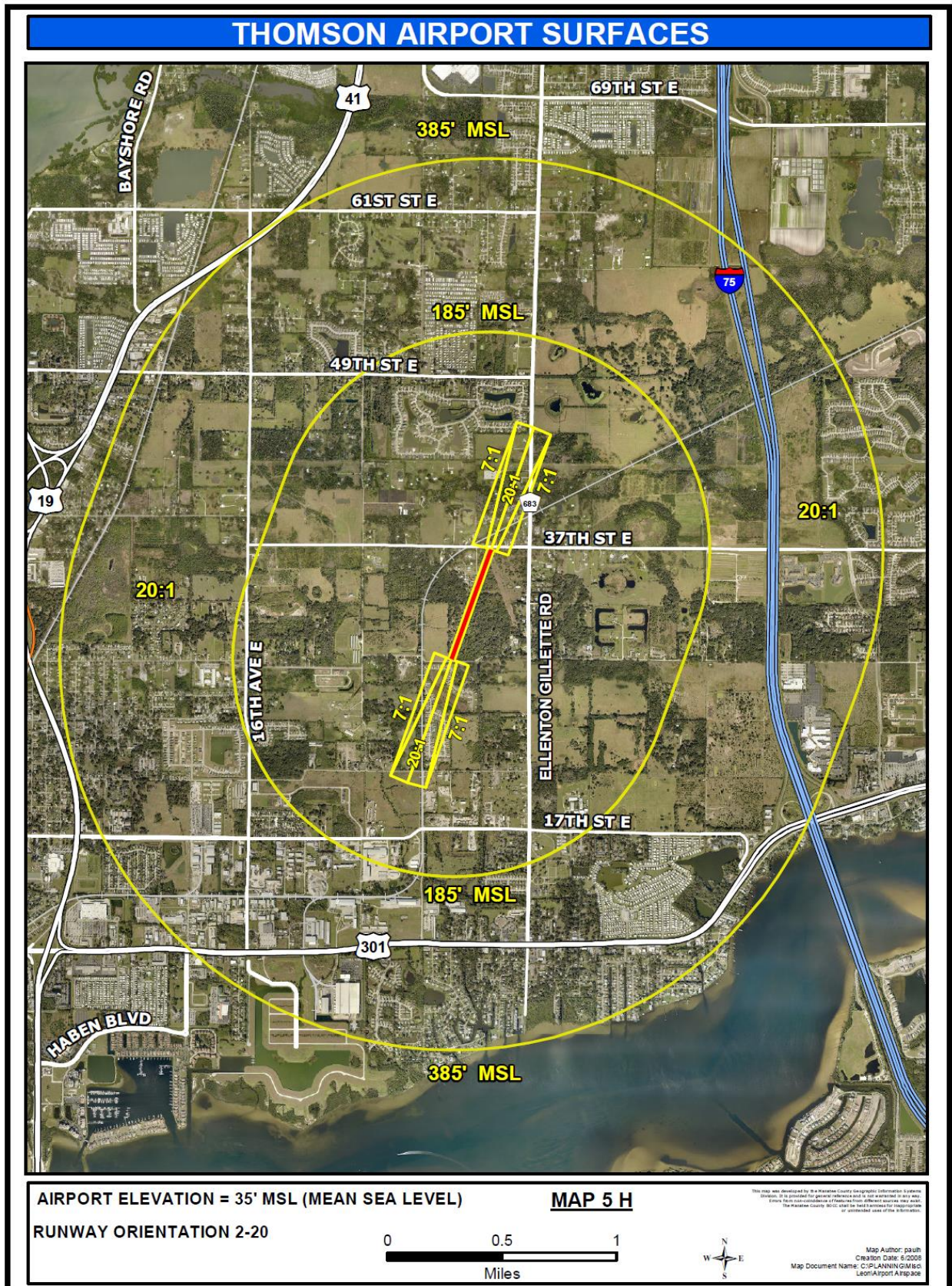
- a. SRQ Airport Surfaces (Map 5H)**
- b. Manatee Airport Surfaces (Map 5H)**
- c. Thomson Airport Surfaces (Map 5H)**

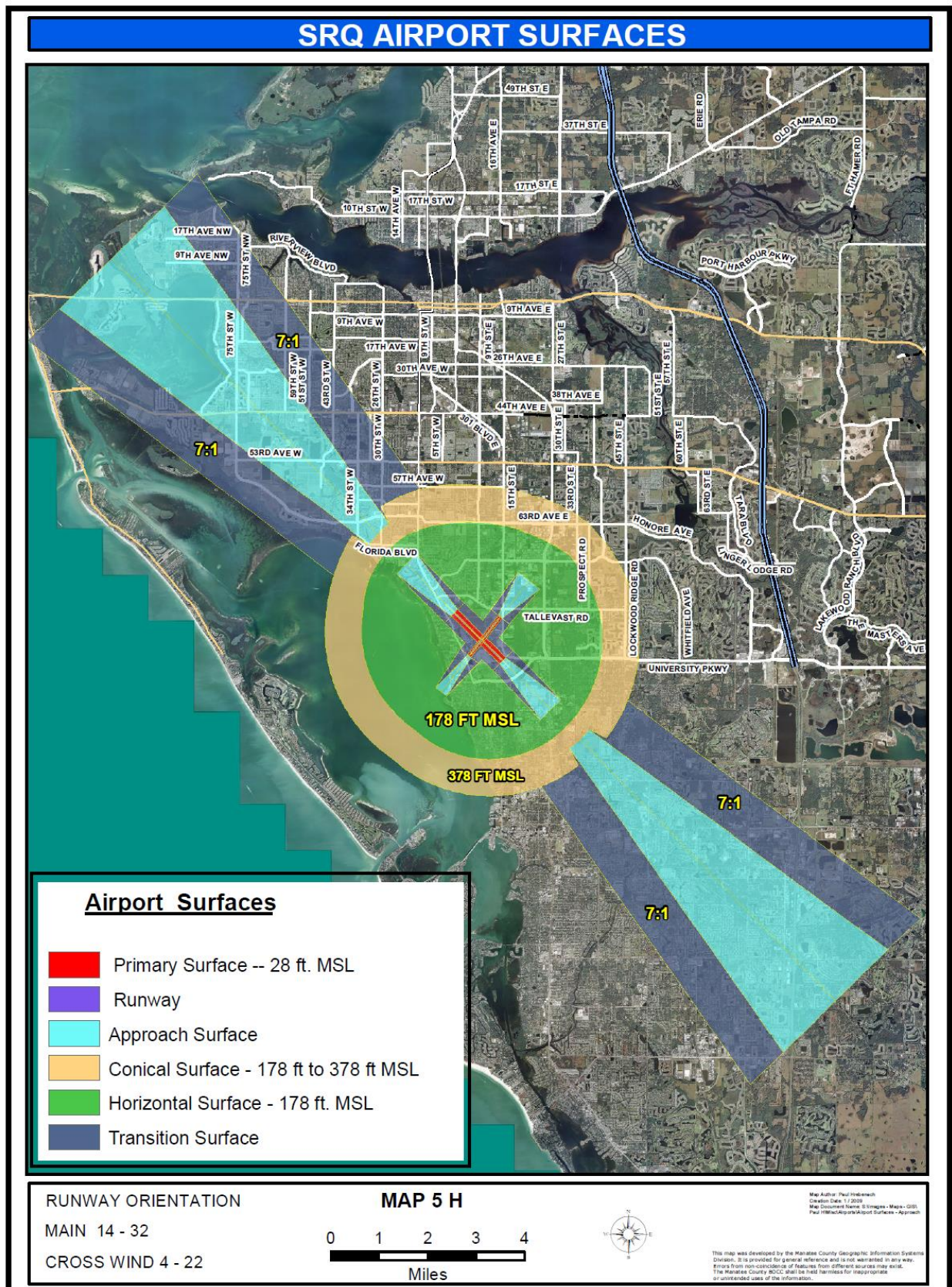
These maps provide for maximum height limitation(s) within the imaginary surfaces for the three airports within or adjacent to Manatee County, including the Bradenton Sarasota International Airport (SRQ), as well as other general aviation airports, including Airport Manatee (48X) and Thomson Airfield (6FD7).

With these amendments, staff recommends deleting the maps from the Comprehensive Plan and moving them to the Land Development Code (LDC). The policy language in the Comprehensive Plan that prohibits development from violating maximum height within the surfaces will remain, but the actual maps need to be within the Land Development Code where the policy is implemented and height is regulated.

The maps to be removed from the Comprehensive Plan and placed, with modifications based on new statute, in the LDC are:



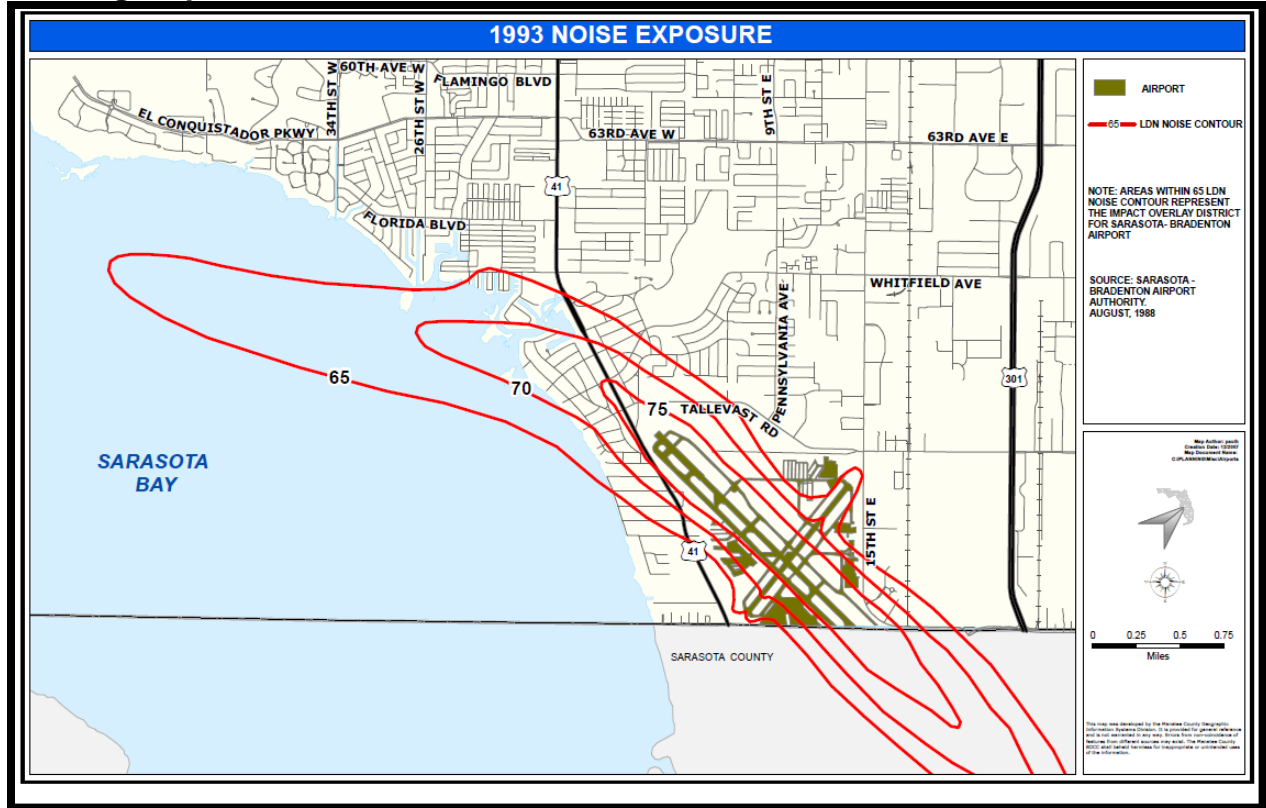




The 1993 Noise Exposure Map is proposed to be updated to reflect the SRQ's adoption of the 1998 Noise Study as follows:

2. Noise Exposure Map

Existing Map:

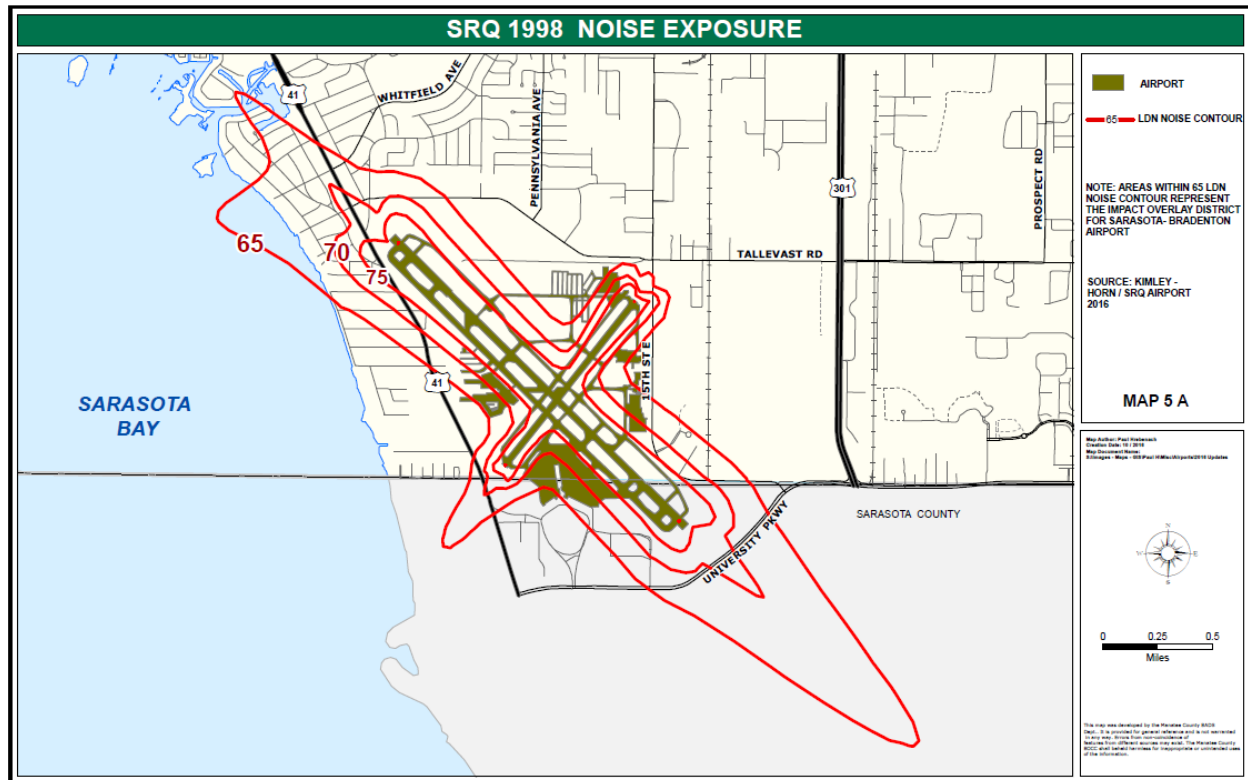


This map, Noise Exposure Map, identifies the noise contours around an airport with approved Part 150 Noise Study or an approved Noise Exposure Map (NEM), in accordance with Chapter 333, F.S. The noise contours from that study must be used to limit or restrict residential development along with certain other uses including educational facilities. SRQ is the only airport within Manatee County with an approved Part 150 Noise Study.

The current map within the Comprehensive Plan is based on the 1993 Noise Study. The SRQ Airport adopted a new noise study in 1998 which was not updated in the Manatee County Comprehensive Plan at the time of approval. Therefore, with these amendments, staff recommends adopting the 1998 Noise Study including the associated NEM. It is important to note that with the 1998 Noise Study the noise contour lines have been revised and will be reflected on the new Noise Exposure Map, the Airport Impact Overlay on Map 22 of the Future Land Use Map Series, and ultimately in the Land Development Code. The 1998 Map (below) replaces the 1993 Map in the Comprehensive Plan.

