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CPA2003-00002 - PART 2

COMP PLAN

File: CPA 2003-02

LEE COUNTY
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STATE OF FLORIDA

DEPARTMENT OF COMMUNITY AFFAIRS

"Dedicated to making Florida a better place to call home"

JEB BUSH
Governor

THADDEUS L. COHEN, AIA
Secretary

October 6, 2004

Mr. Paul O'Connor, AICP
Director, Division of Planning
Lee County
P. O. Box 398
Ft. Myers, FL 33902-0398

Dear Mr. O'Connor:

Thank you for submitting copies of the County's Comprehensive Plan Amendment No. 04D1, adopted by Ordinance No. 04-014 on September 20, 2004, for our review.

We have conducted an inventory of the plan amendment package to verify the inclusion of all required materials. The submission package appears to be complete and your adopted plan amendment will be reviewed pursuant to Chapter 163, Florida Statutes. Once the review is underway, you may be asked to provide additional supporting documentation by the review team to ensure a thorough review. The Department will conduct a compliance review and issue a Notice of Intent regarding the adopted comprehensive plan amendment on or about November 16, 2004.

Please be advised that Section 163.3184(8)(c)2, Florida Statutes, requires a local government that has an internet site to post a copy of the Department's Notice of Intent on the site within 5 days after receipt of the mailed copy of the agency's notice of intent.

If you have any questions, please contact Mike McDaniel, Administrator, State Planning Initiatives, for **region 9**, who will be assigning the adopted plan amendment for review at (850) 922-1806.

Sincerely,

D. Ray Eubanks, Administrator
Plan Review and Processing

DRE/lw
cc: David Burr, Executive Director
Southwest FL Regional Planning Council

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100
Phone: 850.488.8466/Suncom 278.8466 FAX: 850.921.0781/Suncom 291.0781
Internet address: http://www.dca.state.fl.us

CRITICAL STATE CONCERN FIELD OFFICE
2796 Overseas Highway, Suite 212
Marathon, FL 33050-2227
(305) 289-2402

COMMUNITY PLANNING
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 488-2356

EMERGENCY MANAGEMENT
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 413-9969

HOUSING & COMMUNITY DEVELOPMENT
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 488-7956

LEE COUNTY
SOUTHWEST FLORIDA

BOARD OF COUNTY COMMISSIONERS

Writer's Direct Dial Number: (239) 479-8309

Bob Janes
District One

Douglas R. St. Cerny
District Two

Ray Judah
District Three

Andrew W. Coy
District Four

John E. Albion
District Five

Donald D. Stilwell
County Manager

Robert W. Gray
Deputy County Attorney

Diana M. Parker
County Hearing Examiner

October 4, 2004

Ray Eubanks, Administrator, Plan Review and Processing
Florida Department of Community Affairs
Bureau of State Planning
Plan Processing Section
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100

Re: Amendments to the Lee Plan
Adoption Submission Package (DCA No. 04-1) for the Southwest Florida International Airport Master Plan

Dear Mr. Eubanks:

In accordance with the provisions of F.S. Chapter 163.3184 and of 9J-11.011, this submission package constitutes the adopted Southwest Florida International Airport Master Plan amendment to the Lee Plan (DCA No. 04-1), known locally as CPA 2003-02. The adoption hearing for this plan amendment was held at 9:30 am on September 22, 2004.

Included with this package, per 9J-11.011(5), are three copies of the adopted amendment, supporting data and analysis, and the adopting ordinance No. 04-16. By copy of this letter and its attachments I certify that this amendment has been sent to: the Regional Planning Council; the Florida Department of Transportation (FDOT); the Department of Environmental Protection; the Florida Department of State; the Florida Fish and Wildlife Conservation Commission; the Department of Agriculture and Consumer Services; Division of Forestry; and, the South Florida Water Management District.

The initial staff report for the proposed amendment was sent to the DCA with a transmittal cover letter dated December 22, 2003. Revisions have been made in response to objections raised by the Department in the ORC Report. Staff has supplied documentation demonstrating the FAA and FDOT approval of the Airport Layout Plan as part of this package. A new policy has been added to the Transportation Element of the Lee Plan, providing more certainty concerning the development of non-aviation related uses on airport property. Map 3F has been amended to reflect a change in the "future non-aviation" use proposed for the parcel located

in the southeast corner of the Airport lands. This parcel is now identified as "Potential Future Development Area" on the ALP (Map 3F) and a note has been added to Table 5. Two new policies have been added to the Future Land Use Element. One policy addresses the protection of groundwater resources, supplementing existing protections to the water resources of Lee County, and the other addresses non-aviation floor area. The final change adds a definition to the Glossary in order to clarify the meaning of the phrase "a substantive change" in Policies 32.2.5 and 32.3.4.

