

FINAL REPORT

DRI #254

Sarasota-Bradenton International Airport Substantial Deviation

Manatee/Sarasota Counties
& City of Sarasota



Tampa Bay Regional Planning Council

4000 Gateway Centre Boulevard, Suite 100, Pinellas Park, FL 33782
Phone (727) 570-5151 Suncom 513-5066 FAX (727) 570-5118
www.tbrpc.org

REPORT ADOPTED: February 9, 2004

**DRI #254 - SARASOTA/BRADENTON INTERNATIONAL AIRPORT
SUBSTANTIAL DEVIATION**

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SECTION I - INTRODUCTION
DRI #254 - SARASOTA-BRADENTON INTERNATIONAL AIRPORT S/D
MANATEE & SARASOTA COUNTIES & CITY OF SARASOTA

This report is prepared in accordance with the Florida Land and Water Management Act, Chapter 380, Florida Statutes (F.S.), and in compliance with this legislation addresses the development's efficient use or undue burdening of public facilities in the region, as well as the positive and negative impacts of the development on economics and natural resources. The report presents the findings and recommendations of the Tampa Bay Regional Planning Council (TBRPC) based upon data presented in the Development of Regional Impact (DRI) application (ADA, and all Sufficiency Responses) as well as upon information obtained through on-site inspections, local and state agencies, outside sources and comparisons with local and regional plans. Policies cited in this report are from the Council's adopted policy document, *Future of the Region: A Strategic Regional Policy Plan for the Tampa Bay Region* (SRPP), adopted March 12, 1996, as amended.

APPLICANT INFORMATION	
OWNER/APPLICANT	Sarasota Manatee Airport Authority Attention: Mr. Frederick J. Piccolo, Chief Executive Officer 6000 Airport Circle Sarasota, FL 34243
AUTHORIZED AGENT	MEA Group, Inc. Attention: Mr. Kelly Rubino, President 5971 Cattleridge Boulevard, Suite 100 Sarasota, FL 34233
LEGAL COUNSEL	Charles D. Bailey, Jr., Esq. Williams, Parker, Harrison, Dietz & Getzen Post Office Box 3258 Sarasota, FL 34230

CHRONOLOGY OF PROJECT:

Transportation Methodology Meeting	-	January 16, 2002
Preapplication Conference	-	February 25, 2002
ADA Submittal	-	February 26, 2003
Site Inspection	-	March 17, 2003
ADA Comments	-	March 25, 2003
First Sufficiency Response Submittal	-	June 6, 2003
First Sufficiency Response Comments	-	July 3, 2003
Second Sufficiency Response Submittal	-	October 29, 2003
Second Sufficiency Response Comments	-	November 25, 2003
Declaration of Sufficiency by <u>SWFRPC</u>	-	November 26, 2003
Notify Governments to Set Hearing Date	-	December 2, 2003
Notification Received of Hearing Date	-	January 12, 2003
TBRPC Final Report	-	February 9, 2004
Manatee County BOCC Meeting	-	June 22, 2004

PROJECT DESCRIPTION

The Sarasota Manatee Airport Authority is seeking Substantial Deviation Development of Regional Impact (DRI) approval to construct additional office, industrial, commercial, warehouse and hotel uses, as well as additional general aviation hangar spaces and to advance construction of some uses at various locations within the 1,121± acre Airport DRI parcel. As depicted on the General Location Map, provided as *Map 1*, all but one of the six “outparcels” are located within Manatee County. The entire DRI site is located east of U.S. 41, west of U.S. 301/Washington Boulevard, north of University Parkway and generally south of Tallevast Road, all within the jurisdictional confines of Manatee County, Sarasota County and the City of Sarasota. Development Order approvals for the Airport must be authorized by each of these jurisdictions. The Manatee County portion (TBRPC jurisdiction), approximately 902.34 acres in size, is generally bounded on the north by Tallevast Road; on the east by S.R. 683 (a.k.a 15th Street East) and Outparcels #1 and #2; on the west by U.S. 41 (a.k.a. Tamiami Trail); and by the Sarasota County line on the south. *Map 2* depicts the overall Master Development Plan, inclusive of all six outparcels. *Maps 3 - 8* provide greater illustrative detail regarding the development of Outparcels 1-6 respectively. *Tables 1-7* (below) isolate the entitlements to specific outparcel locations and/or the airport grounds.

Outparcels 5 & 6 were formerly part of the Airport proper with no assigned entitlements. Among other objectives, this application isolates these parcels and assigns specific entitlements.

The current “outparcels” were previously part of the airport proper and were contained within the original application. Since no additional lands have been added as a result of this application and/or no previous environmental “reserve” areas (ie. preservation or conservation) are proposed for development, the developer has received exemption from responses to the following Application of Development Approval (ADA) issues: Vegetation, Wetlands, Soils and Floodplains. Exemption status has also been granted for: Hurricane Preparedness, Recreation and Open Space, Health Care, Energy, Historical and Archaeological and all of the “optional” regional issues which are not relevant to the project.

The applicant is requesting the following modifications to the existing Sarasota-Bradenton International Airport Development Order with an established (revised) Phase 1 buildout date of 2010:

- “accelerate” construction of 84,000 sq. ft. of light industrial on Outparcel 2. This entitlement was previously identified as “conceptually-approved” within Phase 3 of the existing Development Order. An additional 36,000 sq. ft. of industrial has also been requested for Outparcel 2 (in Manatee County);
- “accelerate” construction of 200 hotel rooms, 25,000 sq. ft. of auto sales, and 5,000 sq. ft. of office space within Outparcel 4, all of which were previously identified as conceptually-approved within Phase 2 of the existing Development Order (in Manatee County);

- add 175 hangar spaces in infield areas on the northeast side of the proposed Taxiway “C” and current Runway #14-32 in areas zoned “airport.” The Parcel is currently authorized for 270 hangar spaces in this location (in Manatee County). The site is within the airport proper parcel;
- add 62,000 sq. ft. of airport maintenance facility near the intersection of Old Bradenton Road/ General Spaatz Boulevard (in the City of Sarasota). The site is within the airport proper parcel.
- add 50,000 sq. ft. of light industrial on 16.86 acres located at the northeast quadrant of the Tallevast Road/Ponce De Leon Street intersection (“Outparcel 6” in Manatee County); and
- add 200,000 sq. ft. of office space, 200 hotel rooms and a 150-seat “Quality” restaurant along University Parkway, east of the Airport. This Parcel will hereafter be referred to as ‘Innovation Green’ (“Outparcel 5” in the City of Sarasota);

The following constitutes the entire plan of development of the airport site:

OUTPARCEL #1 (Manatee County)							STATUS: COMPLETED
LAND USE		CURRENT SPECIFIC APPROVAL	CURRENT CONCEPTUAL APPROVAL	EXISTING	SPECIFIC APPROVAL REQUESTED (Buildout: 12/31/09)	FUTURE CONCEPTUAL APPROVAL (Buildout: 12/31/15)	TOTAL
Golf Driving Range	(Acres)	19.03	0	19.03	0	0	19.03
Golf Pro Shop	(Sq. Ft.)	1,200	0	1,200	0	0	1,200
Commercial/Warehouse	(Sq. Ft.)	32,980	0	32,980	0	0	32,980

SOURCE: SR1/Appendix H/Table 1

OUTPARCEL #2 (Manatee County)							STATUS: ONGOING
LAND USE		CURRENT SPECIFIC APPROVAL	CURRENT CONCEPTUAL APPROVAL	EXISTING	SPECIFIC APPROVAL REQUESTED (Buildout: 12/31/09)	FUTURE CONCEPTUAL APPROVAL (Buildout: 12/31/15)	TOTAL
Light Industrial	(Sq. Ft.)	90,000	84,000	50,000 ¹	120,000 ²	0	210,000
Warehouse	(Sq. Ft.)	108,530	0	108,530	0	0	108,530
Manufacturing	(Sq. Ft.)	9,917	0	9,917	0	0	9,917
Heavy Commercial - Tire Store	(Sq. Ft.)	7,144	0	7,144	0	0	7,144
General Comm.- Vehicle Repair	(Sq. Ft.)	16,000	0	16,000	0	0	16,000

1 - Although only 50,000 sq. ft. of light industrial has been constructed, an additional 40,000 square feet has already been specifically approved.