New Map:

SRQ 1998 Noise Exposure Map (Map 5-A)



3. Preferred Locations For Antenna Towers/Clusters (Map 5-I)

4. Future Aviation Facilities (Map 5-M)

No revisions are proposed to these two maps. They will remain, as is, in the Comprehensive Plan.

The following is the proposed amendments, in strike-thru/underline, of the text:

Future Land Use Element.

Policy: 2.2.2.7 **AI:** Establish the Airport Impact Overlay District as follows:

Policy: 2.2.2.7.1 Definition: The geographic area subject to current or future projected noise exposure from any aviation facility of 65 Ldn or greater. This area is defined as the area contained within the 65 Ldn noise contour, as shown on the official noise exposure maps (NEM) for the aviation facility (Map contained in the Aviation Sub-Element ~~section~~ of the Transportation Element) and Map 5-A SRQ 1998 Noise Exposure Map.

Editor Note: the Airport Impact Overlay District Map does not have a formal Map designation/identifier; one will be assigned as part of this amendment process.

Policy: 2.2.2.7.2 Purpose:

a) To define geographic areas which will be subject to special review or regulation pursuant to the applicable Policies y adopted as part of 5.11.1.2 and Objective 5.11.2 Objective 5.13.1, 5.13.2, 5.13.3.

Policy 2.2.2.7.3 Applicable Goals, Objectives, and Policies: Goals, objectives and policies pertaining to AI Overlay District are contained under Objectives ~~5.11.1 and 5.11.2~~ 5.12.1, 5.13.1, 5.13.2, 5.13.3, 5.13.4 of the Aviation Sub-element, and Policy 2.9.2.1 of the Future Land Use Element.

Policy: 2.2.2.7.4 Effect of Mapping:

a) Any project which is at least partially within the AI Overlay District shall be subject to the applicable requirements listed under Policies 2.2.2.7.2 and 2.2.2.7.3 above and the applicable standards of the Land Development Code, Chapter 4.

- b) The area designated under the AI Overlay District on the Future Land Use Map and Map 5-A SRQ 1998 Noise Exposure Map shall also be subject to all goals, objectives and policies for any future land use category under the AI Overlay.

Aviation Sub-Element, of the Transportation Element.

AVIATION SUB-ELEMENT

GOAL: 5.12 **The provision of sufficient general aviation facilities to meet the needs of area residents and businesses in a manner that is safe, economical, and environmentally sound.**

Objective: 5.12.1 **General Aviation Facilities:** Continue to evaluate the need for a new or expanded general aviation facility in coordination with the West Central Florida Metropolitan Area Aviation System Plan.

Policy: 5.12.1.1 Continue to assess the ability of the Sarasota-Bradenton International Airport to meet future general aviation demand.

Implementation Mechanism:

- a) Manatee County Building and Development Services initiation of coordination activities with the Sarasota Manatee Airport Authority and participation consistent with this policy.

Policy: 5.12.1.2 Request that the Sarasota Manatee Airport Authority initiate appropriate actions following conclusion of any study identifying the need for additional mechanisms to meet future general aviation demands.

Implementation Mechanism:

- a) Coordination by the Manatee County Building and Development Services with the Sarasota Manatee Airport Authority to ensure compliance with this policy.

GOAL: 5.13 **Location, regulation, and operation of existing and future airports to minimize the impact on the natural environment and to minimize the conflicts between airport facilities and surrounding land uses.**

Objective: 5.13.1

Noise Impact of Sarasota-Bradenton International Airport: Maintain current strategies, in cooperation with the Sarasota Manatee Airport Authority, for preventing any increase in, and for reducing (where feasible), noise impacts associated with the daily operation of Sarasota-Bradenton International Airport (see also Policy 2.2.2.7.)

Policy: 5.13.1.1

Coordinate with the Sarasota Manatee Airport Authority to maintain an appropriate and acceptable adopted noise abatement and land use compatibility program for the Sarasota-Bradenton International Airport consistent with the requirements of the FAR Part 150 Noise Compatibility Program. Manatee County shall take appropriate action to ensure, to the maximum extent practicable, that this noise abatement strategy is consistent with the protection of land uses in Manatee County from adverse noise impacts.

Implementation Mechanism(s):

- a) Manatee County Building and Development Services coordination with the Sarasota Manatee Airport Authority to implement the strategy required by this policy, and to monitor and ensure the airport's compliance with Airport DRI requirements relating to noise abatement and land use compatibility stipulated in the DRI Development Order.
- b) Board of County Commissioners coordination with, and assistance (where appropriate) to, the Sarasota Manatee Airport Authority for developing a local or state-based funding source, or to obtain FAA funding targeted to assist in the implementation of adopted noise abatement or land use compatibility programs.

Policy: 5.13.1.2

Maintain an Airport Impact Overlay district (see the Future Land Use Map series and Map 5-A - SRQ 1998 Noise Exposure Map, as may be amended) for the area currently exposed to, or projected for exposure

to, aircraft noise of 65Ldn or more to regulate land uses and minimize the development of land uses that would be severely impacted by exposure to aircraft noise within the Airport Impact overlay District.

Implementation Mechanism(s):

- a) Maintain land development regulations developed pursuant to §163.3202, F.S. and §333, F.S. and 14 C.F.R. s. 77, that include an Airport Impact Overlay section which contains specific criteria for the review of applicable development orders to ensure policy compliance.
- b) Continue Building and Development Services coordination with the Sarasota Manatee Airport Authority and implement noise review criteria for review of ~~proposed projects~~ applicable development orders within the Airport Impact Overlay District of the Sarasota-Bradenton International Airport.

Policy: 5.13.1.3

Maintain adopted land development regulations that shall, at a minimum:

- 1) require that a ~~Planned Development~~ review process be within the LDC ~~be utilized~~ for the approval of new projects containing noise sensitive uses within the Sarasota-Bradenton International Airport's Airport Impact Overlay District, and
- 2) reference the ~~1993~~ 1998 Noise Exposure Maps, as may be amended, for the Sarasota-Bradenton International Airport that were accepted or approved by the Federal Aviation Administration as part of the regulatory framework of the land development regulations. The Land development regulations code shall also identify recommended compatible uses within specified noise (Ldn) contours. The Land development regulations code, Zoning regulations associated with the Airport Impact Overlay District shall also be closely

coordinated with the Sarasota Manatee Airport Authority, and

- 3) provide, at the time of consideration of any proposed development order establishing a permitted use or increased residential density, for a review of compatibility of the proposed use or density with existing noise exposure levels, and with projected noise levels (See also Policy 5.13.1.2 above).

Policy: 5.13.1.4 Prohibit any airport activity or expansion ~~other than a special exception (see Chapter 1, Section D.2)~~ which would adversely alter the noise impact of the Sarasota-Bradenton International Airport by generating an expansion or adverse alteration of the existing noise contours. The Board of County Commissioners may determine that expansion of contours on Airport property, expansion to areas with compatible uses to the airport, or changes to contours which achieve a net positive result do not constitute an adverse alteration of the noise contours. No development orders shall be issued by Manatee County for any airport expansion or redevelopment which would violate this policy.

Implementation Mechanism:

- a) Coordination between the Manatee County Building and Development Services and the Sarasota Manatee Airport Authority to achieve compliance with this policy.

Objective: 5.13.2 **Airport Compatibility:** Airports located and operated in a manner consistent and compatible with current and future surrounding land uses, including protection of land uses from adverse airport noise impacts.

Policy: 5.13.2.1 Prevent or minimize any future conflicts or incompatibilities between any new, or expanded, general aviation or commercial aviation facility and any existing or future land use or natural resources by maintaining airport siting criteria and a series of performance standards for all general aviation or

commercial airports. Also, require identification of an Airport Impact Overlay District on the Future Land Use Map for any general aviation or commercial aviation airport, such Overlay District encompassing the area exposed to aircraft noise of 65 Ldn or greater. (See also Policy 5.13.4.1)

Implementation Mechanism:

- a) Maintenance of land development regulations pursuant to § 163.3202, F.S. and § 333, F.S., and 14 C.F.R. s. 77, containing airport siting criteria and performance standards, designed to ensure compatibility of any airport with existing land uses and natural resources, and with future land uses, including uses identified in the Land development code.

Policy: 5.13.2.2

Consistent with § 333, F.S., maintain a development review process that requires noise level reduction within any structure to 45 Ldn as a condition for issuance of any building permit for residential or other noise sensitive uses within any Airport Impact Overlay District.

Implementation mechanism:

- a) Implementation of procedures by the Manatee County Building Department to require all applicable building permits to be issued in a manner so as to require use of construction materials, and/or use of designs that achieve interior noise levels of 45 Ldn or less. As part of these procedures, the developers will also be required to submit certification that the structure(s) has met this condition, such certification prepared either by the architect or by a professional acoustician, prior to the issuance of a certificate of occupancy. All residential subdivision requests will be subject to the aforementioned requirements as a condition of Preliminary Plat approval, or similar approval.

Policy: 5.13.2.3 Continue to involve the Sarasota Manatee Airport Authority in the review of rezonings, Comprehensive Plan amendments, site plan approvals, and other appropriate development orders which are requested in the 65+ Ldn noise impact area of all airports under the Sarasota Manatee Airport Authority's jurisdiction, in order to ensure consistency with the Noise Compatibility Program for the Sarasota-Bradenton International Airport as established pursuant to Policy 5.13.1.1 or with any other noise compatibility program for other airports.

Implementation Mechanism:

- a) Manatee County Building and Development Services coordination with the Sarasota Manatee Airport Authority to facilitate compliance with this policy.

Objective: 5.13.3 **Airspace Protection:** Limit obstructions by objects (as defined by the Land development code including those within § 333, F.S. and 14 C.F.R. s. 77 FAR Part 77.5) that violate any general aviation or commercial airport's, clear ~~zones~~ surfaces, approach surfaces, transition surfaces, horizontal surfaces, and conical surfaces, and to protect against land uses that are incompatible with airport facilities and operations. ~~Also, to establish airspace protection identical to that authorized for public use airports under Ch. 333, F.S. to private use airports, by local policy under this objective.~~

Policy: 5.13.3.1 Require compliance with height and permitting restrictions within airport hazard areas established by airport zoning regulations developed pursuant to Ch. 333, F.S.

Implementation Mechanism:

- a) Coordination between the Sarasota Manatee Airport Authority and the Manatee County Building and Development Services to implement regulations described in this policy in land development regulations developed pursuant to § 163.3202, F.S.

Policy: 5.13.3.2 Prohibit the development of any structure violating any maximum height limitation imaginary surface indicated on the Airport Map, Surfaces adopted in the Land development code ~~Map 5H~~ Chapter 333, F.S. And Equivalent Height Limitations For Public Use And Private Use Airports. The Land development code- Airport Map, Surfaces shall be Map 5H shall be amended to reflect the addition of any new planned public use or private airports, or to reflect any changes in flight arrival/departure patterns associated with existing public use airports.

Implementation Mechanism:

- a) Coordination between the Manatee County Building and Development Services the Sarasota Manatee Airport Authority, and Airport Manatee to achieve compliance with this policy.

Policy: 5.13.3.3 Encourage, where local authority to do so is not precluded by federal law, the use of areas shown on Map 5-I on Map 5I in the Land development code Preferred Locations for Antenna Towers/Clusters, for locating all new or relocated antenna towers or antenna clusters where such tall structures are approved in those locations by the Federal Communications Commission, and are otherwise consistent with goals, objectives, and policies of this Comprehensive Plan.

Implementation Mechanism:

- a) Manatee County Building and Development Services review of proposed antenna towers and antenna structures for compliance with this policy.

Objective: 5.13.4 **Compatibility With Natural Resources:** Improvement and expansion of the Sarasota-Bradenton International Airport in a manner that minimizes adverse impacts to water quality and other natural resources.

Policy: 5.13.4.1 Minimize the disruption of environmentally sensitive land or natural resources caused by the siting of new, or expansion of existing, airport facilities and achieve consistency with the Future Land Use Element, Coastal Management Element, and Conservation Element.

Implementation Mechanism(s):

- a) Use of airport siting criteria contained in regulations developed pursuant to policy 5.13.2.1 by the Building and Development Services to evaluate proposed airport sites.
- b) Airport performance standards developed pursuant to Policy 5.13.2.1 containing requirements which allow for the determination of the impacts of any expansion or new airport development on environmentally sensitive areas or natural resources, and containing requirements to ensure that any adverse impacts are reduced to a minimum. Requirements will include the required submittal of site development plans for designation of any proposed airport site or expansion.
- c) Policy in the Future Land Use Element generally precluding future commercial aviation facilities from location in the WO Watershed Overlay Districts (See also Policy 2.2.2.2.5).

GOAL: 5.14 **Effective coordination of the operation, development, or expansion of all airports in manatee county with all appropriate federal, state, regional and local agencies.**

Objective: 5.14.1 **Airport Improvements Coordination:** Improvements to Sarasota-Bradenton International Airport coordinated with improvements to roads and other public facilities impacted by the airport.

Policy: 5.14.1.1 Require that all planned or necessary on- or off-site capital improvements contained in, or necessary to implement, the Sarasota Manatee Airport Authority's approved master plans are consistent with the MPO's

~~2030~~ 2040 Long Range Transportation Plan, with FDOT's 2030 Florida Transportation Plan and five year work program, with Manatee County's Capital Improvements Element, and with other agency budgets.

Implementation Mechanism:

- a) Coordination by the Manatee County Building and Development Services, Public Works Department, and the Utilities Department, to ensure consistency between any master plan adopted by the Sarasota Manatee Airport Authority and the Capital Improvements Element contained in this Comprehensive Plan. Also, to ensure consistency between any adopted Sarasota Manatee Airport Authority Airport Master Plan and the MPO's plans.

Policy: 5.14.1.2

Ensure that airport expansion or siting plans are coordinated with the Continuing Florida Aviation System Planning Process.

Implementation Mechanism:

- a) Participation of Manatee County government officials as representatives on metropolitan and regional steering committees of the Southwest Florida Region Aviation System Plan. Monitoring of steering committee activities by the Manatee County Building and Development Services.

Policy: 5.14.1.3

Require the provision of concurrent improvements to the roadway and mass transit system serving the airport with the development of any new or expanded airport facility, so as to meet adopted roadway and transit level of service standards contained in this Transportation Element (Table 5-1 and Objective 5.5.1) and ensure continued development of intermodal transportation facilities.

Implementation Mechanism(s):

- a) Manatee County Building and Development Services, Public Works, and Community

Services Department (Transit Division) review of any proposed development order for any new or expanded airport facility for compliance with this policy.

- b) Manatee County Building and Development Services review of the Sarasota Manatee Metropolitan Planning Organization planning program and long range transportation planning documents, and monitoring of Sarasota Manatee Airport Authority plans to ensure that the Authority's transportation improvement plans are coordinated with this Transportation Element.

Objective: 5.14.2

Interagency Coordination: Construction and operation of existing and future aviation facilities in close cooperation with the appropriate federal, state, regional and local agencies, and in conformance with other related elements of the Comprehensive Plan.

Policy: 5.14.2.1

Consider all other relevant sections of the Comprehensive Plan in the review of any proposed development order for the expansion and operation of any existing airport, or development of any new airport, including the Land Use, Transportation, Capital Improvements, Public Facilities, and Conservation Elements.

Implementation Mechanism:

- a) Manatee County Building and Development Services, Public Works Department, Community Services Department (Transit Division), Natural Resources Department, and Utilities Department review of any proposed development order for any new or expanded airport for compliance with this "consistency" policy.