Additionally one amendment, CPA 2003-07 - Water Supply Plan, previously reviewed by the Department as part of DCA No. 04-1 was not adopted by the Board of County Commissioners. Because of the due date change in Section 163.3177(6)(c) Florida Statutes and the Department's recommendation to delay adoption, the Board voted to continue the amendment to a later date. The Board agreed that waiting until after the Lower West Coast Water Supply Plan (LWCWSP) update will allow for greater consistency.

To date, the Division of Planning has not received names or addresses, per F.S. 163.3184(7) and (15), allowing a courtesy informational statement to interested citizens.

If you have any questions, or if I can be of any assistance in this matter, please feel free to call me at the above telephone number.

Sincerely,

DEPT. OF COMMUNITY DEVELOPMENT
Division of Planning

For
Paul O'Connor, AICP
Director

All documents and reports attendant to this adoption are also being sent, by copy of this cover, to:

David Burr
Executive Director
Southwest Florida Regional Planning Council

Mike Rippe, Director of Production
Planning and Programming
FDOT District One

Executive Director

South Florida Water Management District

Plan Review Section
Department of Environmental Protection

Florida Department of State

Florida Fish and Wildlife Conservation Commission

The Department of Agriculture and Consumer Services, Division of Forestry

LEE COUNTY ORDINANCE NO. 04-16
(Airport Master Plan)

AN ORDINANCE AMENDING THE LEE COUNTY COMPREHENSIVE PLAN, COMMONLY KNOWN AS THE "LEE PLAN" AS ADOPTED BY ORDINANCE NO. 89-02, AS AMENDED, SO AS TO ADOPT AMENDMENT CPA2003-02 (AIRPORT MASTER PLAN) APPROVED DURING THE COUNTY'S 2003 SPECIAL AMENDMENT CYCLE; PROVIDING FOR AMENDMENTS TO ADOPTED TEXT, MAPS, AND TABLES; PURPOSE AND SHORT TITLE; LEGAL EFFECT OF "THE LEE PLAN"; GEOGRAPHICAL APPLICABILITY; SEVERABILITY, CODIFICATION, SCRIVENER'S ERRORS, AND AN EFFECTIVE DATE.

WHEREAS, the Lee County Comprehensive Plan (hereinafter referred to as the "Lee Plan") Policy 2.4.1 and Chapter XIII, provides for adoption of amendments to the Plan with in compliance with State statutes and in accordance with administrative procedures adopted by the Board of County Commissioners; and,

WHEREAS, the Lee County Board of County Commissioners, in accordance with Section 163.3181, Florida Statutes, and Lee County Administrative Code AC-13-6 provide an opportunity for individuals to participate in the plan amendment public hearing process; and,

WHEREAS, the Lee County Local Planning Agency (hereinafter referred to as the "LPA") held public hearings pursuant to Chapter 163, Part II, Florida Statutes, and Lee County Administrative Code AC-13-7 on October 27, 2003 and November 24, 2003; and

WHEREAS, the Board of County Commissioners, pursuant to Chapter 163, Part II, Florida Statutes, and Lee County Administrative Code AC-13-6, held a public hearing for the transmittal of the proposed amendment on December 16, 2003; and at that hearing approved a motion to send, and did later send, the proposed amendment to the Florida Department of Community Affairs (hereinafter referred to as "DCA") for review and comment; and,

WHEREAS, at the December 16, 2003 meeting, pursuant to Chapter 163, Part II, Florida Statutes, the Board of County Commissioners announced its intention to hold a public hearing after the receipt of DCA's written comments commonly referred to as the "ORC Report," which were later received on March 5, 2004, by the Chairman of the Lee County Board of County Commissioners; and,

WHEREAS, The Board of County Commissioners, during its statutorily prescribed public hearing for the plan amendments on September 22, 2004, moved to adopt the proposed special amendment as more particularly set forth herein.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF LEE COUNTY, FLORIDA, THAT:

SECTION ONE: PURPOSE, INTENT AND SHORT TITLE

The Board of County Commissioners of Lee County, Florida, in compliance with Chapter 163, Part II, Florida Statutes, and with Lee County Administrative Code AC-13-6, conducted a series of public hearings to review proposed amendments to the Lee Plan. The purpose of this ordinance is to adopt an amendment to the Lee Plan discussed at those meetings and approved by a majority of the Board of County Commissioners. The short title and proper reference for the Lee County Comprehensive Land Use Plan, as hereby amended, will continued to be the "Lee Plan." **This ordinance may be referred to as the "2003 Special Amendment Cycle - Airport Master Plan Ordinance."**

SECTION TWO: ADOPTION OF LEE COUNTY'S 2003 SPECIAL AMENDMENT CYCLE

The Lee County Board of County Commissioners hereby amends the existing Lee Plan, adopted by Ordinance Number 89-02, as amended, by adopting amendments, as revised by the Board of County Commissioners on September 22, 2004, known as: CPA2003-02 (Airport Master Plan), which amends the text of the Lee Plan as well as the Future Land Use Map series, the Transportation Map series, and the tables of the Lee Plan.

In addition, the corresponding Staff Reports and Analysis, along with all attachments for these amendments are adopted as "Support Documentation" for the Lee Plan.

SECTION THREE: LEGAL EFFECT OF THE "LEE PLAN"

No public or private development will be permitted except in conformity with the Lee Plan. All land development regulations and land development orders must be consistent with the Lee Plan as amended.

SECTION FOUR: GEOGRAPHIC APPLICABILITY

The Lee Plan is applicable throughout the unincorporated area of Lee County, Florida, except in those unincorporated areas included in joint or interlocal agreements with other local governments that specifically provide otherwise.

SECTION FIVE: SEVERABILITY

The provisions of this ordinance are severable and it is the intention of the Board of County Commissioners of Lee County, Florida, to confer the whole or any part of the powers herein provided. If any of the provisions of this ordinance are held unconstitutional

by a court of competent jurisdiction, the decision of that court will not affect or impair the remaining provisions of this ordinance. It is hereby declared to be the legislative intent of the Board of County Commissioners that this ordinance would have been adopted had the unconstitutional provisions not been included therein.

SECTION SIX: INCLUSION IN CODE, CODIFICATION, SCRIVENERS' ERROR

It is the intention of the Board of County Commissioners that the provisions of this ordinance will become and be made a part of the Lee County Code. Sections of this ordinance may be renumbered or relettered and the word "ordinance" may be changed to "section," "article," or other appropriate word or phrase in order to accomplish this intention; and regardless of whether inclusion in the code is accomplished, sections of this ordinance may be renumbered or relettered. The correction of typographical errors that do not affect the intent, may be authorized by the County Manager, or his or her designee, without need of public hearing, by filing a corrected or recodified copy with the Clerk of the Circuit Court.

SECTION SEVEN: EFFECTIVE DATE

The plan amendments adopted herein are not effective until a final order is issued by the DCA or Administrative Commission finding the amendment in compliance with Section 163.3184, Florida Statutes, whichever occurs earlier. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before the amendment has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status. A copy of such resolution will be sent to the DCA, Bureau of Local Planning, 2555 Shumard Oak Boulevard,

Tallahassee, Florida 32399-2100.

THE FOREGOING ORDINANCE was offered by Commissioner Judah, who moved its adoption. The motion was seconded by Commissioner Coy, and, when put to a vote, the vote was as follows:

Robert P. Janes	Aye
Douglas St. Cerny	Aye
Ray Judah	Aye
Andrew Coy	Aye
John Albion	Aye

DONE AND ADOPTED this 22nd day of September 2004.

ATTEST:
CHARLIE GREEN, CLERK

BY: _____
Deputy Clerk

LEE COUNTY
BOARD OF COUNTY COMMISSIONERS

BY: _____
Chairman

DATE: 9/22/04

Approved as to form by:

_____
County Attorney's Office

BOARD OF COUNTY COMMISSIONERS SEAL LEE COUNTY FLORIDA

CIRCUIT COURT ★ FLORIDA ★ LEE COUNTY

State of Florida
County of Lee

I Charlie Green, Clerk of the Circuit Court for Lee County, Florida, do hereby certify this document to be a true and correct copy of the original document filed in the Minutes Department.