SOURCE: SR1/Appendix H/Table 2

2- 84,000 sq. ft. of the light industrial space was "conceptually-approved" within prior Phase 3, an additional 36,000 sq. ft. is being requested.

OUTPARCEL #3 (Manatee County)				STATUS: ONGOING			
LAND USE		CURRENT SPECIFIC APPROVAL	CURRENT CONCEPTUAL APPROVAL	EXISTING	SPECIFIC APPROVAL REQUESTED (Buildout: 12/31/09)	FUTURE CONCEPTUAL APPROVAL (Buildout: 12/31/15)	TOTAL
Office	(Sq. Ft.)	15,000	0	0*	0	0	15,000
Quality Restaurant	(Sq. Ft.)	7,000	0	0*	0	0	7,000
Fast Food	(Sq. Ft.)	3,000	0	0*	0	0	3,000

* - Although unbuilt, the above-referenced entitlements have been previously and specifically approved.

SOURCE: SR1/Appendix H/Table 3

OUTPARCEL #4 (Manatee County)				STATUS: ONGOING			
LAND USE		CURRENT SPECIFIC APPROVAL	CURRENT CONCEPTUAL APPROVAL	EXISTING	SPECIFIC APPROVAL REQUESTED (Buildout: 12/31/09)	FUTURE CONCEPTUAL APPROVAL (Buildout: 12/31/15)	TOTAL
Hotel	(Rooms)	0	200	0	200	0	200
Office	(Sq. Ft.)	0	25,000	0	5,000	20,000	25,000
Auto Sales	(Sq. Ft.)	0	25,000	0	25,000	0	25,000

SOURCE: SR1/Appendix H/Table 4

OUTPARCEL #5 (City of Sarasota)				STATUS: ONGOING			
LAND USE		CURRENT SPECIFIC APPROVAL	CURRENT CONCEPTUAL APPROVAL	EXISTING	SPECIFIC APPROVAL REQUESTED (Buildout: 12/31/09)	FUTURE CONCEPTUAL APPROVAL (Buildout: 12/31/15)	TOTAL
General Office	(Sq. Ft.)	0	0	0	200,000	0	200,000
Hotel	(Rooms)	0	0	0	200	0	200

Quality Restaurant (Seats)	0	0	0	150	0	150
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SOURCE: SR1/Appendix H/Table 5

OUTPARCEL #6 (Manatee County)				STATUS: ONGOING		
LAND USE	CURRENT SPECIFIC APPROVAL	CURRENT CONCEPTUAL APPROVAL	EXISTING	SPECIFIC APPROVAL REQUESTED (Buildout: 12/31/09)	FUTURE CONCEPTUAL APPROVAL (Buildout: 12/31/15)	TOTAL
Light Industrial (Sq. Ft.)	0	0	0	50,000	0	50,000

SOURCE: SR1/Appendix H/Table 6

AIRPORT PARCEL				STATUS: ONGOING		
LAND USE	CURRENT SPECIFIC APPROVAL	CURRENT CONCEPTUAL APPROVAL	EXISTING	SPECIFIC APPROVAL REQUESTED (Buildout: 12/31/09)	FUTURE CONCEPTUAL APPROVAL (Buildout: 12/31/15)	TOTAL
Runway 14/32 (L.F.)	9,503	0	7,003 ¹	0	0	9,503
Noise Barrier Berms	AS NECESSARY	0	COMPLETED	0	0	COMPLETED
Terminal Expansion (Sq. Ft.)	305,000	175,000	305,000	0	175,000	480,000
Enplanements - Commercial Carriers (#)	930,000	344,000	930,000	0	344,000	1,274,000
General Aviation Operations (#)	88,000	28,590	88,000	114,536	53,737 ³	256,273 ³
Gen. Aviation Facilities (Hangar Spaces)	270	0	208 ²	175	0	445
Parking Garage (Spaces)	0	800	0	0	800	800
Airport Maintenance Facility (Sq. Ft.)	0	0	0	62,000	0	62,000

1 -Although a 2,500 l.f. extension of Runway 14/32 has not been completed, it has been previously and specifically approved.

SOURCE: SR1/Appendix H/Table 7

2 -Although an additional 62 hangar spaces have been previously and specifically approved, they currently remain unbuilt.

3 -Operation projections are based on a four percent yearly increase for the period between December 31, 2009 and December 31, 2015.

BRIEF HISTORY OF THE AIRPORT WITHIN THE DRI PROCESS

The initial Development Order (DRI #124) was approved on November 18, 1986 by the Florida Land and Water Adjudicatory Commission. The original development plan included: a 305,000 gross sq. ft. Terminal, 1,200 parking spaces; 12 airside gates; and aircraft parking aprons. The Manatee County Development Order was subsequently amended in 1990 to allow one additional airside gate.

On December 15, 1999, Manatee County adopted Resolution No. 99-50 as a Substantial Deviation Development Order (DRI #230). In addition to serving as a restated and modified Development Order, this Resolution authorized a 2,500 linear foot extension of Runway #14-32, annexation of four outparcels into the Airport DRI, additional aircraft hangars and additional commercial and office entitlements assigned to the various outparcels during Phase 1. The established Phase 1 buildout date is December 31, 2005. Phase 2 was conceptually approved with a buildout of December 31, 2010. The Phase 3 buildout date was scheduled for five years after the expiration of Phase 2 (December 31, 2015). Specific approval of the two latter phases was contingent upon further transportation analysis and verification of acceptable Noise Abatement measures and performance standards. The current Development Order, which expires on December 31, 2015, included the following provisions:

- Conceptual approval of Phase 2 containing: a 175,000 sq. ft. terminal expansion and a 800-space parking garage located within the airport proper; and 200 hotel rooms, 25,000 sq. ft. of auto sales and 5,000 sq. ft. of office space, all located within Outparcel #4.
- Conceptual approval of Phase 3 containing: an 84,000 sq. ft. expansion of light industrial space within Outparcel #2 and 20,000 sq. ft. of office space within Outparcel #4.