Policy: 5.14.2.2

Coordinate with the Continuing Florida Aviation System Planning Process (CFASPP) to ensure that local land use interests are considered and recognized in the CFASPP Plan Process.

Implementation Mechanism:

- a) Manatee County Building and Development Services review of any CFASPP documents.

Objective: 5.14.3

Sarasota Manatee Airport Authority: A Sarasota Manatee Airport Authority that is responsive to coordination of community development and community aviation needs and concerns.

Policy: 5.14.3.1

Coordinate with the Sarasota Manatee Airport Authority to ensure that single- or multi-jurisdictional land use and environmental impact issues associated with any airport improvements, or with any new facility siting, shall be equitably and appropriately resolved. Such coordination would include, but not be limited to, aircraft takeoff and flight path issues, redevelopment of noise abatement acquisition parcels, runway usage, property rights protection, and other relevant aspects of airport operation which affect public health, safety and welfare.

Implementation Mechanism:

- a) Manatee County Building and Development Services coordination with the Sarasota Manatee Airport Authority including, but not limited to, review of proposed operation changes, service on airport task forces, monitoring airport plans and activities impacting adjacent land areas, reviewing airport noise abatement efforts, and applicable issues affecting public health, safety and welfare.

Objective: 5.14.4

Future Aviation Facilities: Commercial and General aviation facilities appropriate for meeting future aviation needs in a manner compatible with other existing and future land uses and transportation activities.

Policy: 5.14.4.1

Coordinate with the Sarasota Manatee Airport Authority to establish additional aviation capacity in a manner that minimizes adverse land use and public facility impacts.

Policy: 5.14.4.2 Maintain a Future Aviation Facilities Map or Maps ~~(Map 5-M) (Map 5M) in the Land development code,~~ and amend such maps as is necessary to identify future airport facilities, related surface transportation linkages and related clear zones and obstructions. Include any programmed aviation and transportation facilities on such map or maps. The inclusion of a Future Aviation Facilities Map within this Comprehensive Plan and or the Land development code does not imply conceptual approval by Manatee County for any type of local development order for permitting purposes.

Airport Noise LDN Contour Map
Also Located in

www.myanatee.org

Building and Development Services Planning
Comprehensive Plan
Maps Page (at top)
Comprehensive Plan Maps

Definitions. The following is a summary and listing of the proposed changes:

- Updated definitions per the adopted Chapter 333, F.S. – Airport Zoning
- Re-ordered airport related definitions under the general heading of “Airport”
 - Airport Hazard
 - Airport Hazard Area
 - Airport Approach Surface
 - Airport Clear Zone
 - Airport Conical Surface
 - Airport Commercial Aviation
 - Airport, Commercial Aviation
 - Airport, Horizontal Surface [Airport Runway]
 - Airport, Primary Surface [Airport Runway]
 - Airport, Runways
 - a. Other Than Utility
 - b. Precision Instrument.
 - c. Utility.

d. Visual Runway

- Airport, Transitional.
- Clear Zone [Airport Runway]
- Commercial Aviation Airport
- Conical Surface [Airport Runway]
- General Aviation Airport
- Horizontal Surface [Airport Runway]
- Primary Surface [Airport Runway]
- Transition Surface [Airport Runway].

~~Airport Hazard~~ – Any structure or tree or use of land which would exceed the federal obstruction standards as contained in 14 C.F.R., Subsection 77.21, 77.23, and 77.25 (revised March 4, 1972) and which obstructs the airspace required for the flight of aircraft in landing or taking off at an airport or is otherwise hazardous to such landing or taking off of aircraft.

~~Airport Hazard Area~~ – Any area of land or water upon which an airport hazard might be established if not prevented pursuant to Chapter 333, F.S.

Airport Hazard - Any structure or tree or use of land which would exceed the federal obstruction standards as contained in 14 C.F.R., Subsection 77.21, 77.23, and 77.25 (revised March 4, 1972) and which obstructs the airspace required for the flight of aircraft in landing or taking off at an airport or is otherwise hazardous to such landing or taking off of aircraft.

Airport Hazard Area - Any area of land or water upon which an airport hazard might be established if not prevented pursuant to Chapter 333, F.S.

Airport Approach Surface [Airport Runway] - A surface which begins at the end of the primary surface (200 feet beyond the runway threshold) and slopes upward at a predetermined ratio while flaring outward horizontally. The width and elevation of the inner end conforms to that of the primary surface while the slope length and width of the outer end are governed by the runway surface category and approach procedure desired.

An area longitudinally centered on the extended runway centerline and extending outward from the end of the primary surface. The approach ~~zone~~ surface area and height restrictions are designated for each runway based upon the type of approach available or planned for that runway end, as follows:

Approach Surface Width. The inner edge of the approach ~~zone~~ surface is the same width as the primary ~~zone~~ surface. The outer width of the approach ~~zone~~ surface is prescribed for the most precise approach existing or planned for that runway end expanding uniformly outward to a width of:

For a Precision Instrument Runway, a maximum width of sixteen thousand (16,000) feet.

For a Non-Precision Instrument Runway other than a Utility Runway, a maximum width of three thousand five hundred (3,500) feet.

For a Utility Visual Runway, a maximum width of one thousand two hundred fifty (1,250) feet.

For a Utility Non-Precision Instrument Runway, a maximum width of two thousand (2,000) feet.

Approach Surface Length. The approach ~~zone~~ surface extends from the end of the runway primary surface for a horizontal distance of:

For a Precision Instrument Runway, a maximum distance of fifty thousand feet and reciprocal slope delineated as follows:

- i. the first ten thousand (10,000) feet with a slope of 50 to 1,
- ii. the next forty thousand (40,000) feet with a slope of 40 to 1.

For a Non-Precision Instrument Runway other than a Utility Runway, a maximum distance of ten thousand (10,000) feet.

For a Visual or Non-Precision Instrument Utility Runway, a distance of five thousand (5,000) feet.

Airport, Clear Zone [Airport Runway] - A symmetrical area which begins at the runway threshold and expands vertically and horizontally as it extends outward a distance of 2,500 feet measured horizontally.

Airport, Conical Surface [Airport Runway] - A sloping area whose inner perimeter conforms to the shape of the horizontal surface. It extends outward for a distance of 4,000 feet measured horizontally, while sloping upward at a ratio of 20:1.

Airport, Commercial Aviation - An airport facility which is designed, or constructed, or used for the operation of commercial air carriers and their passengers.

Airport, General Aviation- An airport facility which is designed, or constructed, or used for private business or individual use, and which does not accommodate regularly scheduled commercial air carrier flights.

Airport, Horizontal Surface [Airport Runway] - ~~An oval-shaped, level area situated 150 feet above the airport elevation. Its dimensions are governed by the runway service category and approach procedure desired.~~ An area around each airport with an outer boundary the perimeter of which is constructed by swinging arcs or specified radii from the center of each end of the primary zone surface of the airport's runways and connecting the adjacent arcs by lines tangent to those arcs. The radius of the arcs specified for each end of the runway will have the same arithmetical value and the value will be the highest composite value determined for either end of that runway. When a smaller arc is encompassed by the tangent connecting two adjacent larger arcs, the smaller arc shall be disregarded in the construction of the perimeter of the horizontal zone surface. The Horizontal Surface is established at a fixed elevation of 150

feet AGL. The radius of each runway arc is as follows:

- i. For utility runways, a radius of five thousand (5,000) feet.
- ii. For other than utility runways, a radius of ten thousand (10,000) feet.

Airport, Primary Surface [Airport Runway] - ~~A rectangular area symmetrically located about each runway centerline and extending a distance of 200 feet beyond each runway threshold. Its elevation is the same as that of the runway at all points.~~ An area located at each end of a runway which is longitudinally centered on each runway, extending two hundred (200) feet beyond each end of that specially prepared hard surface runway with the width specified for the most precise approach existing or planned for either end of that runway. The primary surface ends at each runway end for all runways without a specially prepared hard surface. The width of each primary surface is as follows:

- i. Precision Instrument Runways: 1,000 feet.
- ii. Non-Precision Instrument Runways: 500 feet.
- iii. Public Utility Visual Runways: 250 feet.
- iv. Private Utility Visual Runways: 100 feet.

Airport, Runways

- i. Other Than Utility Runway shall mean a runway that is constructed for and intended to be used by aircraft of a maximum gross weight greater than twelve thousand five hundred (12,500) pounds.
- ii. Precision Instrument Runway shall mean a runway having an instrument approach procedure established by the Federal Aviation Administration utilizing an Instrument Landing System (ILS), Microwave Landing System (MLS), or a Precision Approach Radar (PAR) including a runway for which such a system is planned as indicated on an approved airport layout plan or on any other airport planning document.
- iii. Utility Runway shall mean a runway that is constructed for and intended to be used by propeller driven aircraft of twelve thousand five hundred (12,500) pounds maximum gross weight and less.
- iv. Visual Runway shall mean a runway intended for the operation of aircraft using visual approach procedures with no instrument approach procedure planned or indicated on an approved layout plan, or on any other airport planning document.

Airport, Transitional Surface - ~~A sloping area which begins at the edge of the primary surface of an aircraft runway and slopes upward at a ratio of 7:1 until it intersects the horizontal surface.~~

An area extending outward and upward from the sides of each primary surface and approach zone surface, connecting them to the horizontal zone surface, or outward five thousand (5,000) feet horizontally from the side of that portion of the approach surface of a Precision Instrument Runway extending beyond the Conical Surface.

Clear Zone [Airport Runway] - ~~A symmetrical area which begins at the runway threshold and expands vertically and horizontally as it extends outward a distance of 2,500 feet~~

measured horizontally.

Commercial Aviation Airport – An airport facility which is designed, or constructed, or used for the operation of commercial air carriers and their passengers.

Conical Surface [Airport Runway] – A sloping area whose inner perimeter conforms to the shape of the horizontal surface. It extends outward for a distance of 4,000 feet measured horizontally, while sloping upward at a ratio of 20:1.

General Aviation Airport – An airport facility which is designed, or constructed, or used for private business or individual use, and which does not accommodate regularly scheduled commercial air carrier flights.

Horizontal Surface [Airport Runway] – An oval-shaped, level area situated 150 feet above the airport elevation. Its dimensions are governed by the runway service category and approach procedure desired.

Primary Surface [Airport Runway] – A rectangular area symmetrically located about each runway centerline and extending a distance of 200 feet beyond each runway threshold. Its elevation is the same as that of the runway at all points.

Transition Surface [Airport Runway] – A sloping area which begins at the edge of the primary surface of an aircraft runway and slopes upward at a ratio of 7:1 until it intersects the horizontal surface.

CONSISTENCY OF THE PROPOSED AMENDMENT WITH THE COMPREHENSIVE PLAN

Plan Amendments

According to the Comprehensive Plan, Introduction, Section C.2.3.2, amendment of any part of the Comprehensive Plan shall be considered a major policy decision by the Board of County Commissioners. An amendment of the Future Land Use map, for example, shall occur only where it is determined that growth and development patterns initially sought by Manatee County, through thoughtful adoption of the Future Land Use Element, are no longer appropriate. Section C.2.3.2, also states that justification for an amendment to the Comprehensive Plan may require a change in circumstances be demonstrated, or an error, inconsistency, or oversight.

In addition, Section C.2.3.3, of the Comprehensive Plan states that the Board of County Commissioners shall amend the Comprehensive Plan upon finding that the goal, objective, policy, or map sought to be amended is no longer in the best interest of the public.

Legislative Policy Decision

Amendments to the Comprehensive Plan are a legislative policy decision of the Board of County Commissioners. The Board shall determine whether the Proposed Text and Map Amendments are in the best interest of the public considering:

- Are the proposed Map and Text Amendments compatible with the development trends in the area of consideration?
- Are the proposed Map and Text Amendments compatible with surrounding uses and densities or intensities?

Change in Circumstance

In 2016, the Florida Legislature adopted amendments to the Florida Statutes, Chapter 333 – Airport Zoning (House Bill 7061). Chapter 333 addresses Airport Zoning, definitions and land use compatibility standards in and around public use airports (commercial and general aviation). Per the Statute, local governments are required to update their airport zoning standards (regulations) by July 1, 2017.

There are no impacts on public infrastructure, including but not limited, to potable water, sanitary sewer, transportation facilities, transit or similar infrastructure.

Summary

Positive Aspects

- The proposed amendments are supported by and consistent with recent State-wide legislative changes specific to the State's public use airports. The amendments will provide the basis for the subsequent (pending) amendments to the County's Chapter 4 Zoning Code specific to the land use compatibility and zoning standards including both noise and height limitations. The amendments will further protect aviation facilities within Manatee County and minimize future land use incompatibilities.
- The proposed amendments also reflect updated noise compatibility and land use standards including locations which may potentially be negatively impacted in the future.

Negative Aspects

- N/A

Mitigating Factors

- N/A

The proposed plan amendment is anticipated to assist in attaining the following cited goals and objectives, and appears to be consistent with the following cited policies of the Comprehensive Plan:

Objective: 5.13.1 Noise Impact of Sarasota-Bradenton International Airport: Maintain current strategies, in cooperation with the Sarasota Manatee Airport Authority, for preventing any increase in, and for reducing (where feasible), noise impacts associated with the daily operation of Sarasota-Bradenton International Airport (see also Policy 2.2.2.7).

Policy: 5.13.1.1 Coordinate with the Sarasota Manatee Airport Authority to maintain an appropriate and acceptable adopted noise abatement and land use compatibility program for the Sarasota-Bradenton International Airport consistent with the requirements of the FAR Part 150 Noise Compatibility Program. Manatee County shall take appropriate action to ensure, to the maximum extent practicable, that this noise abatement strategy is consistent with the protection of land uses in Manatee County from adverse noise impacts.

Policy: 5.13.1.2 Maintain an Airport Impact Overlay district (see the Future Land Use Map series) for the area currently exposed to, or projected for exposure to, aircraft noise of 65Ldn or more to regulate land uses

and minimize the development of land uses that would be severely impacted by exposure to aircraft noise within the Airport Impact overlay District.

Implementation Mechanism(s):

- a) Maintain land development regulations developed pursuant to §163.3202, F.S., that include an Airport Impact Overlay section which contains specific criteria for the review of applicable development orders to ensure policy compliance.
- b) Continue Planning Department coordination with the Sarasota Manatee Airport Authority and implement noise review criteria for review of proposed projects within the Airport Impact Overlay District of the Sarasota-Bradenton International Airport.

Policy: 5.13.2.1 Prevent or minimize any future conflicts or incompatibilities between any new, or expanded, general aviation or commercial aviation facility and any existing or future land use or natural resources by maintaining airport siting criteria and a series of performance standards for all general aviation or commercial airports. Also, require identification of an Airport Impact Overlay District on the Future Land Use Map for any general aviation or commercial aviation airport, such Overlay District encompassing the area exposed to aircraft noise of 65 Ldn or greater. (See also Policy 5.13.4.1)

Implementation Mechanism:

- a) Maintenance of land development regulations pursuant to § 163.3202, F.S., containing airport siting criteria and performance standards, designed to ensure compatibility of any airport with existing land uses and natural resources, and with future land uses.

Objective: 5.13.3 Airspace Protection: Limit obstructions by objects (as defined by FAR Part 77.5) that violate any general aviation or commercial airport's, clear zones, approach surfaces, transition surfaces, horizontal surfaces, and conical surfaces, and to protect against land uses that are incompatible with airport facilities and

operations. Also, to establish airspace protection identical to that authorized for public use airports under Ch. 333, F.S. to private use airports, by local policy under this objective.

Policy: 5.13.3.1 Require compliance with height and permitting restrictions within airport hazard areas established by airport zoning regulations developed pursuant to Ch. 333, F.S.

Staff Recommendation

Staff finds the amendments consistent with the Comprehensive Plan and recommends Transmittal.