Given under my hand and official seal at Fort Myers, Florida, this 24 day of September, A.D. 2004

CHARLIE GREEN, CLERK

By _____
Deputy Clerk

PLANNING DIVISION
M E M O R A N D U M

LEE COUNTY
SOUTHWEST FLORIDA

To: Board of County Commissioners

From: Matthew A. Noble, AICP, Principal Planner, Division of Planning

Subject: Lee Plan Adoption Hearing

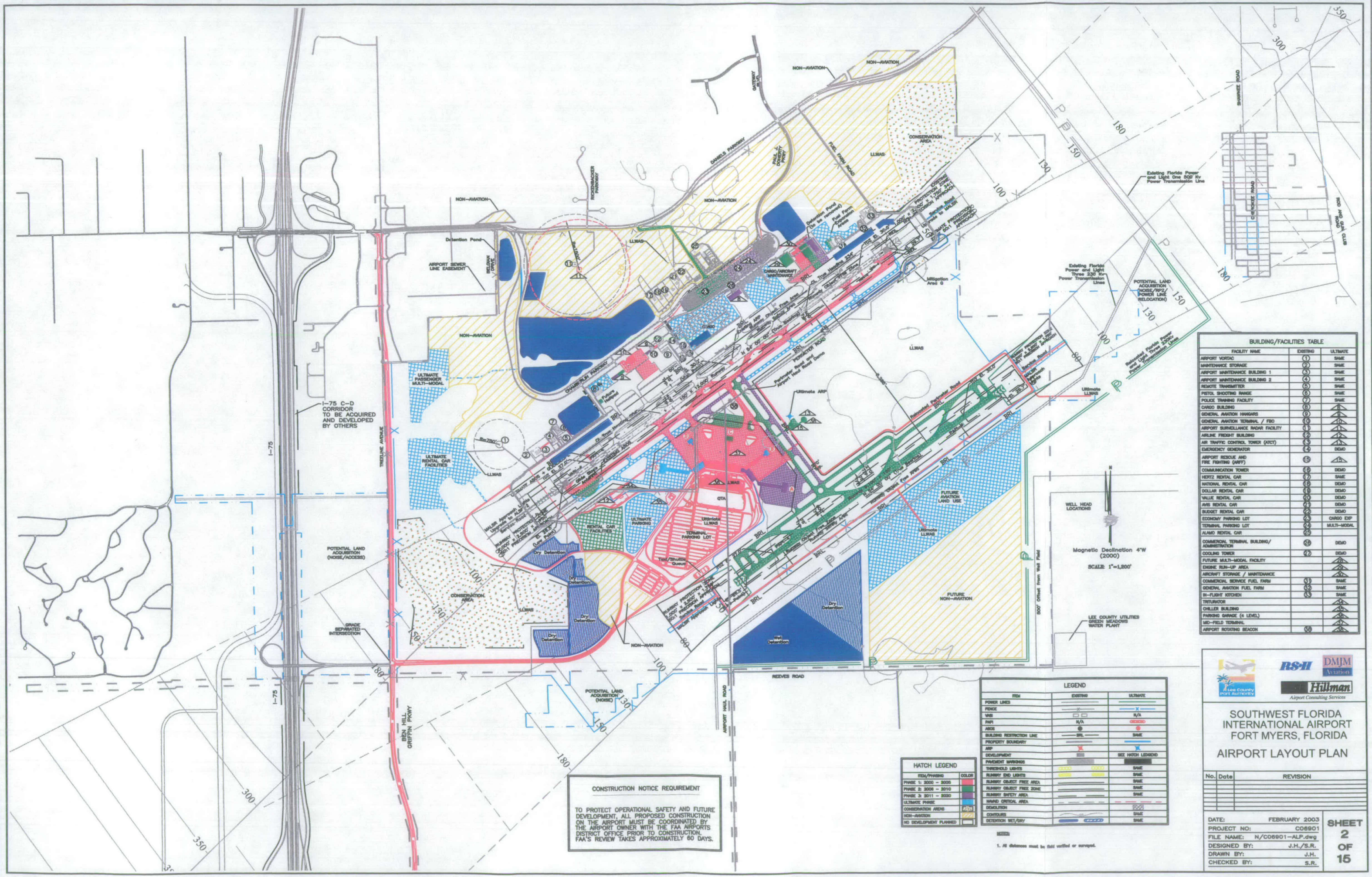
Date: September 17, 2004

Staff regrets to inform you that an out of date exhibit was included in your adoption packet concerning CPA2003-02, the Southwest Florida International Airport Amendment. Attached to this memorandum is the correct proposed Lee Plan Map 3F, the "Southwest Florida International Airport Layout Plan." Also attached is a copy of proposed Map 3M the "Airport Mitigation Lands Overlay."