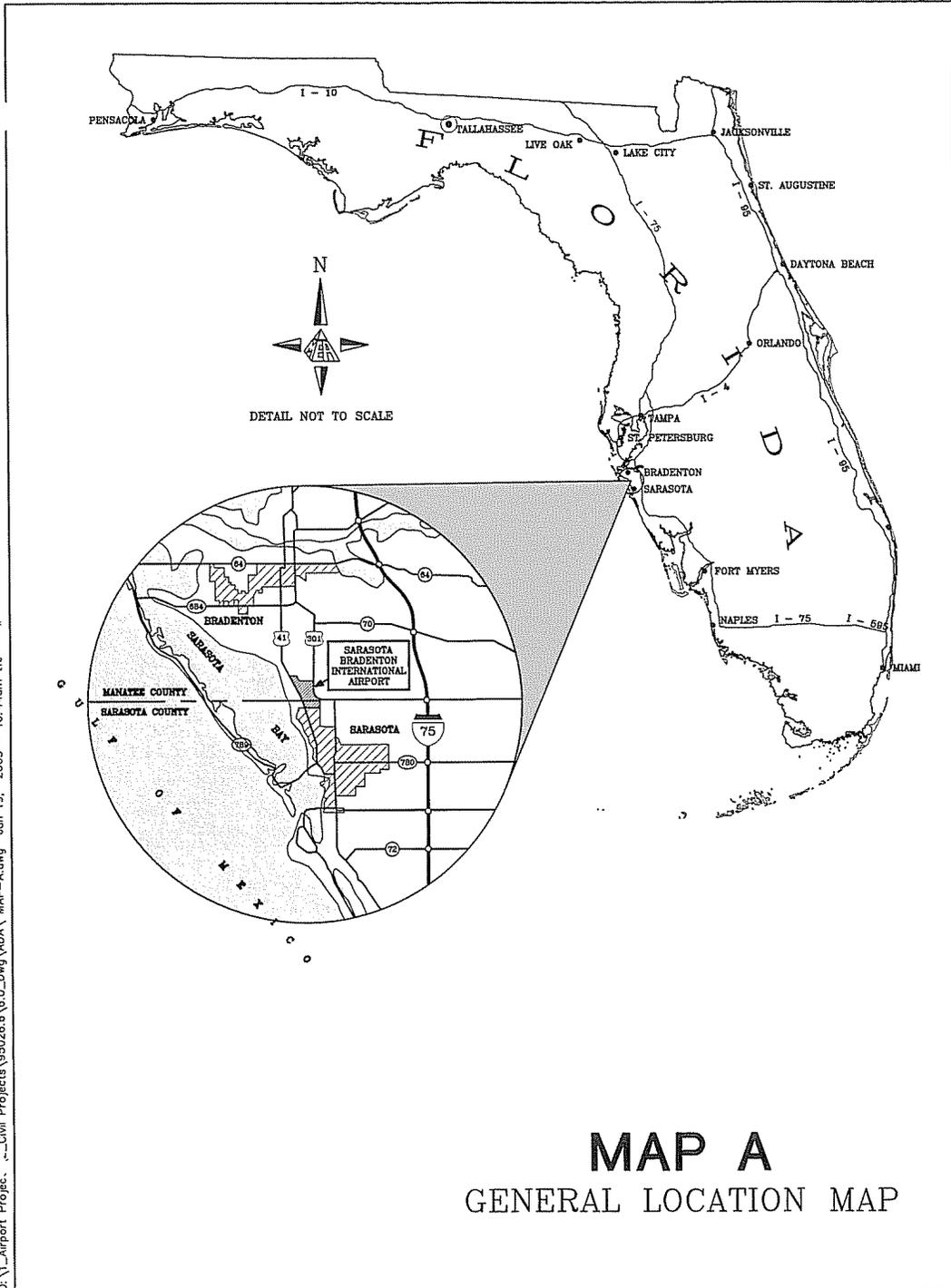
On May 7, 2002, Manatee County adopted the lone amendment to the latest Development Order. This amendment (Ordinance No. 02-23) authorized: the relocation of 6.28 acres from Outparcel #4 to Airport Proper; and replacement of all references of “T-Hangars” and “Corporate Hangars” (within the Development Order) with the unified term “General Aviation Hangars.”

SUMMARY OF PROJECT BENEFITS AND IMPACTS

The following summary identifies those benefits and impacts anticipated following Phase 1 and total project buildout:

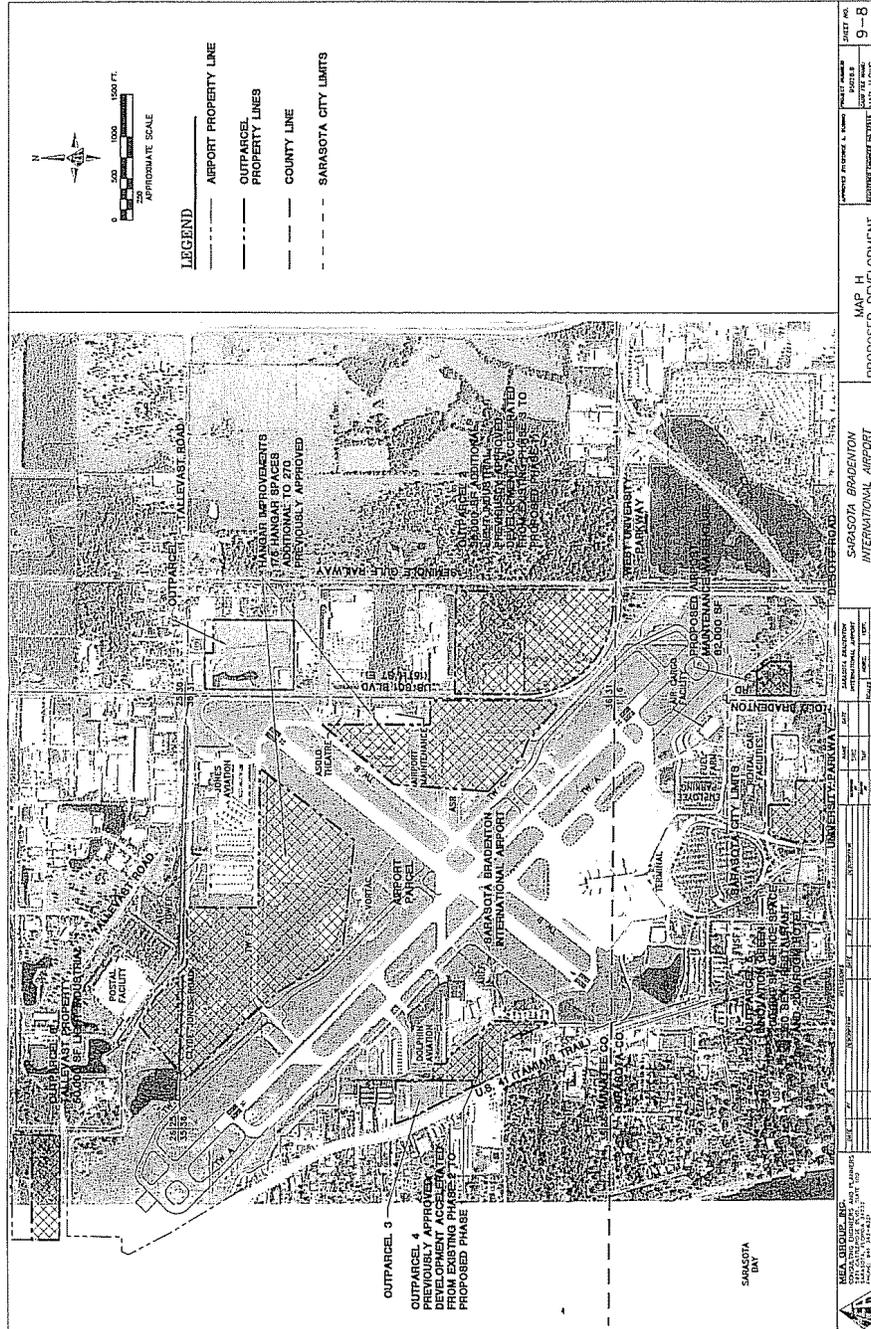
<u>BENEFITS</u>	<u>Employment</u>¹	<u>Estimated Phase 1 Permanent Positions:</u> <i>1,377 jobs</i> <u>Estimated Phase 1 Temporary (Construction) Positions:</u> <i>1,208 jobs</i> <i>2,585 jobs</i>
	<u>Estimated Economic Impact</u>²	<u>Estimated Economic Impact for Phase 1:</u> <i>\$622,025,037</i> <u>Estimated Economic Impact for Phase 2:</u> <i>\$891,552,666</i> <i>\$1,513,577,703</i>
<u>IMPACTS</u>	<u>Water Supply</u>³	Estimated Average Daily Potable Water Demand (Phase 1): <i>367,932 gpd</i> Estimated Average Daily Non-Potable Water Demand (Phase 1): <i>Not Estimated</i> Estimated Average Daily Potable Water Demand (At Buildout): <i>Not Provided</i> Estimated Average Daily Non-Potable Water Demand (At Buildout): <i>Not Provided</i>
	<u>Wastewater</u>⁴	Estimated Average Daily Flow (Phase 1): <i>317,457 gpd</i> Estimated Average Daily Flow (At Buildout): <i>Not Provided</i>
	<u>Solid Waste</u>⁵	Estimated Average Daily Generation (Phase 1): <i>25,997 lbs./day</i> Estimated Average Daily Generation (At Buildout): <i>Not Provided</i>
	<u>Transportation</u>⁶	Estimated Trip Generation for Revised Phase 1: P.M. Peak Hour Trips: <i>3,101 (1,301 Inbound/1,800 Outbound)</i> Net New P.M. Peak Hour Trips: <i>2,052 (772 Inbound/1,280 Outbound)</i>
		Estimated Trip Generation at Buildout (Revised Phase 2): P.M. Peak Hour Trips: <i>Not Provided</i> Net New P.M. Peak Hour Trips: <i>Not Provided</i>
<u>DEFINITIONS:</u>		<u>SOURCES:</u>
gpd - gallons per day lbs - pounds		1. ADA/Table 10-3E 2. ADA/Table 11-1 3. ADA/Table 17-1 4. ADA/Table 17-1 5. ADA/Table 17-1 6. SR2/Table 21.3 (Revised 10/17/03)