Attachments:

1. Comprehensive Plan Consistency with Florida Statutes
2. Proposed Amendments – Exhibits A – D
3. Newspaper Advertising

Attachment 1 – Consistency with State Comprehensive Plan, Florida Administrative Code, and Florida Statutes

PA-16-09/Ordinance 17-03

The proposed amendment is consistent with
Florida Statutes 163 Part II

163.3184 Process for adoption of comprehensive plan or plan amendment states “in compliance” means consistent with the requirements of ss. 163.3177, 163.3178, 163.3180, 163.3191, 163.3245 and 163.3248

163.3177 Required and optional elements of comprehensive plan; studies and surveys
This plan amendment request maintains the structure of the Comprehensive Plan.

163.3191 Evaluation and appraisal of comprehensive plan
The county has determined there is no need to amend the Comprehensive Plan through the Evaluation and Appraisal process (December 2013)

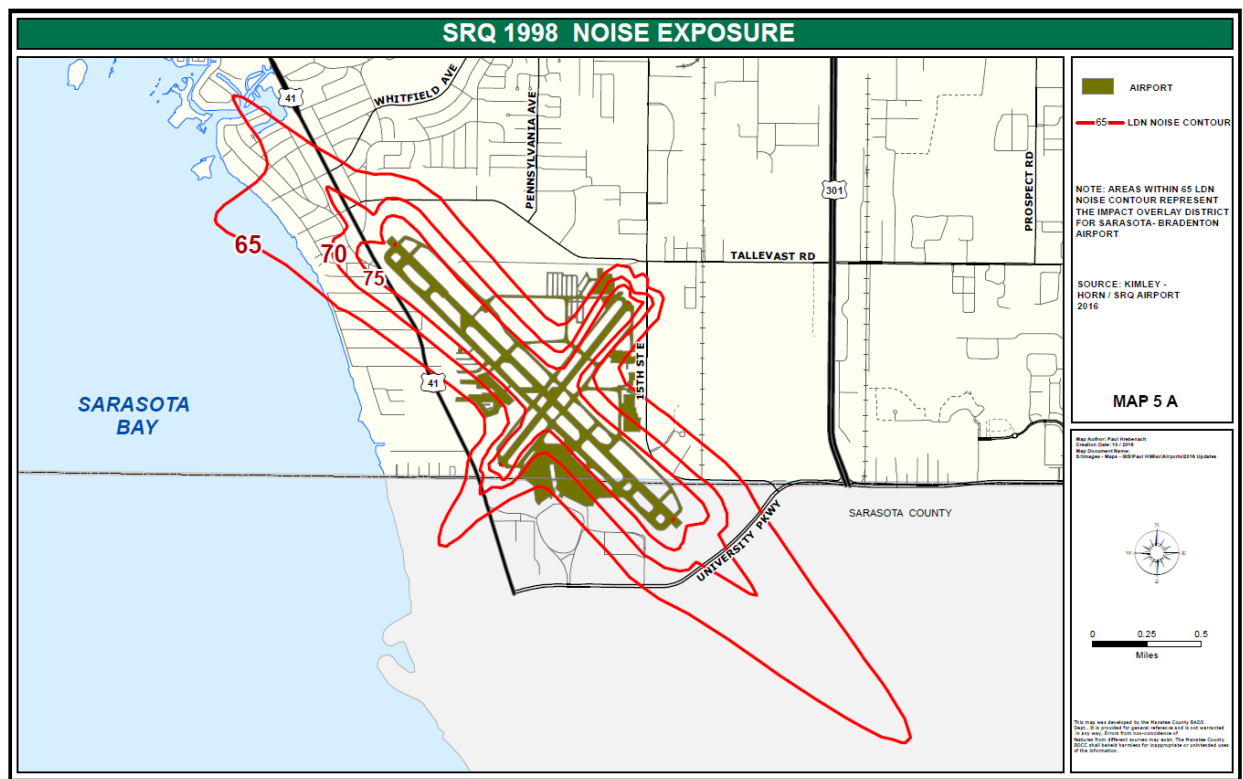
163.3245 Sector plans
There are no sector plans established at this time.

163.3248 Rural Land Stewardship areas
There are no Rural Land Stewardship areas established at this time.

The proposed amendment is consistent with the following goal(s) and policy(ies)
of the State Comprehensive Plan:

187.201(15), (19), (20), (25)

Exhibit “A” Map Amendment
Map 5A (Aviation Sub-Element)



Map 22 of the Future Land Use Map Series

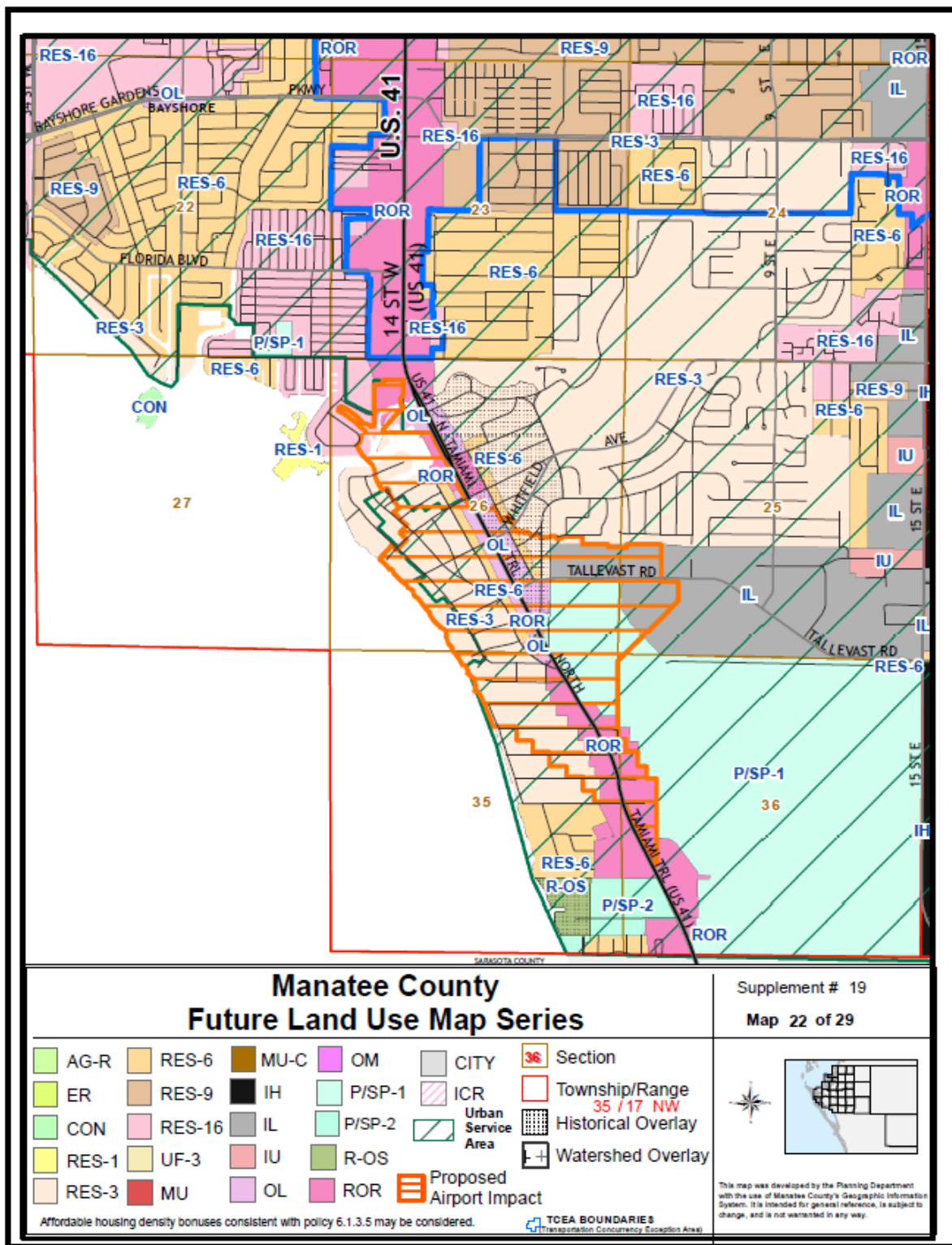


Exhibit “B” Text Amendments to Definitions

~~Airport Hazard~~ ~~Any structure or tree or use of land which would exceed the federal obstruction standards as contained in 14 C.F.R., Subsection 77.21, 77.23, and 77.25 (revised March 4, 1972) and which obstructs the airspace required for the flight of aircraft in landing or taking off at an airport or is otherwise hazardous to such landing or taking off of aircraft.~~

~~Airport Hazard Area~~ ~~Any area of land or water upon which an airport hazard might be established if not prevented pursuant to Chapter 333, F.S.~~

Airport Hazard - Any structure or tree or use of land which would exceed the federal obstruction standards as contained in 14 C.F.R., Subsection 77.21, 77.23, and 77.25 (revised March 4, 1972) and which obstructs the airspace required for the flight of aircraft in landing or taking off at an airport or is otherwise hazardous to such landing or taking off of aircraft.

Airport Hazard Area - Any area of land or water upon which an airport hazard might be established if not prevented pursuant to Chapter 333, F.S.

Airport Approach Surface [Airport Runway] - A surface which begins at the end of the primary surface (200 feet beyond the runway threshold) and slopes upward at a predetermined ratio while flaring outward horizontally. The width and elevation of the inner end conforms to that of the primary surface while the slope length and width of the outer end are governed by the runway surface category and approach procedure desired.

An area longitudinally centered on the extended runway centerline and extending outward from the end of the primary surface. The approach ~~zone~~ surface area and height restrictions are designated for each runway based upon the type of approach available or planned for that runway end, as follows:

Approach Surface Width. The inner edge of the approach ~~zone~~ surface is the same width as the primary ~~zone~~ surface. The outer width of the approach ~~zone~~ surface is prescribed for the most precise approach existing or planned for that runway end expanding uniformly outward to a width of:

For a Precision Instrument Runway, a maximum width of sixteen thousand (16,000) feet.

For a Non-Precision Instrument Runway other than a Utility Runway, a maximum width of three thousand five hundred (3,500) feet.

For a Utility Visual Runway, a maximum width of one thousand two hundred fifty (1,250) feet.

For a Utility Non-Precision Instrument Runway, a maximum width of two thousand (2,000) feet.

Approach Surface Length. The approach ~~zone~~ surface extends from the

end of the runway primary surface for a horizontal distance of:

For a Precision Instrument Runway, a maximum distance of fifty thousand feet and reciprocal slope delineated as follows:

- i. the first ten thousand (10,000) feet with a slope of 50 to 1,
- ii. the next forty thousand (40,000) feet with a slope of 40 to 1.

For a Non-Precision Instrument Runway other than a Utility Runway, a maximum distance of ten thousand (10,000) feet.

For a Visual or Non-Precision Instrument Utility Runway, a distance of five thousand (5,000) feet.

Airport, Clear Zone [Airport Runway] - A symmetrical area which begins at the runway threshold and expands vertically and horizontally as it extends outward a distance of 2,500 feet measured horizontally.

Airport, Conical Surface [Airport Runway] - A sloping area whose inner perimeter conforms to the shape of the horizontal surface. It extends outward for a distance of 4,000 feet measured horizontally, while sloping upward at a ratio of 20:1.

Airport, Commercial Aviation - An airport facility which is designed, or constructed, or used for the operation of commercial air carriers and their passengers.

Airport, General Aviation- An airport facility which is designed, or constructed, or used for private business or individual use, and which does not accommodate regularly scheduled commercial air carrier flights.

Airport, Horizontal Surface [Airport Runway] - ~~An oval-shaped, level area situated 150 feet above the airport elevation. Its dimensions are governed by the runway service category and approach procedure desired.~~ An area around each airport with an outer boundary the perimeter of which is constructed by swinging arcs or specified radii from the center of each end of the primary zone surface of the airport's runways and connecting the adjacent arcs by lines tangent to those arcs. The radius of the arcs specified for each end of the runway will have the same arithmetical value and the value will be the highest composite value determined for either end of that runway. When a smaller arc is encompassed by the tangent connecting two adjacent larger arcs, the smaller arc shall be disregarded in the construction of the perimeter of the horizontal zone surface. The Horizontal Surface is established at a fixed elevation of 150 feet AGL. The radius of each runway arc is as follows:

- i. For utility runways, a radius of five thousand (5,000) feet.
- ii. For other than utility runways, a radius of ten thousand (10,000) feet.

Airport, Primary Surface [Airport Runway] - ~~A rectangular area symmetrically located about each runway centerline and extending a distance of 200 feet beyond each runway threshold. Its elevation is the same as that of the runway at all points. An area located at each end of a runway which is longitudinally centered on each runway, extending two hundred (200) feet beyond each end of that specially prepared hard~~

surface runway with the width specified for the most precise approach existing or planned for either end of that runway. The primary surface ends at each runway end for all runways without a specially prepared hard surface. The width of each primary surface is as follows:

- i. Precision Instrument Runways: 1,000 feet.
- ii. Non-Precision Instrument Runways: 500 feet.
- iii. Public Utility Visual Runways: 250 feet.
- iv. Private Utility Visual Runways: 100 feet.

Airport, Runways

- i. Other Than Utility Runway shall mean a runway that is constructed for and intended to be used by aircraft of a maximum gross weight greater than twelve thousand five hundred (12,500) pounds.
- ii. Precision Instrument Runway shall mean a runway having an instrument approach procedure established by the Federal Aviation Administration utilizing an Instrument Landing System (ILS), Microwave Landing System (MLS), or a Precision Approach Radar (PAR) including a runway for which such a system is planned as indicated on an approved airport layout plan or on any other airport planning document.
- iii. Utility Runway shall mean a runway that is constructed for and intended to be used by propeller driven aircraft of twelve thousand five hundred (12,500) pounds maximum gross weight and less.
- iv. Visual Runway shall mean a runway intended for the operation of aircraft using visual approach procedures with no instrument approach procedure planned or indicated on an approved layout plan, or on any other airport planning document.

Airport, Transitional Surface - ~~A sloping area which begins at the edge of the primary surface of an aircraft runway and slopes upward at a ratio of 7:1 until it intersects the horizontal surface.~~

An area extending outward and upward from the sides of each primary surface and approach zone surface, connecting them to the horizontal zone surface, or outward five thousand (5,000) feet horizontally from the side of that portion of the approach surface of a Precision Instrument Runway extending beyond the Conical Surface.

Clear Zone [Airport Runway] - ~~A symmetrical area which begins at the runway threshold and expands vertically and horizontally as it extends outward a distance of 2,500 feet measured horizontally.~~

Commercial Aviation Airport - ~~An airport facility which is designed, or constructed, or used for the operation of commercial air carriers and their passengers.~~

Conical Surface [Airport Runway] - ~~A sloping area whose inner perimeter conforms to the shape of the horizontal surface. It extends outward for a distance of 4,000 feet measured horizontally, while sloping upward at a ratio of 20:1.~~

General Aviation Airport - ~~An airport facility which is designed, or constructed, or used for~~

~~private business or individual use, and which does not accommodate regularly scheduled commercial air carrier flights.~~

Horizontal Surface [Airport Runway] - ~~An oval-shaped, level area situated 150 feet above the airport elevation. Its dimensions are governed by the runway service category and approach procedure desired.~~

Primary Surface [Airport Runway] - ~~A rectangular area symmetrically located about each runway centerline and extending a distance of 200 feet beyond each runway threshold. Its elevation is the same as that of the runway at all points.~~

Transition Surface [Airport Runway] - ~~A sloping area which begins at the edge of the primary surface of an aircraft runway and slopes upward at a ratio of 7:1 until it intersects the horizontal surface.~~

Exhibit “C Text Amendment to Future Land Use Element

Future Land Use Element.