**MAP #1
SARASOTA-BRADENTON INTERNATIONAL AIRPORT S/D
GENERAL LOCATION MAP**



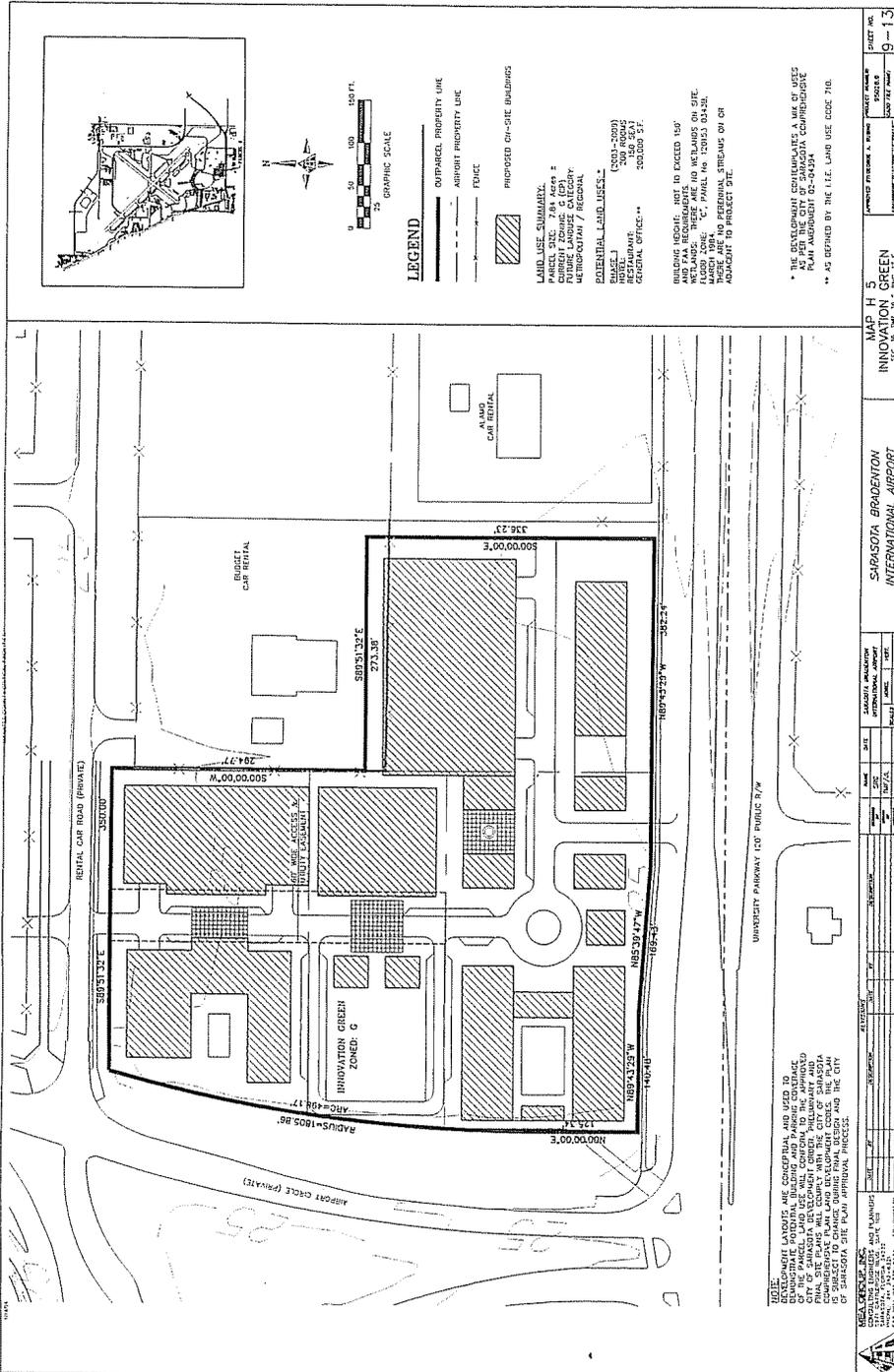
O:\1-Airport Projec. --Civil Projects\95026.e\6.0.Dwg\ADA\ MAP-A.dwg Jan 19, 2003 - 10:44am lfc .r

MAP #2 SARASOTA-BRADENTON INTERNATIONAL AIRPORT S/D OVERALL MASTER DEVELOPMENT PLAN



		LEGEND AIRPORT PROPERTY LINE OUTPARCEL PROPERTY LINES COUNTY LINE SARASOTA CITY LIMITS	<p style="text-align: center;">SARASOTA BRADENTON INTERNATIONAL AIRPORT</p> <p style="text-align: center;">MAP H PROPOSED DEVELOPMENT</p>
<p style="text-align: center;">SARASOTA BRADENTON INTERNATIONAL AIRPORT</p>			SHEET NO. 9-8 TOTAL SHEETS: 9-1 TO 9-8

MAP #7 SARASOTA-BRADENTON INTERNATIONAL AIRPORT S/D MASTER DEVELOPMENT PLAN/OUTPARCEL #5



SECTION II - REGIONAL IMPACTS
DRI #254 - SARASOTA-BRADENTON INTERNATIONAL AIRPORT S/D
MANATEE & SARASOTA COUNTIES & CITY OF SARASOTA

The developer has requested and been granted exemption from responses to the following regional issues as a result of preapplication conferences held by the Tampa Bay Regional Planning Council and the Southwest Florida Regional Planning Council:

- Vegetation and Wildlife
- Wetlands
- Water Quality
- Soils
- Floodplains
- Energy
- Hurricane Preparedness
- Recreation and Open Space
- Education
- Health
- Historical and Archaeological Resources
- Non-relevant “optional” regional issues

ECONOMY

Economic Impacts

The Sarasota-Bradenton International Airport is a vital economic engine for Manatee and Sarasota Counties. The expansion will undoubtedly provide for assist/promote direct and indirect economic expansion. Estimates indicate that the SBIA expansion could add over \$1.5 billion to the regional economy through project buildout (excluding construction expenditures associated with development of conceptually-approved Phase 2). Generally, estimates of construction expenditures and revenues related to concessions, parking and aviation can be quantified. The induced expenditures, or the “multiplier effect” is more difficult to quantify. For this project, the applicant has used a 1.5 multiplier. The economic impact of new money in the local economy is summarized as follows:

Economic Impact Summary

PHASE	CONSTRUCTION	PERMANENT	INDUCED	TOTAL
Phase 1	\$95,391,600	\$153,418,415	\$373,215,022	\$622,025,037
Phase 2	\$0	\$356,621,066	\$534,931,599	\$891,552,666
TOTAL	\$95,391,600	\$510,039,481	\$908,146,622	\$1,513,577,073

Source: ADA/Table 11-1

The following identifies some of the tangible economic benefits of the airport expansion and adjacent out parcel development on the tax revenues of the local governments.

New Employees/Wages - A total of 2,585 new jobs are expected to be created as a result of the expansion efforts currently requested. More than one-half (1,377) of these jobs are intended to be non-construction related and permanent. Once these permanent jobs are established, the payroll for these new jobs is estimated to be in excess of \$42.2 Million annually (average of more than \$30,000/yr/emp).

New Revenues to the Local Economy-Expenditures for construction and post-construction activity (including site development and construction, salaries, fees, revenues from outparcel development and aviation related wages) result in total expenditures of \$605,431,081. Using an induced economic impact multiplier (1.5), the induced impact of \$908,146,622 to the local economy total expenditures through 2015 will result in a \$1.5 billion impact on the local economy.

STORMWATER MANAGEMENT

The project site drains to Bowles Creek, to Sarasota Bay, and to Pearce Canal/Manatee River. Portions of the property's stormwater system were constructed prior to current regulations, but provide retention, detention, etc. Other portions were constructed in accordance with existing regulations.

A Master Drainage Plan was prepared for the site during the original development review, including outparcels. Under the proposed development scenario, the stormwater management pond serving the northern 712± acres will increase in size from 5 to 17± acres. The internal drainage system is designed for a 25-year, 24-hour storm event. Water quality will meet state standards through the use of Best Management Practices. The drainage system will be operated and maintained by the Sarasota Manatee Airport Authority (SMAA) when the development is complete.

Adherence to the following Goals and/or Policies of the *Strategic Regional Policy Plan* will minimize stormwater-related impacts to the region's water quality.

- 4.1.1: Implement plans to prevent, abate and control surface water and groundwater pollution so that the resource meets state standards.
- 4.1.10: Prevent land use and transportation planning and development decisions resulting in unacceptable degradation of existing surface water quality.
- 4.2.1: Implement plans to prevent, abate and control groundwater pollution so that the resource meets state or local standards, whichever is more stringent.
- 4.4.4: Implement water reclamation and reuse alternatives for stormwater disposal to surface water bodies, as appropriate.
- 4.4.5: Provide sufficient inspection and maintenance of all stormwater facilities.

WATER SUPPLY

The information supplied by the applicant indicates that revised Phase 1, when completed, will require an estimated 367,932 gallons of potable water per day. Based on information submitted in conjunction with the previous Airport Substantial Deviation Development Order granted, it appears that an additional 44,629 gallons of potable water per day will be necessary to serve the revised Phase 1. The Phase 2 potable and non-potable water needs have not been addressed. As such, the applicant should be required to submit verification that the appropriate local government(s) can and will meet the additional potable water demands associated with revised Phase 2 development prior

to the granting of specific approval.

Manatee County has indicated that the Lake Manatee Water Treatment Plant at Lake Manatee, with a design capacity of 84 MGD and a “maximum 12 month day flow rate” of 60.22 MGD, will have sufficient capacity to serve the airport and associated outparcels through at least Phase 1 development.

WASTEWATER

The information supplied by the applicant indicates that revised Phase 1, when completed, will generate an estimated 414,302 gallons of wastewater per day. Based on information submitted in conjunction with the previous Airport Substantial Deviation Development Order granted, it appears that the treatment of an additional 36,759 gallons per day of wastewater will be required.

Phase 2 development’s wastewater treatment demand and service are not addressed in this Substantial Deviation ADA. As such, the applicant should be required to submit verification that the appropriate local government(s) can and will meet the additional wastewater treatment necessary prior to the granting of specific approval for Phase 2.

Manatee County has indicated that the Southeast Regional Wastewater Treatment Facility, with a current permitted capacity of 22 MGD and a “three month average day demand” of 16.27 MGD, will have sufficient capacity to meet the wastewater demands anticipated for the airport and associated outparcels for Phase 1.

SOLID WASTE/HAZARDOUS WASTE/MEDICAL WASTE

Based on a August 14, 2003 correspondence from Mr. John Barnott of Manatee County, it appears that Manatee County will provide solid waste service for any/all airport facilities located in “the unincorporated portion of Manatee County.” A supplemental November 21, 2002 correspondence has also been provided from Mr. Gary Bennett of Sarasota County indicating that “Solid waste has no issues with capacity disposal of the quantities of waste mentioned...” The applicant documented its projection of nearly 13 tons of solid waste per day for the airport and associated outparcels. As previously indicated, in conjunction with the last airport Development Order approval, it is expected that Waste Management of Manatee County, Safety-Kleen and Medical Waste Systems will continue to serve the solid waste, hazardous waste and medical waste associated with the project.

AIR QUALITY

Air quality impacts associated with the development of this project could result from construction related emissions and traffic emissions. Fugitive dust will be controlled by moistening exposed soil on a regular basis during site preparation and construction.

The transportation analysis provided for Phase 1 shows that no roadway improvements are needed to accommodate the development. As a result, no significant impacts to air quality are expected as a result of Phase 1 development. Phase 2 traffic impact analysis was not performed, so no

information is available about potential air quality impacts associated with Phase 2 traffic.

It is recommended that Phase 2 not be specifically approved until transportation and air quality analyses are conducted as part of a DRI review.

TRANSPORTATION

Developments of Regional Impact (DRIs), and large-scale developments with interjurisdictional impacts, should assess and mitigate their impact on regionally significant transportation facilities in a compatible manner. Mitigation criteria for DRIs are set forth in appendix 5-B (F.R. 5.1.16).

The Sarasota Bradenton International Airport is a DRI located on the border between Manatee and Sarasota Counties. Some of the existing development within this DRI occurred prior to 1973 and is considered vested. As such, no impacts were assessed due to the existing trips from the vested developments. The vested development includes trips from the existing airport, 32,980 square feet (S.F.) of specialty retail (Silk Warehouse), 9,917 S.F. of manufacturing, 7,144 S.F. of tire store, and warehouse consisting of 9,917; 35,700; 28,258; 9,843; 16,572; and 18,157 S.F. sites. The projected daily and peak hour trips for this land use are indicated in the following table:

Location	Daily	Inbound	Outbound
Airport Commercial (1,700 Daily Enplanements)	8,228	253	199
Airport Outparcels	2,712	43	96
VESTED TOTAL	10,940	296	295

Revised Phase 1 is scheduled for completion in 2009. The project includes the existing airport and a number of other land uses within the DRI boundary. Additional airport related and non-airport development land uses are also proposed. In 2009, the DRI is projected to contain: the airport, a 19.4 acre golf course with pro shop, 32,980 S.F. of specialty retail (silk warehouse), 9,917 S.F. of manufacturing, 108,530 S.F. of warehouse, 7,144 S.F. of tire store, 16,000 S.F. of auto/truck repair center, 260,000 S.F. of general light industrial, 220,000 S.F. of office, 12,000 S.F. of quality restaurant, 3,000 S.F. of fast food restaurant with drive-through window, 25,000 S.F. of new car sales, 400 rooms of hotel, 50,000 S.F. of shopping center, 175 spaces for aircraft hangar, and 62,000 S.F. of airport maintenance facility.