Policy: 2.2.2.7

AI: Establish the Airport Impact Overlay District as follows:

Policy: 2.2.2.7.1

Definition: The geographic area subject to current or future projected noise exposure from any aviation facility of 65 Ldn or greater. This area is defined as the area contained within the 65 Ldn noise contour, as shown on the official noise exposure maps (NEM) for the aviation facility (Map contained in the Aviation Sub-Element ~~section~~ of the Transportation Element) and Map 5-A SRQ 1998 Noise Exposure Map.

Editor Note: the Airport Impact Overlay District Map does not have a formal Map designation/identifier; one will be assigned as part of this amendment process.

Policy: 2.2.2.7.2

Purpose:

- a) To define geographic areas which will be subject to special review or regulation pursuant to the applicable Policies y adopted as part of 5.11.1.2 and Objective 5.11.2 Objective 5.13.1, 5.13.2, 5.13.3.

Policy 2.2.2.7.3

Applicable Goals, Objectives, and Policies: Goals, objectives and policies pertaining to AI Overlay District are contained under Objectives ~~5.11.1 and 5.11.2~~ 5.12.1, 5.13.1, 5.13.2, 5.13.3, 5.13.4 of the Aviation Sub-element, and Policy 2.9.2.1 of the Future Land Use Element.

Policy: 2.2.2.7.4

Effect of Mapping:

- a) Any project which is at least partially within the AI Overlay District shall be subject to the applicable requirements listed under Policies 2.2.2.7.2 and 2.2.2.7.3 above and the applicable standards of the Land Development Code, Chapter 4.
- b) The area designated under the AI Overlay District on the Future Land Use Map and Map 5-A SRQ 1998 Noise Exposure Map shall also be

subject to all goals, objectives and policies for any future land use category under the AI Overlay.

Exhibit “D” Text Amendment to Aviation Sub-Element of the Transportation Element

AVIATION SUB-ELEMENT

GOAL: 5.12 **The provision of sufficient general aviation facilities to meet the needs of area residents and businesses in a manner that is safe, economical, and environmentally sound.**

Objective: 5.12.1 **General Aviation Facilities:** Continue to evaluate the need for a new or expanded general aviation facility in coordination with the West Central Florida Metropolitan Area Aviation System Plan.

Policy: 5.12.1.1 Continue to assess the ability of the Sarasota-Bradenton International Airport to meet future general aviation demand.

Implementation Mechanism:

- a) Manatee County Building and Development Services initiation of coordination activities with the Sarasota-Manatee Airport Authority and participation consistent with this policy.

Policy: 5.12.1.2 Request that the Sarasota-Manatee Airport Authority initiate appropriate actions following conclusion of any study identifying the need for additional mechanisms to meet future general aviation demands.

Implementation Mechanism:

- a) Coordination by the Manatee County –Building and Development Services with the Sarasota-Manatee Airport Authority to ensure compliance with this policy.

GOAL: 5.13 **Location, regulation, and operation of existing and future airports to minimize the impact on the natural environment and to minimize the conflicts between airport facilities and surrounding land uses.**

Objective: 5.13.1

Noise Impact of Sarasota-Bradenton International Airport: Maintain current strategies, in cooperation with the Sarasota-Manatee Airport Authority, for preventing any increase in, and for reducing (where feasible), noise impacts associated with the daily operation of Sarasota-Bradenton International Airport (see also Policy 2.2.2.7.)

Policy: 5.13.1.1

Coordinate with the Sarasota-Manatee Airport Authority to maintain an appropriate and acceptable adopted noise abatement and land use compatibility program for the Sarasota-Bradenton International Airport consistent with the requirements of the FAR Part 150 Noise Compatibility Program. Manatee County shall take appropriate action to ensure, to the maximum extent practicable, that this noise abatement strategy is consistent with the protection of land uses in Manatee County from adverse noise impacts.

Implementation Mechanism(s):

- a) Manatee County Building and Development Services coordination with the Sarasota-Manatee Airport Authority to implement the strategy required by this policy, and to monitor and ensure the airport's compliance with Airport DRI requirements relating to noise abatement and land use compatibility stipulated in the DRI Development Order.
- b) Board of County Commissioners coordination with, and assistance (where appropriate) to, the Sarasota-Manatee Airport Authority for developing a local or state-based funding source, or to obtain FAA funding targeted to assist in the implementation of adopted noise abatement or land use compatibility programs.

Policy: 5.13.1.2

Maintain an Airport Impact Overlay district (see the Future Land Use Map series Map 5-A SRQ 1998 Noise Exposure Map as may be amended) for the area currently exposed to, or projected for exposure to, aircraft noise of 65Ldn or more to regulate land uses and minimize the development of land uses that would

be severely impacted by exposure to aircraft noise within the Airport Impact overlay District.

Implementation Mechanism(s):

- a) Maintain land development regulations developed pursuant to §163.3202, F.S. and §333, F.S. and 14 C.F.R. s. 77, that include an Airport Impact Overlay section which contains specific criteria for the review of applicable development orders to ensure policy compliance.
- b) Continue Building and Development Services coordination with the Sarasota-Manatee Airport Authority and implement noise review criteria for review of ~~proposed projects~~ applicable development orders within the Airport Impact Overlay District of the Sarasota-Bradenton International Airport.

Policy: 5.13.1.3

Maintain adopted land development regulations that shall, at a minimum:

- 1) require that a ~~Planned Development~~ review process be within the LDC ~~be utilized~~ for the approval of new projects containing noise sensitive uses within the Sarasota-Bradenton International Airport's Airport Impact Overlay District, and
- 2) reference the ~~1993~~ 1998 Noise Exposure Maps, as may be amended, for the Sarasota-Bradenton International Airport that were accepted or approved by the Federal Aviation Administration as part of the regulatory framework of the land development regulations. The Land development regulations code shall also identify recommended compatible uses within specified noise (Ldn) contours. The Land development regulations code, Zoning regulations associated with the Airport Impact Overlay District shall also be closely coordinated with the Sarasota-Manatee Airport Authority, and
- 3) provide, at the time of consideration of any

proposed development order establishing a permitted use or increased residential density, for a review of compatibility of the proposed use or density with existing noise exposure levels, and with projected noise levels (See also Policy 5.13.1.2 above).

Policy: 5.13.1.4 Prohibit any airport activity or expansion ~~other than a special exception (see Chapter 1, Section D.2)~~ which would adversely alter the noise impact of the Sarasota-Bradenton International Airport by generating an expansion or adverse alteration of the existing noise contours. The Board of County Commissioners may determine that expansion of contours on Airport property, expansion to areas with compatible uses to the airport, or changes to contours which achieve a net positive result do not constitute an adverse alteration of the noise contours. No development orders shall be issued by Manatee County for any airport expansion or redevelopment which would violate this policy.

Implementation Mechanism:

- a) Coordination between the Manatee County Building and Development Services and the Sarasota-Manatee Airport Authority to achieve compliance with this policy.

Objective: 5.13.2 **Airport Compatibility:** Airports located and operated in a manner consistent and compatible with current and future surrounding land uses, including protection of land uses from adverse airport noise impacts.

Policy: 5.13.2.1 Prevent or minimize any future conflicts or incompatibilities between any new, or expanded, general aviation or commercial aviation facility and any existing or future land use or natural resources by maintaining airport siting criteria and a series of performance standards for all general aviation or commercial airports. Also, require identification of an Airport Impact Overlay District on the Future Land Use Map for any general aviation or commercial aviation airport, such Overlay District encompassing the area exposed to aircraft noise of 65 Ldn or greater. (See

also Policy 5.13.4.1)

Implementation Mechanism:

- a) Maintenance of land development regulations pursuant to § 163.3202, F.S. and § 333, F.S., and 14 C.F.R. s. 77, containing airport siting criteria and performance standards, designed to ensure compatibility of any airport with existing land uses and natural resources, and with future land uses, including uses identified in the Land development code.

Policy: 5.13.2.2

Consistent with § 333, F.S., maintain a development review process that requires noise level reduction within any structure to 45 Ldn as a condition for issuance of any building permit for residential or other noise sensitive uses within any Airport Impact Overlay District.

Implementation mechanism:

- a) Implementation of procedures by the Manatee County Building Department to require all applicable building permits to be issued in a manner so as to require use of construction materials, and/or use of designs that achieve interior noise levels of 45 Ldn or less. As part of these procedures, the developers will also be required to submit certification that the structure(s) has met this condition, such certification prepared either by the architect or by a professional acoustician, prior to the issuance of a certificate of occupancy. All residential subdivision requests will be subject to the aforementioned requirements as a condition of Preliminary Plat approval, or similar approval.

Policy: 5.13.2.3

Continue to involve the Sarasota-Manatee Airport Authority in the review of rezonings, Comprehensive Plan amendments, site plan approvals, and other appropriate development orders which are requested in the 65+ Ldn noise impact area of all airports under the Sarasota Manatee Airport Authority's jurisdiction, in order to ensure consistency with the Noise

Compatibility Program for the Sarasota-Bradenton International Airport as established pursuant to Policy 5.13.1.1 or with any other noise compatibility program for other airports.

Implementation Mechanism:

- a) Manatee County Building and Development Services coordination with the Sarasota-Manatee Airport Authority to facilitate compliance with this policy.

Objective: 5.13.3

Airspace Protection: Limit obstructions by objects (as defined by the Land development code including those within § 333, F.S. and 14 C.F.R. s. 77 FAR Part 77.5) that violate any general aviation or commercial airport's, clear ~~zones~~ surfaces, approach surfaces, transition surfaces, horizontal surfaces, and conical surfaces, and to protect against land uses that are incompatible with airport facilities and operations. ~~Also, to establish airspace protection identical to that authorized for public use airports under Ch. 333, F.S. to private use airports, by local policy under this objective.~~

Policy: 5.13.3.1

Require compliance with height and permitting restrictions within airport hazard areas established by airport zoning regulations developed pursuant to Ch. 333, F.S.

Implementation Mechanism:

- a) Coordination between the Sarasota-Manatee Airport Authority and the Manatee County Building and Development Services to implement regulations described in this policy in land development regulations developed pursuant to § 163.3202, F.S.

Policy: 5.13.3.2

Prohibit the development of any structure violating any maximum height limitation imaginary surface indicated on the Airport Map, Surfaces adopted in the Land development code ~~Map 5H~~ Chapter 333, F.S. And Equivalent Height Limitations For Public Use And Private Use Airports. The Land development code-

Airport Map, Surfaces shall be Map 5H shall be amended to reflect the addition of any new planned public use or private airports, or to reflect any changes in flight arrival/departure patterns associated with existing public use airports.

Implementation Mechanism:

- a) Coordination between the Manatee County Building and Development Services the Sarasota-Manatee Airport Authority, and Airport Manatee to achieve compliance with this policy.

Policy: 5.13.3.3

Encourage, where local authority to do so is not precluded by federal law, the use of areas shown on Map 5-I on Map 5I in the Land development code-Preferred Locations for Antenna Towers/Clusters, for locating all new or relocated antenna towers or antenna clusters where such tall structures are approved in those locations by the Federal Communications Commission, and are otherwise consistent with goals, objectives, and policies of this Comprehensive Plan.

Implementation Mechanism:

- a) Manatee County Building and Development Services review of proposed antenna towers and antenna structures for compliance with this policy.

Objective: 5.13.4

Compatibility With Natural Resources: Improvement and expansion of the Sarasota-Bradenton International Airport in a manner that minimizes adverse impacts to water quality and other natural resources.

Policy: 5.13.4.1

Minimize the disruption of environmentally sensitive land or natural resources caused by the siting of new, or expansion of existing, airport facilities and achieve consistency with the Future Land Use Element, Coastal Management Element, and Conservation Element.

Implementation Mechanism(s):

- a) Use of airport siting criteria contained in

regulations developed pursuant to policy 5.13.2.1 by the Building and Development Services to evaluate proposed airport sites.

- b) Airport performance standards developed pursuant to Policy 5.13.2.1 containing requirements which allow for the determination of the impacts of any expansion or new airport development on environmentally sensitive areas or natural resources, and containing requirements to ensure that any adverse impacts are reduced to a minimum. Requirements will include the required submittal of site development plans for designation of any proposed airport site or expansion.
- c) Policy in the Future Land Use Element generally precluding future commercial aviation facilities from location in the WO Watershed Overlay Districts (See also Policy 2.2.2.2.5).

GOAL: 5.14

Effective coordination of the operation, development, or expansion of all airports in manatee county with all appropriate federal, state, regional and local agencies.

Objective: 5.14.1

Airport Improvements Coordination: Improvements to Sarasota-Bradenton International Airport coordinated with improvements to roads and other public facilities impacted by the airport.

Policy: 5.14.1.1

Require that all planned or necessary on- or off-site capital improvements contained in, or necessary to implement, the Sarasota-Manatee Airport Authority's approved master plans are consistent with the MPO's ~~2030~~ 2040 Long Range Transportation Plan, with FDOT's 2030 Florida Transportation Plan and five year work program, with Manatee County's Capital Improvements Element, and with other agency budgets.

Implementation Mechanism:

- a) Coordination by the Manatee County Building and Development Services, Public Works Department, and the Utilities Department, to ensure consistency between any master plan

adopted by the Sarasota-Manatee Airport Authority and the Capital Improvements Element contained in this Comprehensive Plan. Also, to ensure consistency between any adopted Sarasota-Manatee Airport Authority Airport Master Plan and the MPO's plans.

Policy: 5.14.1.2 Ensure that airport expansion or siting plans are coordinated with the Continuing Florida Aviation System Planning Process.

Implementation Mechanism:

- a) Participation of Manatee County government officials as representatives on metropolitan and regional steering committees of the Southwest Florida Region Aviation System Plan. Monitoring of steering committee activities by the Manatee County Building and Development Services.

Policy: 5.14.1.3 Require the provision of concurrent improvements to the roadway and mass transit system serving the airport with the development of any new or expanded airport facility, so as to meet adopted roadway and transit level of service standards contained in this Transportation Element (Table 5-1 and Objective 5.5.1) and ensure continued development of intermodal transportation facilities.

Implementation Mechanism(s):

- a) Manatee County Building and Development Services, Public Works, and Community Services Department (Transit Division) review of any proposed development order for any new or expanded airport facility for compliance with this policy.
- b) Manatee County Building and Development Services review of the Sarasota-Manatee Metropolitan Planning Organization planning program and long range transportation planning documents, and monitoring of Sarasota-Manatee Airport Authority plans to ensure that the Authority's transportation improvement plans are coordinated with this

Transportation Element.

Objective: 5.14.2 **Interagency Coordination:** Construction and operation of existing and future aviation facilities in close cooperation with the appropriate federal, state, regional and local agencies, and in conformance with other related elements of the Comprehensive Plan.

Policy: 5.14.2.1 Consider all other relevant sections of the Comprehensive Plan in the review of any proposed development order for the expansion and operation of any existing airport, or development of any new airport, including the Land Use, Transportation, Capital Improvements, Public Facilities, and Conservation Elements.

Implementation Mechanism:

- a) Manatee County Building and Development Services, Public Works Department, Community Services Department (Transit Division), Natural Resources Department, and Utilities Department review of any proposed development order for any new or expanded airport for compliance with this "consistency" policy.

Policy: 5.14.2.2 Coordinate with the Continuing Florida Aviation System Planning Process (CFASPP) to ensure that local land use interests are considered and recognized in the CFASPP Plan Process.

Implementation Mechanism:

- a) Manatee County Building and Development Services review of any CFASPP documents.

Objective: 5.14.3 **Sarasota-Manatee Airport Authority:** A Sarasota-Manatee Airport Authority that is responsive to coordination of community development and community aviation needs and concerns.

Policy: 5.14.3.1 Coordinate with the Sarasota-Manatee Airport Authority to ensure that single- or multi-jurisdictional land use and environmental impact issues associated with any airport improvements, or with any new facility siting, shall be equitably and appropriately resolved.