The PM peak hour trips to be generated at the end of Phase 1 of this project along with the vested trips, internally captured trips, and pass-by trips have been calculated along with the resultant net new trips on area roadways. These trips are summarized in the following table:

PROJECT TRIPS	PM Peak Hour	
	Inbound	Outbound
Trips Generated	1,301	1,800
Vested Trips	296	295
Internal Capture Trips	69	61
Pass-by Capture Trips	164	164
Net New Trips	772	1,280

A number of state and county roads will be impacted by project traffic. These roads and their acceptable Level of Service (LOS) include: 63rd Avenue East from US 301 to 39th Street East (LOS D), Tallevast Road from US 41 to US 301 (LOS D), University Parkway from US 41 to US 301 (LOS C), DeSoto Road from University Parkway to Tuttle Ave. (LOS C), US 41 from 53rd Ave. W to County Line (LOS D), US 41 from County Line to University Parkway (LOS F), US 41 from University Parkway to Myrtle Street (LOS D), US 41 from Myrtle Street to Fruitville Road (LOS F), 15th Street E/301 Blvd. from 301 Blvd./15th Street E to 53rd Ave. (LOS F), 15th Street E/301 Blvd. from 53rd Ave. to University Parkway (LOS E), and US 301 from 53rd Ave. W to University Parkway (LOS C).

In cases where a roadway facility will require an improvement to bring it to a satisfactory LOS, it is TBRPC policy to identify, during regional review, the regional roadway facilities to which the project will contribute five (5) percent or more of the maximum service volume for the adopted LOS at peak hour for links and intersections. If the project contributes five percent or more of the maximum service volume for the acceptable level of service at peak hour and the link or intersection is projected to operate at an unacceptable LOS, then specific improvements are identified and become recommendations for project approval. The analysis provided indicated that the transportation network will operate at acceptable levels of service with the proposed (revised) Phase 1 development assuming the existing roadway geometry and programmed improvements.

AFFORDABLE HOUSING

The applicant’s housing study indicates that there are ample housing opportunities, both homes for purchase and rental units, to meet the additional demand associated with revised Phase 1. Approximately 1,377 permanent new positions are anticipated from the SBIA expansion. The housing analysis projects the demand for 102 “very low” income units, 218 “low” income units and an additional 219 units for persons/families with “moderate” incomes.

While the analysis projects a deficit of 40 “Very-Low Income” housing units, this deficit is not significant enough to warrant mitigation as defined by Rule 9J-2.048(7), F.A.C. The analysis did identify an ample surplus of housing opportunities across the other income categories.

The following table summarizes the need/supply of affordable housing for the various income categories:

Affordable Housing: Ability to Afford versus Available Housing

INCOME CATEGORY	VERY LOW	LOW	MODERATE
Income \$	< \$26,700	\$26,700-\$42,720	\$42,721-\$64,080
Affordable Monthly Rent Range	\$294-\$604	\$605-\$990	\$991-\$1,510
Number Needed	102	218	219
Number Available	62	1,652	632

Source: ADA/Table 24-3

POLICE AND FIRE

The Airport has its own police and fire departments which are staffed 24 hours per day. In addition, voluntary cooperation agreements are already in place with both Sarasota and Manatee County.

SECTION III - DEVELOPER COMMITMENTS
DRI #254 - SARASOTA-BRADENTON INTERNATIONAL AIRPORT S/D
MANATEE & SARASOTA COUNTIES & CITY OF SARASOTA

The following commitments have been made by, or on behalf of, the applicant in the Application for Development Approval (ADA), the First Sufficiency Response (SR1) or the Second Sufficiency Response (SR2).

GENERAL

1. The Innovation Green aspect of the project (Outparcel 5) will include *“features such as the extensive use of daylighting, superior indoor air quality and integration of urban green spaces ...will be included that will differentiate the development from other available business and professional centers.* (ADA/Pages 10-1-5 & 10-2-1)
2. *Outparcel #1* (in Manatee County) shall be limited to the following dimensional requirements: FAR <.10, Maximum Height is one-story (subject to FAA restrictions), Front Setback of 25', Rear Setback of 15' and Side Setback of 20'. (ADA/Page 10-1-10/Footnote to Table 1 & SR1/Page C-1/Footnote to Table 1)
3. *Outparcel #2* (in Manatee County) shall be limited to the following dimensional requirements: FAR <.178, Maximum Height of 45' (subject to FAA restrictions), Front Setback of 25', Rear Setback of 20' and Side Setback of 20'. (ADA/Page 10-1-11/Footnote to Table 2 & SR1/Page C-2/Footnote to Table 2)
4. *Outparcel #3* (in Manatee County) shall be limited to the following dimensional requirements: FAR <.10, Maximum Height of 35' (subject to FAA restrictions), Front Setback of 25', Rear Setback of 10' and Side Setback of 15'. (ADA/Page 10-1-12/Footnote to Table 3 & SR1/Page C-3/Footnote to Table 3)
5. *Outparcel #4* (in Manatee County) shall be limited to the following dimensional requirements: FAR <.35, Maximum Height of 35' including the three-story hotel (subject to FAA restrictions), Front Setback of 25', Rear Setback of 10' and Side Setback of 15'. (ADA/Page 10-1-5/Footnote to Table 2 & SR1/Page C-4/Footnote to Table 4)
6. *Outparcel #5* (in City of Sarasota) shall be limited to the following dimensional requirements: FAR <1.00, Maximum Height not to exceed 150' and FAA restrictions, Front Setback of 20', Rear Setback of 10' and Side Setback of 10'. (ADA/Page 10-1-14/Footnote to Table 5 & SR1/Page C-5/Footnote to Table 5)
7. *Outparcel #6* (in Manatee County) shall be limited to the following dimensional requirements: FAR <.10, Maximum Height of 35', Front Setback of 25', Rear Setback of 15' and Side Setback of 10'. (ADA/Page 10-1-5/Footnote to Table 2 & SR1/Page C-6/Footnote to Table 6)

8. The developer has acknowledged that *“any new bus stops must be ADA compliant, with direct access for pedestrians to the new buildings.”* (SR1/Page 1-2)
9. *The SMAA is willing to participate in inter-jurisdictional meetings to coordinate public infrastructure improvements in the airport vicinity.* (SR1/Page 1-3)
10. *The Airport will hold a community information meeting for interested parties in the community.* (SR1/Page 3-14)
11. *When the signal (at the U.S. 41/Gocia Road intersection) is warranted by FDOT, the SMAA will enter into a participation agreement, if required.* (SR1/Page 3-14)
12. *The sidewalks and buffers for the outparcels will be incrementally added by outparcel tenants as they develop their individual parcels.* (SR1/Page 3-14)
13. The airport will *“explore the possibility of mulching trees and brush that will be removed as land clearing operations commence for the purpose of retaining mulch to meet the onsite needs.”* (SR1/Page 4-3)
14. *All development identified within the proposed Phase 2 will retain only conceptual approval.* (SR1/Page 5-2)
15. *The airport maintenance facility is strictly for official SMAA use, not for private aircraft. The maintenance will be for SMAA equipment, such as mowers.* (SR1/Page 5-2)
16. The developer has acknowledged that *“parking lots on Parcel 4 do not meet Manatee County LDC requirements for landscaping islands. This revision will be required with the Preliminary Site Plan.”* (SR2/Page 2-11)
17. The developer agreed to the following caveat: *“the maintenance building will be an ancillary building to be used for airport operations, and none of the maintenance building will be leased to the public.”* (SR2/Pages 3-3 & 4-4)

WATER QUALITY

All proposed development will meet the conditions of the existing Development Order for water quality and drainage. (ADA/Page 14-1)

WATER SUPPLY

1. *The airport uses procedural and structural Best Management Practices to prevent contamination of stormwater runoff* (ADA/Page 14-2). The Best Management Practices have been identified in Table 19-3 of the ADA. (Pages 19-11 - 19-15)

2. *Sarasota-Manatee Airport Authority, the owner, will be responsible for the operation and maintenance of the internal water system. (ADA/Page 17-5)*
3. *Water reuse may be a possibility with the future development at the airport. The City of Sarasota has an existing reuse water line connection point approximately 400 feet due east of the airport entrance and on the south side of Innovation Green's lease parcel. (ADA/Page 17-5 - 17-6)*
4. *The Airport Authority is willing to agree to a Development Order condition requiring connection to reclaimed water service if the services are in reasonable proximity and can be provided at a reasonable cost. The Airport Authority will be investigating the possibility of utilizing stormwater ponds for mitigation purposes with SWFWMD. (SR2/Page 4-2)*
5. *The Airport Authority is investigating possible sources of reclaimed water for future non-potable uses. Once a reasonable and economical solution is determined, the Authority will develop a schedule for implementation. (SR2/Page 7-2)*

WASTEWATER MANAGEMENT

The proposed development will not use septic tanks. (ADA/Page 18-2)

STORMWATER MANAGEMENT

1. *... ponds will be eliminated from the airside project drainage plan for future development. Monitoring to verify continued good performance will be proposed for a period of one to two years following construction of the new airside, if this alternate is proposed and accepted, and a contingency plan if results are adverse will be included. (ADA/Page 19-3)*
2. *The drainage system will be operated and maintained by the Sarasota-Manatee Airport Authority when the development is complete. (ADA/Page 19-8)*
3. *The design criteria identified for SWFWMD, Manatee County, the City of Sarasota and Sarasota County must be adhered to as referenced within Table 19-2 (ADA/Pages 19-9 - 19-10)*
4. *The existing water management system (can) handle the additional development proposed on the project site. (SR2/Page 3-1)*
5. *The applicant has proposed "minimums" and "maximums" of \pm 50 percent of the approved land uses in conjunction with the proposed Land Use Equivalency Matrix. (SR2/Page 3-3)*

SOLID WASTE/HAZARDOUS WASTE/MEDICAL WASTE

1. *The airport will "explore the possibility of mulching trees and brush that will be removed as land clearing operations commence for the purpose of retaining mulch to meet the onsite needs." (SR1/Page 4-3)*

2. The SMAA's General Ground Lease has an Article 19 ('Environmental Conditions') that identify the provisions intended by the Emergency Planning and Community Right to Know Act and Florida's Small Quantity Generator Program. (SR1/Pages 4-4 & 4-6)
3. *"Before acquiring a new tenant, a Phase 1 environmental study is conducted to establish a baseline for the tenant,"* in accordance with Rule 9J-2.044, F.A.C. (SR1/Page 4-4)

TRANSPORTATION

When the signal (at the U.S. 41/Gocio Road intersection) is warranted by FDOT, the SMAA will enter into a participation agreement, if required. (SR1/Page 3-14)

AIR QUALITY

Fugitive dust will be controlled by moistening exposed soil on a regular basis during site preparation and construction activities. (SR1 Transportation Document/Pages "12 of 14" & J-1)

SECTION IV - RECOMMENDED REGIONAL CONDITIONS
DRI #254 - SARASOTA/BRADENTON INTERNATIONAL AIRPORT S/D
MANATEE & SARASOTA COUNTIES & CITY OF SARASOTA

INTRODUCTION

Subsection 380.06(15), F.S. requires that the local government render a decision on the development proposal within 30 days after a public hearing, and issue a development order containing, at minimum:

- findings of fact
- conclusions of law
- conditions of approval
- consideration of whether or not the development interferes with the achievement of the objectives of an adopted state land development plan applicable to the area
- consideration of whether the development is consistent with the local comprehensive plan and local land development regulations
- consideration of whether the development is consistent with the report and recommendations of the regional planning agency
- monitoring responsibility
- expiration dates for commencing development, compliance with conditions or phasing requirements and termination date of the order
- annual report requirements
- a date until which the local government agrees that the approved DRI shall not be subject to down-zoning, unit density reduction or intensity reduction
- substantial deviation determinations
- legal description of the property

Any approval of the Sarasota Bradenton International Airport Substantial Deviation shall include the above-referenced Section 380.06, F.S. requirements and shall address the following recommended regional conditions.

REGIONAL CONDITIONS

BASED ON THE FINDINGS AND THE ISSUES RAISED IN THIS REPORT, IT IS THE RECOMMENDATION OF THE TAMPA BAY REGIONAL PLANNING COUNCIL THAT SPECIFIC APPROVAL BE GRANTED FOR REVISED PHASE 1 OF THE SARASOTA BRADENTON INTERNATIONAL AIRPORT EXPANSION AS PRESENTED IN THE ADA, AS AMENDED, AND BE SUBJECT TO THE CONDITIONS CITED HEREIN. IT IS ADVISED THAT THE BUILDOUT PERIOD ASSOCIATED WITH REVISED PHASE 1 SHALL BE 2009. CONCEPTUAL APPROVAL SHOULD BE GRANTED FOR REVISED PHASE 2 OF THE PROJECT. SPECIFIC APPROVAL OF THIS LATTER PHASE SHALL BE CONTINGENT UPON FURTHER SECTION 380.06, F.S., TRANSPORTATION, WATER SUPPLY, WASTEWATER, AIR QUALITY AND AFFORDABLE HOUSING ANALYSES.

ALL PREVIOUS CONDITIONS OF THE EXISTING SARASOTA-BRADENTON INTERNATIONAL AIRPORT DEVELOPMENT ORDER SHALL REMAIN INTACT AND IN FULL FORCE EXCEPT AS MAY BE MODIFIED AND/OR REPLACED BY THE RECOMMENDATIONS PRESENTED BELOW.

STORMWATER MANAGEMENT/WATER QUALITY

1. The stormwater management system shall be designed, constructed and maintained to meet or exceed the applicable requirements of Chapters 40D-4, 17-25, 62-3, 62-25, and 62-302, Florida Administrative Code.
2. If any new or altered stormwater management systems utilizing a non-presumptive design are approved, the SMAA shall implement a surface water quality monitoring program approved by the SWFWMD prior to any site alteration activities. Details of the monitoring program shall be approved by the SWFWMD. Appropriate mitigation, including additional water treatment, shall be required if the treated stormwater does not meet appropriate standards.
3. Best Management Practices for reducing water quality impacts shall be implemented, including the practices listed on pages 55A-E of the ADA.
4. The SMAA shall be the entity responsible for operating and maintaining the stormwater management system and drainage facilities within the DRI boundaries.
5. During construction, the SMAA shall require that appropriate measures be taken to control erosion and sedimentation and prevent sediment, soils and lubricants from adversely impacting surface waters.