Such coordination would include, but not be limited to, aircraft takeoff and flight path issues, redevelopment of noise abatement acquisition parcels, runway usage, property rights protection, and other relevant aspects of airport operation which affect public health, safety and welfare.

Implementation Mechanism:

- a) Manatee County Building and Development Services coordination with the Sarasota-Manatee Airport Authority including, but not limited to, review of proposed operation changes, service on airport task forces, monitoring airport plans and activities impacting adjacent land areas, reviewing airport noise abatement efforts, and applicable issues affecting public health, safety and welfare.

Objective: 5.14.4

Future Aviation Facilities: Commercial and General aviation facilities appropriate for meeting future aviation needs in a manner compatible with other existing and future land uses and transportation activities.

Policy: 5.14.4.1

Coordinate with the Sarasota-Manatee Airport Authority to establish additional aviation capacity in a manner that minimizes adverse land use and public facility impacts.

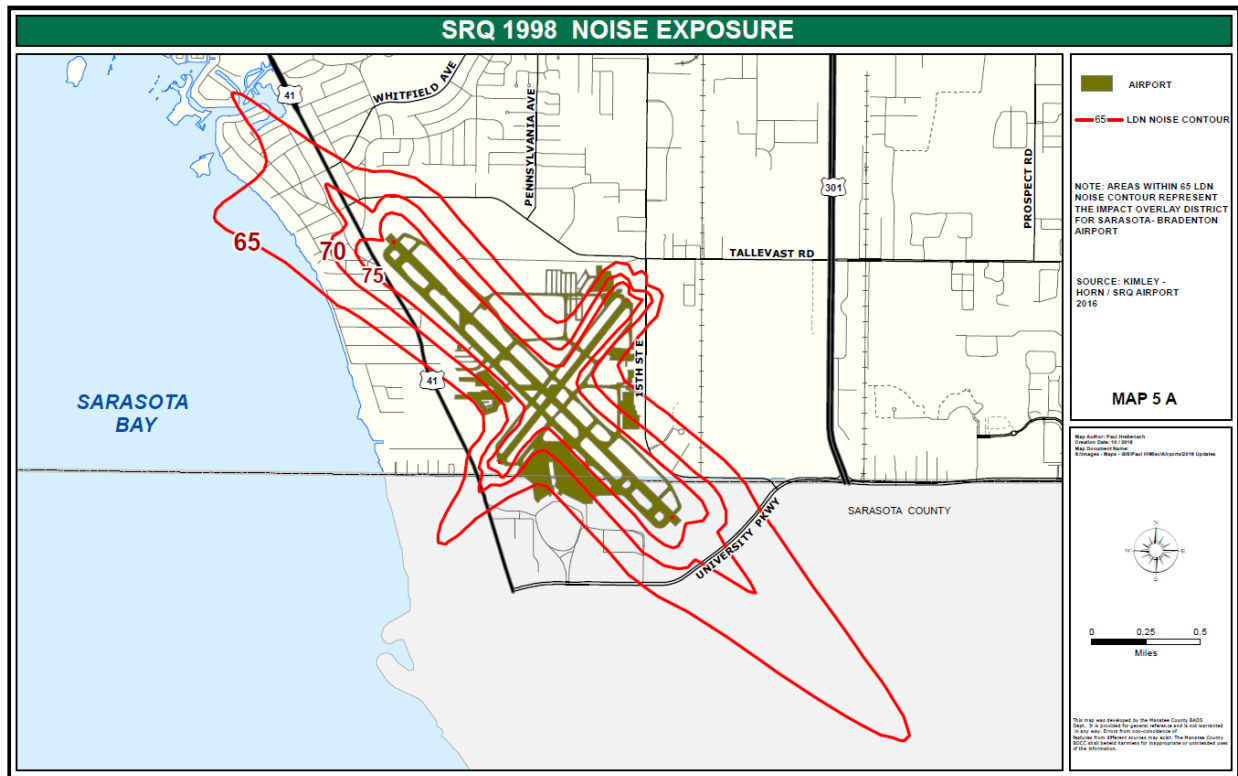
Policy: 5.14.4.2

Maintain a Future Aviation Facilities Map or Maps (Map 5-M) (~~Map 5M~~) in the Land development code, and amend such maps as is necessary to identify future airport facilities, related surface transportation linkages and related clear zones and obstructions. Include any programmed aviation and transportation facilities on such map or maps. The inclusion of a Future Aviation Facilities Map within this Comprehensive Plan and or the Land development code does not imply conceptual approval by Manatee County for any type of local development order for permitting purposes.

Airport Noise LDN Contour Map
Also Located in

www.mymanatee.org

Building and Development Services Planning
Comprehensive Plan
Maps Page (at top)
Comprehensive Plan Maps



BRADENTON HERALD

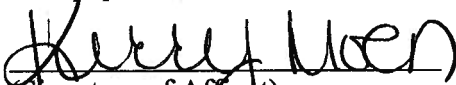
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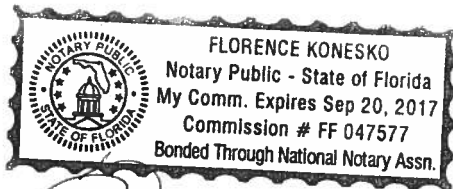
STATE OF FLORIDA COUNTY OF MANATEE

Before the undersigned authority personally appeared Kerry Moen, who, on oath, says that she is a Legal Advertising Representative of The Bradenton Herald, a daily newspaper published at Bradenton in Manatee County, Florida; that the attached copy of the advertisement, being a Legal Advertisement in the matter of **Notice of Land Use Change, Ordinance 17-03, 16-39, 16-41, Manatee County** was published in said newspaper in the issue(s) 11/23/16.

Affidavit further says that the said publication is a newspaper published at Bradenton, in said Manatee County, Florida, and that the said newspaper has heretofore been continuously published in said Manatee County, Florida, each day and has been entered as second-class mail matter at the post office in Bradenton, in said Manatee County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.


(Signature of Affiant)

Sworn to and subscribed before me this
23 Day of Nov, 2016



SEAL & Notary Public

Personally Known _____ OR Produced Identification _____
Type of Identification Produced _____

NOTICE OF LAND USE CHANGE

OFFICIAL ACTIONS AFFECTING OR REGULATING USE OR REAL PROPERTY IN UNINCORPORATED MANATEE COUNTY – NOTICE TO REAL PROPERTY OWNERS AND GENERAL PUBLIC

The Manatee County Planning Commission will hold a public hearing to consider amendments to the Manatee County Comprehensive Plan and changes to the restrictions affecting certain lands within the unincorporated area of Manatee County with the intent to make a recommendation to the Board of Manatee County Commissioners:

Date: Thursday, December 8, 2016
Time: 9:00 A.M. or soon thereafter
Place: Manatee County Government Administrative Center
1112 Manatee Ave. West; Board Chambers (1st Floor)

Additional amendments to the following may be necessary to implement these changes and ensure internal consistency.

PA-16-09/ORDINANCE 17-03

AIRPORT IMPACT OVERLAY TEXT AND MAP AMENDMENT

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF MANATEE COUNTY, FLORIDA, REGARDING COMPREHENSIVE PLANNING, AMENDING MANATEE COUNTY ORDINANCE NO. 89-01, AS AMENDED, THE MANATEE COUNTY COMPREHENSIVE PLAN; PROVIDING FOR PURPOSE AND INTENT; PROVIDING FINDINGS; AMENDING THE FUTURE LAND USE ELEMENT TO AMEND POLICIES 2.2.2.7, 2.2.2.7.1., 2.2.2.7.2, 2.2.2.7.3, 2.2.2.7.4 A1 AIRPORT IMPACT OVERLAY DISTRICT, UPDATING OBJECTIVE REFERENCES, ADDING REFERENCE TO THE PROPOSED AIRPORT ZONING STANDARDS IN THE LAND DEVELOPMENT CODE; AMENDING THE FUTURE LAND USE MAP SERIES TO REFLECT THE NEW AIRPORT IMPACT OVERLAY; PROVIDING FOR DEFINITIONS; SAID DEFINITIONS ARE AMENDED TO INCLUDE REVISED AND AMENDED DEFINITIONS; AND RELOCATING EXISTING DEFINITIONS WITHIN SIMILAR AIRPORT DEFINITIONS; AMENDING THE AVIATION SUB-ELEMENT IF THE TRANSPORTATION ELEMENT INCLUDING REFERENCES TO THE LAND DEVELOPMENT CODE AIRPORT ZONING, REMOVAL OF MAPS AND MAP REFERENCES IN LIEU OF THE LAND DEVELOPMENT CODE, INSERTING PROVISIONS FOR AMENDED MAP REFERENCES; AMENDING PROVISIONS OF THE COMPREHENSIVE PLAN TO PRESERVE INTERNAL CONSISTENCY; PROVIDING FOR SEVERABILITY AND PROVIDING FOR AN EFFECTIVE DATE.

PLAN AMENDMENT PA-16-04 / ORDINANCE 16-39

LARGE PROJECTS

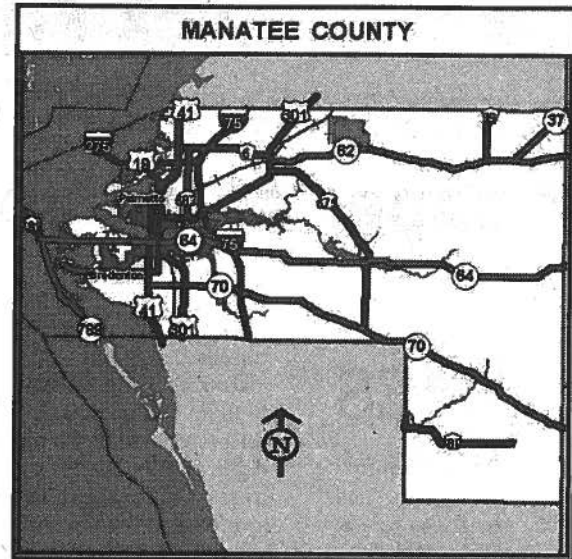
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PA-16-05/ ORDINANCE 16-41

COUNTY INITIATED TEXT AMENDMENT EDUCATIONAL FACILITIES

(DTS# 20160488)

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Public is invited to speak at this hearing, subject to proper rules of conduct. The hearing may be continued from time to time to a date and time certain. The Public may also provide written comments for the Planning Commission to consider.

Rules of Procedure for this public hearing are in effect pursuant to Resolution 13-189(PC). Copies of this Resolution may be obtained from the Building and Development Services Department (See address below).

Please Send Comments To: Manatee County Building and Development Services Department
Attn: Planning Coordinator
1112 Manatee Ave. West, 4th Floor
Bradenton, FL 34206

planning.agenda@mymanatee.org

All written comments will be entered into the record.

For More Information: Copies of the proposed amendments will be available for review and copying at cost approximately seven (7) days prior to the public hearing. Information may also be obtained by calling 748-4501, Ext. 6878, between 8:00 AM and 5:00 PM.

Americans with Disabilities: The Manatee County Planning Commission does not discriminate upon the basis of any individual's disability status. This non-discrimination policy involves every aspect of the Commission's functions including one's access to and participation in public hearings. Anyone requiring reasonable accommodation for this meeting as provided for in the ADA, should contact Kaycee Ellis at 742-5800; TDD ONLY 742-5802 and wait 60 second; FAX 745-3790.

According to Section 286.0105, Florida Statutes, if a person decides to appeal any decision made with respect to any matters considered at such meetings or hearings, he/she will need a record of the proceedings, and for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record would include any testimony or evidence upon which the appeal is to be based.

162732

HERALD-TRIBUNE MEDIA GROUP
PUBLISHED DAILY
MANATEE COUNTY, FLORIDA

Bobbi Roy
Manatee County Planning Dept.
1112 Manatee Ave. W., 4th. flr.
Bradenton, FL 34205

STATE OF FLORIDA
COUNTY OF MANATEE

BEFORE THE UNDERSIGNED AUTHORITY PERSONALLY APPEARED
SHARI BRICKLEY, WHO ON OATH SAYS SHE IS ADVERTISING DIRECTOR
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AT SARASOTA, IN SARASOTA COUNTY FLORIDA; AND CIRCULATED IN
CHARLOTTE COUNTY DAILY; THAT THE ATTACHED COPY OF
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Notice of Land Use Change

IN THE COURT WAS PUBLISHED IN MANATEE EDITION
OF SAID NEWSPAPER IN THE ISSUES OF:

November 23, 2016

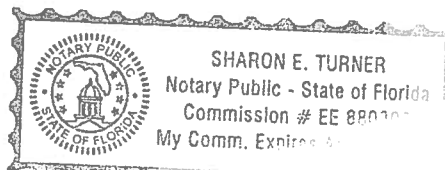
AFFIANT FURTHER SAYS THAT THE SAID SARASOTA HERALD-TRIBUNE
IS A NEWSPAPER PUBLISHED AT SARASOTA, IN SAID SARASOTA COUNTY,
FLORIDA, AND THAT THE SAID NEWSPAPER HAS THERETOFORE BEEN
CONTINUOUSLY PUBLISHED IN SAID SARASOTA COUNTY, FLORIDA,
EACH DAY, AND HAS BEEN ENTERED AS SECOND CLASS MAIL MATTER
AT THE POST OFFICE IN BRADENTON, IN SAID MANATEE COUNTY,
FLORIDA, FOR A PERIOD OF ONE YEAR NEXT PRECEDING THE FIRST
PUBLICATION OF THE ATTACHED COPY OF ADVERTISEMENT; AND
AFFIANT FURTHER SAYS THAT SHE HAS NEITHER PAID NOR PROMISED
ANY PERSON, FIRM OR CORPORATION ANY DISCOUNT, REBATE,
COMMISSION OR REFUND FOR THE PURPOSE OF SECURING THIS
ADVERTISEMENT FOR PUBLICATION IN THE SAID NEWSPAPER.

SIGNED Shari Brickley

SWORN TO AND SUBSCRIBED BEFORE ME THIS 23 DAY OF NOVEMBER
2016 A.D., BY SHARI BRICKLEY WHO IS PERSONALLY KNOWN TO ME.

(SEAL) Sharon E. Turner

NOTARY PUBLIC



Headline "M" | headlinem.com | Wednesday, November 23, 2016

NOTICE OF LAND USE CHANGE
OFFICIAL ACTIONS AFFECTING OR REGULATING USE OR REAL PROPERTY IN
UNINCORPORATED MANATEE COUNTY - NOTICE TO REAL PROPERTY OWNERS AND
GENERAL PUBLIC

The Manatee County Planning Commission will hold a public hearing to consider amendments to the Manatee County Comprehensive Plan and changes to the restrictions affecting certain lands within the unincorporated area of Manatee County with the intent to make a recommendation to the Board of Manatee County Commissioners.

Date: Thursday, December 8, 2016
Time: 9:00 A.M. or soon thereafter
Place: Manatee County Government Administrative Center
1112 Manatee Ave. West, Board Chambers (1st Floor)

Additional amendments to the following may be necessary to implement these changes and ensure internal consistency.