WATER SUPPLY

1. The developer shall use only the lowest quality water available to meet non-potable water demands of the expansion.
2. In areas not suitable for wastewater reuse, landscaping shall utilize xeriscaping principles, except in areas set aside for bedding plants.
3. Water-saving devices shall be required in the project as mandated by the Florida Water Conservation Act (Section 553.14, F.S.)
4. The entity(ies) responsible for maintenance and operation of any on-site wells shall be identified in the Development Order.
5. Prior to the granting of specific Phase 2 approval, the applicant shall attain verification from the appropriate local government(s) that sufficient potable water and non-potable water (if applicable) supplies exist to meet the increased projected demands.

WASTEWATER MANAGEMENT

Prior to the granting of specific Phase 2 approval, the applicant shall attain verification from the appropriate local government(s) that wastewater treatment capacity exists to serve the additional demands associated with further Airport (and outparcel) expansion.

SOLID WASTE/HAZARDOUS WASTE/MEDICAL WASTE

1. The applicant shall provide to all warehouse and industrial outparcel tenants/developers information that:
 - A. Indicates the types of wastes and materials that are considered to be hazardous and are to be stored or disposed of only in the specially-designated containers/areas.
 - B. Describes construction requirements for hazardous waste holding areas.
 - C. Advises of applicable statutes and regulations regarding hazardous wastes and materials.

TRANSPORTATION

1. The developer shall continue to implement a biennial monitoring program to verify that the actual number of trips generated by the SBIA DRI is reflective of the transportation analysis. The program shall provide annual PM peak hour project driveway counts at all project entrances. The monitoring program shall commence two years after the issuance of the amended Development Order. Traffic monitoring shall revert to an annual basis once 930,000 annual enplanements have been surpassed.

The monitoring program shall consist of weekday PM peak hour directional counts from 4:00 to 6:00 PM, with subtotals at 15-minute increments, at all project entrance driveways (through volumes on adjacent roads will not have to be counted). The sum of the project entrance trips will be totaled in 15-minute increments and the highest four consecutive 15-minute totals will be summed to determine the project's total PM peak hour traffic volume. This total will include vested trips, net external trips, and pass-by trips. The total PM peak hour project traffic at the driveways was estimated to be 2,971 trips.

The required monitoring data shall be included in each Annual Report. If the monitoring results demonstrate that the project is generating more than fifteen (15) percent above the number of trips estimated in the analysis (as stated above) or if an Annual Report is not submitted within 30 days of its due date, Manatee County shall conduct a substantial deviation determination pursuant to Subsection 380.06(19), F.S., and may amend the Development Order to change or require additional roadway improvements. The revised Transportation Analysis shall be subject to review by all appropriate review entities.

2. LAND USE EQUIVALENCY MATRIX

The following Land Use Equivalency Matrix will allow for conversions of approved land uses and stipulates the range (Minimums and Maximums) associated with each range. Table 1 (below) is the Land Use Equivalency Matrix.

CHANGE TO ⇒	Warehouse (1,000 S.F.)	Light Industrial (1,000 S.F.)	Office (1,000 S.F.)	Quality Restaurant (1,000 S.F.)	Fast Food Restaurant (1,000 S.F.)	New Car Sales (1,000 S.F.)	Hotel (Room)	Retail (1,000 S.F.)
CHANGE FROM ↓								
Warehouse (1,000 S.F.)	N/A	1.0752	0.4775	0.2682	0.1050	0.3549	1.6673	0.2513
Light Industrial (1,000 S.F.)	0.9300	N/A	0.4440	0.2494	0.0977	0.3300	1.5507	0.2337
Office (1,000 S.F.)	2.0944	2.2520	N/A	0.5617	0.2200	0.7432	3.4921	0.5263
Quality Restaurant (1,000 S.F.)	3.7287	4.0092	1.7803	N/A	0.3917	1.3232	6.2169	0.9370
Fast Food Restaurant (1,000 S.F.)	9.5202	10.2362	4.5455	2.5532	N/A	3.3784	15.873	2.3923
New Car Sales (1,000 S.F.)	2.8180	3.0299	1.3455	0.7557	0.2960	N/A	4.6984	0.7081
Hotel (Room)	0.5998	0.6449	0.2864	0.1609	0.0630	0.2128	N/A	0.1507
Retail (1,000 S.F.)	3.9794	4.2787	1.9000	1.0672	0.4180	1.4122	6.6349	N/A
MINIMUMS & MAXIMUMS								
<u>LAND USE</u>	<u>MINIMUM</u>	<u>MAXIMUM</u>	<u>MEASURE</u>					
Warehouse.	109	250	1,000 S.F.					
Light Industrial	90	330	1,000 S.F.					
Office	110	330	1,000 S.F.					
Quality Restaurant	6	18	1,000 S.F.					
Fast Food Restaurant	3	9	1,000 S.F.					
New Car Sales	0	50	1,000 S.F.					
Hotel	100	300	Rooms					
Retail	25	75	1,000 S.F.					

Any modification of the aforementioned Land Use Equivalency Matrix shall require a Substantial Deviation determination through the Notice of Proposed Change process.

The developer shall submit all proposed equivalency conversions to the Tampa Bay Regional Planning Council and the Florida Department of Community Affairs for review a minimum of 14 days prior to approval by Manatee County for review and approval. Each authorized conversions shall be noted in the respective Annual Reports.

AIR QUALITY

1. Prior to construction of the proposed parking garage, the SMAA shall conduct a study to determine if it is likely to cause significant impact on air quality as defined by Rule 9J-2.046(3)(a), Florida Administrative Code.
1. Phase 2 approval shall not be granted without Section 380.06, F.S., review of the air quality impacts associated with traffic generated by the project.

AFFORDABLE HOUSING

Phase 2 approval shall not be granted without Section 380.06, F.S., review of affordable housing generated by the expanded project.

GENERAL CONDITIONS

1. Any change to the project which meets the criteria set forth in Subsection 380.06(19), F.S. shall constitute a substantial deviation.
2. Should development significantly depart from the parameters set forth in the ADA, the project will be subject to substantial deviation review pursuant to Section 380.06, F.S.
3. Any approval of the SBIA shall, at minimum, satisfy the provisions of Subsection 380.06(15), F.S., and 9J-2.025, FAC, which specify the inclusion of certain provisions in the Development Order.
4. The ADA and two Sufficiency Responses are hereby incorporated by reference. The SMAA shall comply with all terms, commitments and undertakings in the above document to the extent not superceded by specific terms of the Development Order.
5. The floor area ratios, height restrictions and setback requirements identified in the ADA and First Sufficiency Response for each outparcel shall be adhered to.
6. Payment for any future activities of the TBRPC with regard to this development including, but not limited to monitoring or enforcement actions, shall be paid to the TBRPC by the developer in accordance with the Rule 9J-2.0252, FAC.
8. Approval of the SBIA Substantial Deviation shall be contingent upon the project’s consistency with the *Manatee County Comprehensive Plan* adopted pursuant to the Local Government Comprehensive Planning Act, Chapter 163, F.S., and the state and regional plans.
9. The Development Order shall take precedence and supercede the existing Development Orders for DRI #124 and #230 previously approved by the Florida Water and Adjudicatory Commission and Manatee County, respectively, where the terms and conditions are in conflict.

Steve Simon, Chair

ATTEST: _____
Lori Denman, Recording Secretary

These comments and recommendations were approved by a majority vote of the Tampa Bay Regional Planning Council this 9th day of February, 2004.