PA-16-04 / ORDINANCE 16-03
AIRPORT IMPACT OVERLAY TEXT AND MAP AMENDMENT

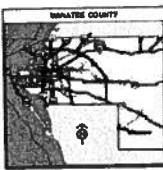
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PA-16-06 / ORDINANCE 16-01
COUNTY-INITIATED TEXT AMENDMENT EDUCATIONAL FACILITIES
(OTR 20160458)

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PA-16-09/ORDINANCE 17-03 AIRPORT IMPACT OVERLAY TEXT AND MAP AMENDMENT

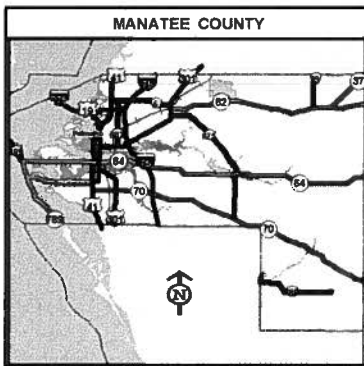
AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF MANATEE COUNTY, FLORIDA, REGARDING COMPREHENSIVE PLANNING, AMENDING MANATEE COUNTY ORDINANCE NO. 89-01, AS AMENDED, THE MANATEE COUNTY COMPREHENSIVE PLAN; PROVIDING FOR PURPOSE AND INTENT; PROVIDING FINDINGS; AMENDING THE FUTURE LAND USE ELEMENT TO AMEND POLICIES 2.2.2.7, 2.2.2.7.1., 2.2.2.7.2, 2.2.2.7.3, 2.2.2.7.4 AI AIRPORT IMPACT OVERLAY DISTRICT, UPDATING OBJECTIVE REFERENCES, ADDING REFERENCE TO THE PROPOSED AIRPORT ZONING STANDARDS IN THE LAND DEVELOPMENT CODE; AMENDING THE FUTURE LAND USE MAP SERIES TO REFLECT THE NEW AIRPORT IMPACT OVERLAY; PROVIDING FOR DEFINITIONS; SAID DEFINITIONS ARE AMENDED TO INCLUDE REVISED AND AMENDED DEFINITIONS; AND RELOCATING EXISTING DEFINITIONS WITHIN SIMILAR AIRPORT DEFINITIONS; AMENDING THE AVIATION SUB-ELEMENT IF THE TRANSPORTATION ELEMENT INCLUDING REFERENCES TO THE LAND DEVELOPMENT CODE AIRPORT ZONING, REMOVAL OF MAPS AND MAP REFERENCES IN LIEU OF THE LAND DEVELOPMENT CODE, INSERTING PROVISIONS FOR AMENDED MAP REFERENCES; AMENDING PROVISIONS OF THE COMPREHENSIVE PLAN TO PRESERVE INTERNAL CONSISTENCY; PROVIDING FOR SEVERABILITY AND PROVIDING FOR AN EFFECTIVE DATE.

PLAN AMENDMENT PA-16-04 / ORDINANCE 18-39 LARGE PROJECTS

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF MANATEE COUNTY; REGARDING COMPREHENSIVE PLANNING; AMENDING MANATEE COUNTY ORDINANCE NO. 89-01, AS AMENDED, THE MANATEE COUNTY COMPREHENSIVE PLAN; PROVIDING FOR A TEXT AMENDMENT TO THE FUTURE LAND USE AND TRAFFIC SUB-ELEMENTS TO ALLOW GENERAL DEVELOPMENT PLANS MEETING "LARGE PROJECT" STANDARDS THE OPTION TO REQUEST A CERTIFICATE OF LEVEL OF SERVICE FOR CONCURRENCY AND TO AMEND DEPARTMENT NAMES; PROVIDING FOR A PURPOSE AND INTENT; PROVIDING FINDINGS; AMENDING PROVISIONS OF THE COMPREHENSIVE PLAN TO PRESERVE INTERNAL CONSISTENCY; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

PA-16-05 / ORDINANCE 16-41 COUNTY INITIATED TEXT AMENDMENT EDUCATIONAL FACILITIES (DTS# 20160488)

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF MANATEE COUNTY; REGARDING COMPREHENSIVE PLANNING; AMENDING MANATEE COUNTY ORDINANCE NO. 89-01, AS AMENDED, THE MANATEE COUNTY COMPREHENSIVE PLAN; PROVIDING FOR A TEXT AMENDMENT TO THE FUTURE LAND USE ELEMENT AND PUBLIC SCHOOL FACILITIES ELEMENT TO CLARIFY WHAT FUTURE LAND USE DESIGNATIONS PUBLIC SCHOOLS ARE ALLOWED TO BE LOCATED IN; PROVIDING FOR A PURPOSE AND INTENT; PROVIDING FINDINGS; AMENDING PROVISIONS OF THE COMPREHENSIVE PLAN TO PRESERVE INTERNAL CONSISTENCY; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.



Public is invited to speak at this hearing, subject to proper rules of conduct. The hearing may be continued from time to time to a date and time certain. The Public may also provide written comments for the Planning Commission to consider.

Rules of Procedure for this public hearing are in effect pursuant to Resolution 13-189(PC). Copies of this Resolution may be obtained from the Building and Development Services Department (See address below).

Please Send Comments To: Manatee County Building and
Development Services Department
Attn: Planning Coordinator
1112 Manatee Ave. West, 4th Floor
Bradenton, FL 34206

planning.agenda@mymanatee.org

All written comments will be entered into the record.

For More Information: Copies of the proposed amendments will be available for review and copying at cost approximately seven (7) days prior to the public hearing. Information may also be obtained by calling 748-4501, Ext. 6878, between 8:00 AM and 5:00 PM.

Americans with Disabilities: The Manatee County Planning Commission does not discriminate upon the basis of any individual's disability status. This non-discrimination policy involves every aspect of the Commission's functions including one's access to and participation in public hearings. Anyone requiring reasonable accommodation for this meeting as provided for in the ADA, should contact Kaycee Ellis at 742-5800; TDD ONLY 742-5802 and wait 60 second; FAX 745-3790.

According to Section 286.0105, Florida Statutes, if a person decides to appeal any decision made with respect to any matters considered at such meetings or hearings, he/she will need a record of the proceedings, and for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record would include any testimony or evidence upon which the appeal is to be based.

FORM 8B MEMORANDUM OF VOTING CONFLICT FOR COUNTY, MUNICIPAL, AND OTHER LOCAL PUBLIC OFFICERS

LAST NAME—FIRST NAME—MIDDLE NAME CONERLY, WILLIAM EDWIN		NAME OF BOARD, COUNCIL, COMMISSION, AUTHORITY, OR COMMITTEE PLANNING COMMISSION	
MAILING ADDRESS 11718 WINDING WOODS WAY		THE BOARD, COUNCIL, COMMISSION, AUTHORITY OR COMMITTEE ON WHICH I SERVE IS A UNIT OF: <input type="checkbox"/> CITY <input checked="" type="checkbox"/> COUNTY <input type="checkbox"/> OTHER LOCAL AGENCY	
CITY BRADENTON, FL	COUNTY MANATEE	NAME OF POLITICAL SUBDIVISION: MANATEE COUNTY	
DATE ON WHICH VOTE OCCURRED DEC 8, 2016		MY POSITION IS: <input type="checkbox"/> ELECTIVE <input checked="" type="checkbox"/> APPOINTIVE	

WHO MUST FILE FORM 8B

This form is for use by any person serving at the county, city, or other local level of government on an appointed or elected board, council, commission, authority, or committee. It applies equally to members of advisory and non-advisory bodies who are presented with a voting conflict of interest under Section 112.3143, Florida Statutes.

Your responsibilities under the law when faced with voting on a measure in which you have a conflict of interest will vary greatly depending on whether you hold an elective or appointive position. For this reason, please pay close attention to the instructions on this form before completing the reverse side and filing the form.

INSTRUCTIONS FOR COMPLIANCE WITH SECTION 112.3143, FLORIDA STATUTES

A person holding elective or appointive county, municipal, or other local public office **MUST ABSTAIN** from voting on a measure which inures to his or her special private gain or loss. Each elected or appointed local officer also is prohibited from knowingly voting on a measure which inures to the special gain or loss of a principal (other than a government agency) by whom he or she is retained (including the parent organization or subsidiary of a corporate principal by which he or she is retained); to the special private gain or loss of a relative; or to the special private gain or loss of a business associate. Commissioners of community redevelopment agencies under Sec. 163.356 or 163.357, F.S., and officers of independent special tax districts elected on a one-acre, one-vote basis are not prohibited from voting in that capacity.

For purposes of this law, a "relative" includes only the officer's father, mother, son, daughter, husband, wife, brother, sister, father-in-law, mother-in-law, son-in-law, and daughter-in-law. A "business associate" means any person or entity engaged in or carrying on a business enterprise with the officer as a partner, joint venturer, coowner of property, or corporate shareholder (where the shares of the corporation are not listed on any national or regional stock exchange).

* * * * *

ELECTED OFFICERS:

In addition to abstaining from voting in the situations described above, you must disclose the conflict:

PRIOR TO THE VOTE BEING TAKEN by publicly stating to the assembly the nature of your interest in the measure on which you are abstaining from voting; *and*

WITHIN 15 DAYS AFTER THE VOTE OCCURS by completing and filing this form with the person responsible for recording the minutes of the meeting, who should incorporate the form in the minutes.

* * * * *

APPOINTED OFFICERS:

Although you must abstain from voting in the situations described above, you otherwise may participate in these matters. However, you must disclose the nature of the conflict before making any attempt to influence the decision, whether orally or in writing and whether made by you or at your direction.

IF YOU INTEND TO MAKE ANY ATTEMPT TO INFLUENCE THE DECISION PRIOR TO THE MEETING AT WHICH THE VOTE WILL BE TAKEN:

- You must complete and file this form (before making any attempt to influence the decision) with the person responsible for recording the minutes of the meeting, who will incorporate the form in the minutes. (Continued on other side)

APPOINTED OFFICERS (continued)

- A copy of the form must be provided immediately to the other members of the agency.
- The form must be read publicly at the next meeting after the form is filed.

IF YOU MAKE NO ATTEMPT TO INFLUENCE THE DECISION EXCEPT BY DISCUSSION AT THE MEETING:

- You must disclose orally the nature of your conflict in the measure before participating.
- You must complete the form and file it within 15 days after the vote occurs with the person responsible for recording the minutes of the meeting, who must incorporate the form in the minutes. A copy of the form must be provided immediately to the other members of the agency, and the form must be read publicly at the next meeting after the form is filed.

DISCLOSURE OF LOCAL OFFICER'S INTEREST

I, William E. Conerly, hereby disclose that on DECEMBER 8th, 20 16.

(a) A measure came or will come before my agency which (check one)

- ☐ inured to my special private gain or loss;
- ☐ inured to the special gain or loss of my business associate, _____;
- ☐ inured to the special gain or loss of my relative, _____;
- ☒ inured to the special gain or loss of KIMLEY-HORN, by whom I am retained; or
- ☐ inured to the special gain or loss of _____, which is the parent organization or subsidiary of a principal which has retained me.

(b) The measure before my agency and the nature of my conflicting interest in the measure is as follows:

FILED FOR RECORD
2016 DEC - 8 PM 1:36
CLERK OF THE CIRCUIT COURT
MIAMI-DADE CO FLORIDA

12-8-2016

Date Filed

William Conerly

Signature

NOTICE: UNDER PROVISIONS OF FLORIDA STATUTES §112.317, A FAILURE TO MAKE ANY REQUIRED DISCLOSURE CONSTITUTES GROUNDS FOR AND MAY BE PUNISHED BY ONE OR MORE OF THE FOLLOWING: IMPEACHMENT, REMOVAL OR SUSPENSION FROM OFFICE OR EMPLOYMENT, DEMOTION, REDUCTION IN SALARY, REPRIMAND, OR A CIVIL PENALTY NOT TO EXCEED \$10,000.

Manatee County Comprehensive Plan Amendments – Airport Land Use Standards

Presented by Kelley Klepper

Kimley»Horn



Airport Land Use Standards*

1. Why Propose Amendments to the County's Comprehensive Plan
2. Airport Land Use & FDOT Aviation
3. What's Included in the Amendments
 1. Text
 2. Map
4. Next Steps (Zoning Code)

** Cooperative Effort with SRQ*

Why Propose Amendments to the County's Comprehensive Plan?

- Chapter 333 Florida Statutes (Airport Zoning) amended
 - Florida Legislature passed HB 7061 and SB 1508
- Mandates new standards for airports/ lands around airports
- Zoning Code consistency with the Comprehensive Plan
- Zoning Code Amendments Required by July 1, 2017



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Aviation and Spaceports Office

Aviation and Spaceports Office / Programs & Services / Airport and Airspace Protection and Zoning

Airport and Airspace Protection and Zoning

The Florida Department of Transportation (FDOT) Aviation and Spaceports Office (ASO) supports airport and airspace protection and zoning operations and procedures through the adoption, administration and enforcement of airport protection and airport compatible land use zoning regulations. This is in accordance with Chapter 333, Florida Statutes (FS), Airport Zoning, and the utilization of federal obstruction evaluation and airport airspace analysis (OE/AAA) in accordance with 14 C.F.R. Part 77, to insure the safe and efficient use of navigable airspace, and the operation of existing or planned air navigation and communication facilities. These operations and procedures include Federal Aviation Administration (FAA) standards and procedures for aeronautical studies and the FDOT and local government airspace obstruction permitting processes. This process was recently modified by the amendment of Chapter 333, FS.

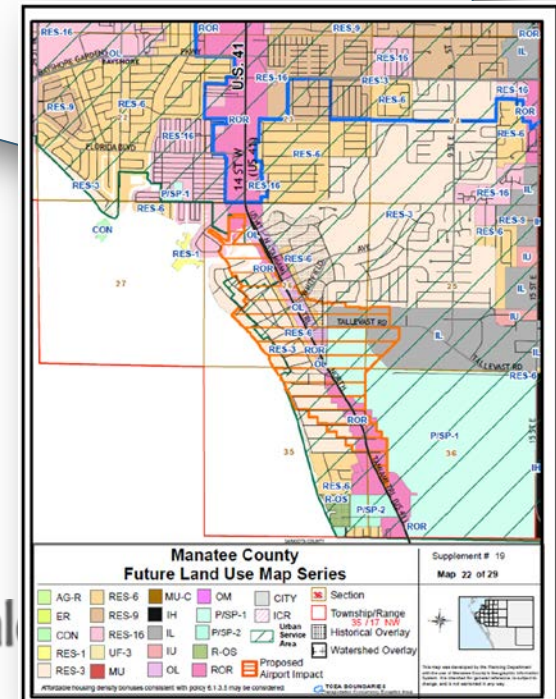
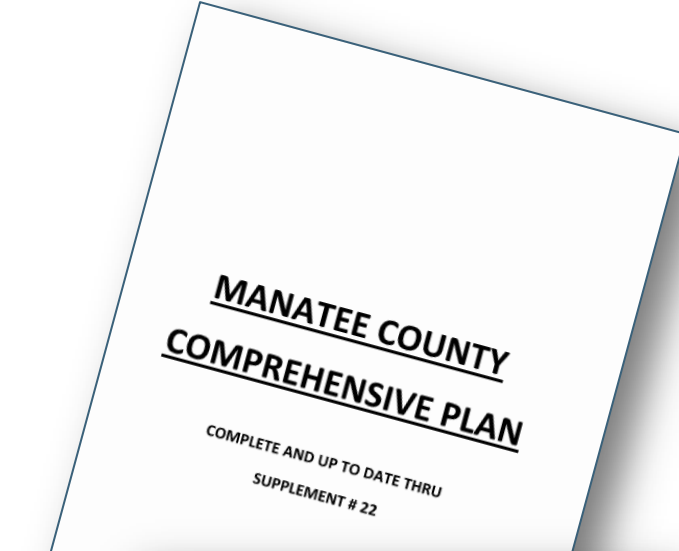
Chapter 333, Florida Statutes, Airport Zoning, amended effective July 1, 2016

The Florida Legislature amended Chapter 333, FS, effective July 1, 2016. A substantial portion of the provisions of Chapter 333, FS was amended which requires the revision of existing airport zoning regulations of almost all Political Subdivisions by July 1, 2017. Chapter 333, FS continues to require that every Political Subdivision having an airport hazard area (any area where an airport hazard/obstruction might be established) within its territorial limits shall adopt, administer, and enforce airport zoning regulations. To assist Political Subdivisions in identifying and complying with the changes to Chapter 333, FS, the ASO has provided the following resource documents/presentations and posted them to the ASO website:

HB 7061 & FS 333 Comparison Matrix
Chapter 333 FS – Airport Zoning PowerPoint Presentation (1.61 MB)
Chapter 333 FS Airport Zoning PowerPoint Presentation – Recording (193.10 MB)
Chapter 333 FS Airport Zoning - Suggested Regulation Revision Checklist
Chapter 333 FS – Airport Zoning (2016)
Chapter 333 FS – Airport Zoning (2016)
House Bill 7061 – Transportation

Why Propose Amendments to the County's Comprehensive Plan?

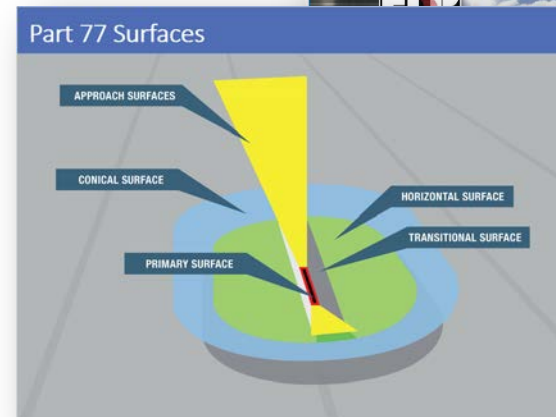
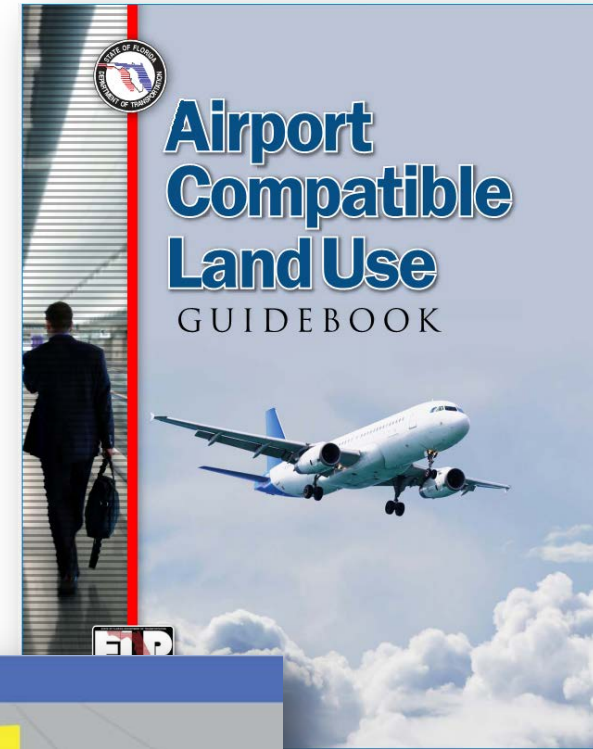
- Airport Land Use Controls are found in:
 - Future Land Use,
 - Aviation Sub-Element of the Transportation Element,
 - Definitions
- “Comprehensive Plan Text and Map Amendments are required as an initial step in the update of the County's Airport Zoning Standards consistent with Chapter 333, F.S.”



Airport Land Use & FDOT Aviation

Two Primary Areas of Interest

- Noise
- Land Use
 - Incompatible Land Uses
 - Structure Height
- FDOT/333 Requires Zoning Controls
 - *BUT* FDOT does not approve
- Requires Interlocal Agreement
 - Manatee County and SRQ



Kimley»Horn



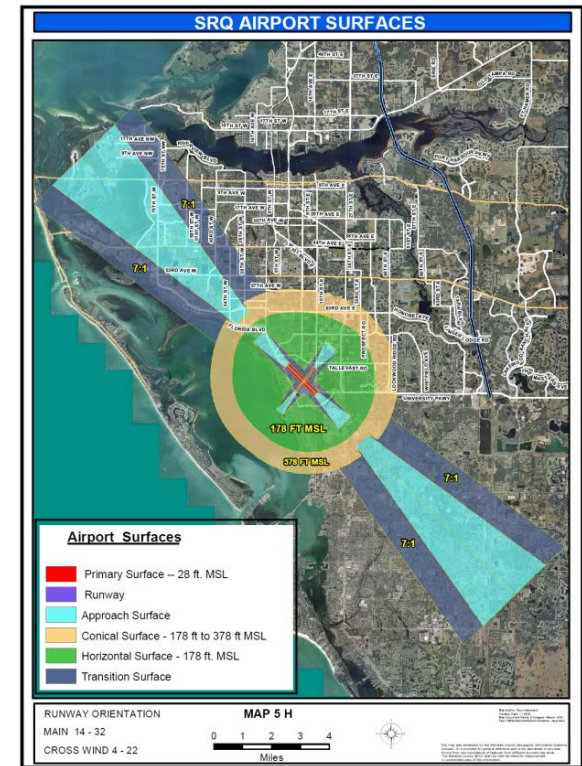
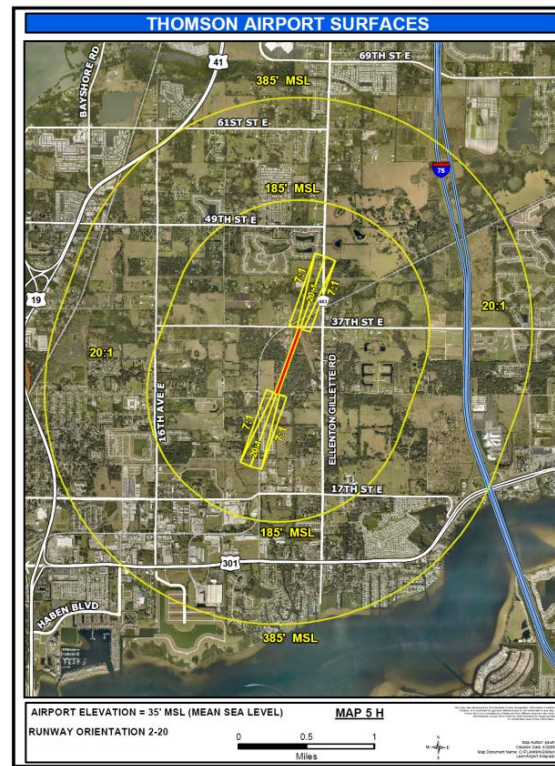
What's Included in the Amendments

Map Amendments

- Airport Surfaces (Map 5H – to be moved to LDC)
 - Sarasota Bradenton International Airport
 - Thomson Airfield
 - Airport Manatee
- Airport Impact (Future Land Use - amended)
- Noise Exposure Map (Map 5A - amended)

What's Included in the Amendments

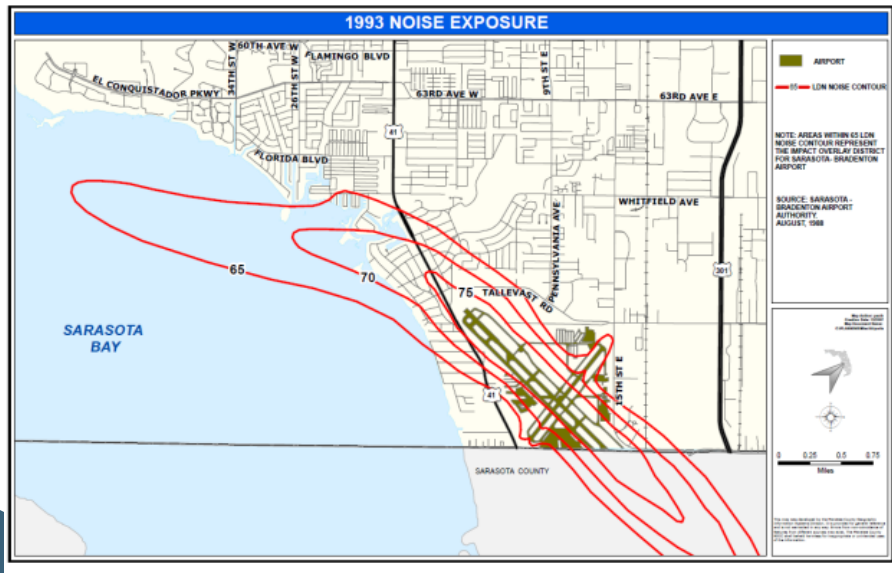
Map Amendments - Airport Surfaces (5H): *to be amended and moved to LDC*



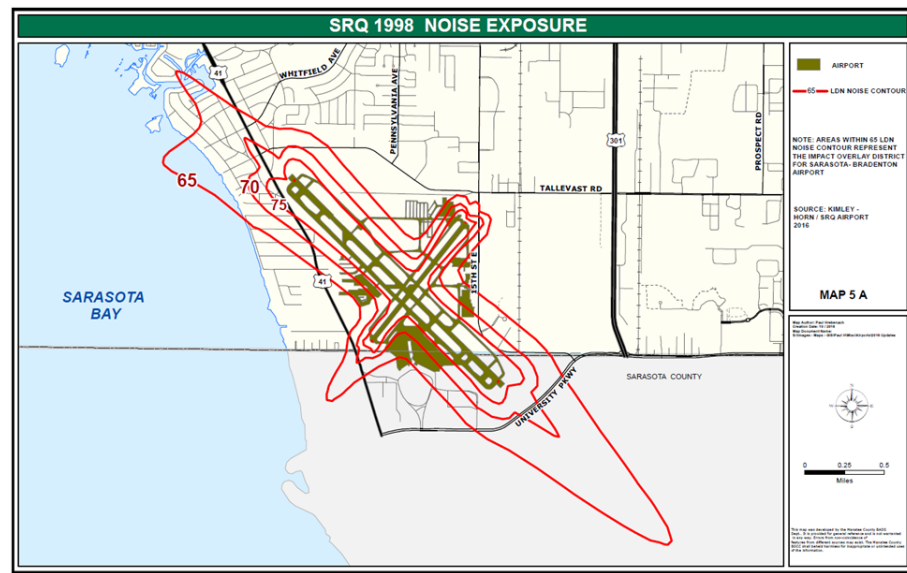
What's Included in the Amendments

Map Amendments

Map 5A (Noise Exposure)



current

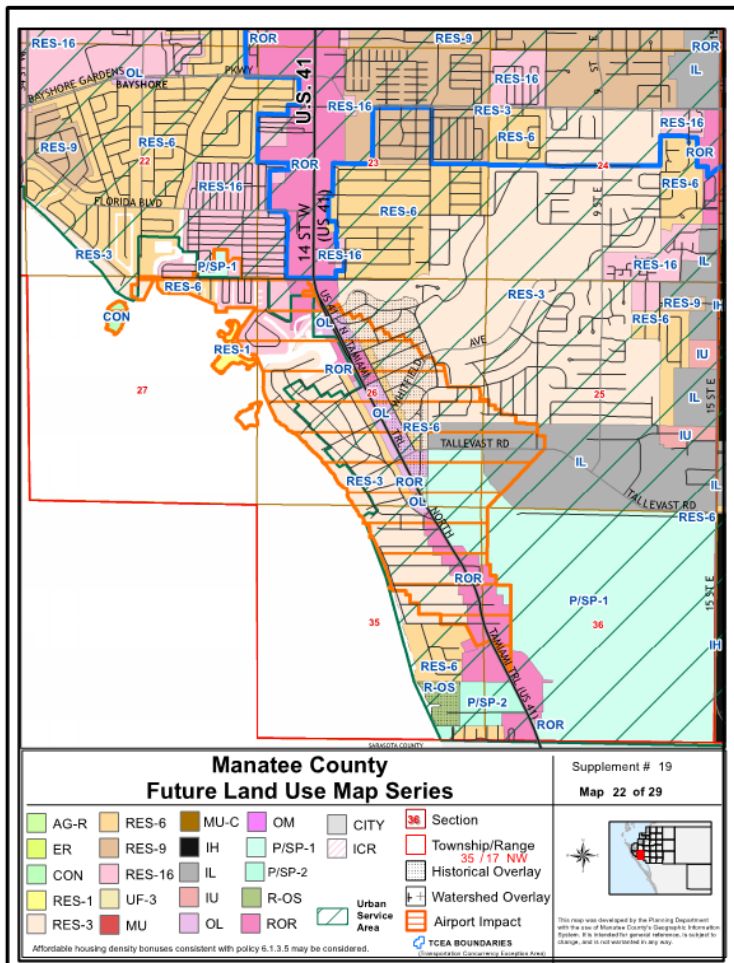


proposed

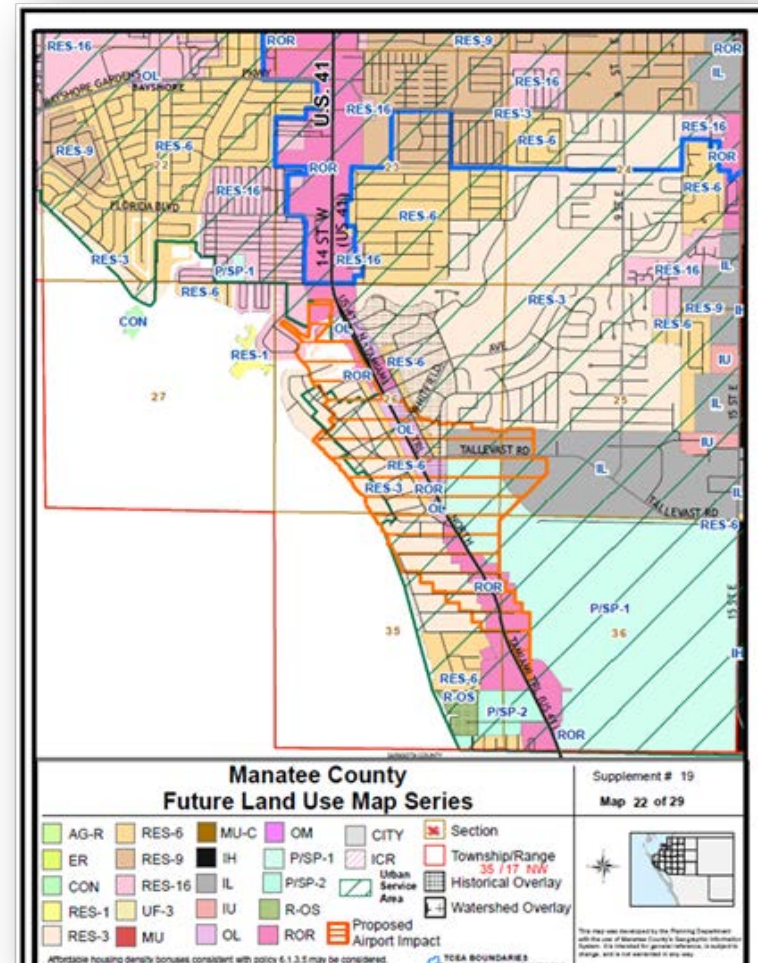
What's Included in the Amendments

Map Amendments: Future Land Use Map – Airport Impact

current



proposed



What's Included in the Amendments

Text Amendments

- Definitions
 - Consistent with Chapter 333, F.S.
- Updated References
 - Current NEM
 - Objectives/Policies
 - Agency References
 - Florida Statute and Code of Federal Regulations (CFR)

Next Steps (Zoning Code)

Subsequent Zoning Code Update

- Chapter 4, Section 401.2 Airport Impact (AI) Overlay District Standards
 - Definitions
 - Review Procedures
 - Agreements (interlocal between Manatee County/SRQ)
 - Maps
 - Land Uses (Table 4-1) *including locational requirements*
 - Height Limitations (based on “Surfaces”)

Zoning Code Public Hearings (*anticipated*) March (PC) and May (BOCC)

Questions?