If you have any questions regarding any of these amendments, please feel free to call me directly at 479-8548.

cc: *Mary Gibbs, AICP, Director of Community Development*
Tim Jones, Assistant County Attorney

P.O. Box 398 ▪ Fort Myers, FL 33902-0398 ▪ (239) 479-8585 ▪ Fax (239) 479-8319



BUILDING/FACILITIES TABLE		
FACILITY NAME	EXISTING	ULTIMATE
AIRPORT VORTAC	1	SAME
MAINTENANCE STORAGE	2	SAME
AIRPORT MAINTENANCE BUILDING 1	3	SAME
AIRPORT MAINTENANCE BUILDING 2	4	SAME
REMOTE TRANSMITTER	5	SAME
PISTOL SHOOTING RANGE	6	SAME
POLICE TRAINING FACILITY	7	SAME
CARGO BUILDING	8	
GENERAL AVIATION HANGARS	9	
GENERAL AVIATION TERMINAL / FBO	10	
AIRPORT SURVEILLANCE RADAR FACILITY	11	
AIRLINE FREIGHT BUILDING	12	
AIR TRAFFIC CONTROL TOWER (ATCT)	13	
EMERGENCY GENERATOR	14	DEMO
AIRPORT RESCUE AND FIRE FIGHTING (ARFF)	15	15
COMMUNICATION TOWER	16	DEMO
HERTZ RENTAL CAR	17	SAME
NATIONAL RENTAL CAR	18	DEMO
DOLLAR RENTAL CAR	19	DEMO
VALUE RENTAL CAR	20	DEMO
AVIS RENTAL CAR	21	DEMO
BUDGET RENTAL CAR	22	DEMO
ECONOMY PARKING LOT	23	CARGO EXP
TERMINAL PARKING LOT	24	MULTI-MODAL
ALAMO RENTAL CAR	25	
COMMERCIAL TERMINAL BUILDING/ ADMINISTRATION	26	DEMO
COOLING TOWER	27	DEMO
FUTURE MULTI-MODAL FACILITY		
ENGINE RUN-UP AREA		
AIRCRAFT STORAGE / MAINTENANCE		
COMMERCIAL SERVICE FUEL FARM	31	SAME
GENERAL AVIATION FUEL FARM	32	SAME
IN-FLIGHT KITCHEN	33	SAME
TRITURATOR		
CHILLER BUILDING		
PARKING GARAGE (4 LEVEL)		
MID-FIELD TERMINAL		
AIRPORT ROTATING BEACON	36	

HATCH LEGEND	
ITEM/PHASING	COLOR
PHASE 1: 2000 - 2005	
PHASE 2: 2006 - 2010	
PHASE 3: 2011 - 2020	
ULTIMATE PHASE	
CONSERVATION AREAS	
NON-AVIATION	
NO DEVELOPMENT PLANNED	

LEGEND		
ITEM	EXISTING	ULTIMATE
POWER LINES		
FENCE		
VNS		N/A
PAPI	N/A	
ASOS		
BUILDING RESTRICTION LINE	BRL	SAME
PROPERTY BOUNDARY		
ARP		
DEVELOPMENT		SEE HATCH LEGEND
PAVEMENT MARKINGS		
THRESHOLD LIGHTS		SAME
RUNWAY END LIGHTS		SAME
RUNWAY OBJECT FREE AREA		SAME
RUNWAY OBJECT FREE ZONE		SAME
RUNWAY SAFETY AREA		SAME
HAND CRITICAL AREA		
DEMOLITION		
CONTOURS		SAME
DETENTION WET/DRY		SAME

CONSTRUCTION NOTICE REQUIREMENT

TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH THE FAA AIRPORTS DISTRICT OFFICE PRIOR TO CONSTRUCTION. FAA'S REVIEW TAKES APPROXIMATELY 60 DAYS.

NOTES:
1. All distances must be field verified or surveyed.

Lee County Port Authority
RS&H
DMJM Aviation
Hillman Airport Consulting Services

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT FORT MYERS, FLORIDA

AIRPORT LAYOUT PLAN

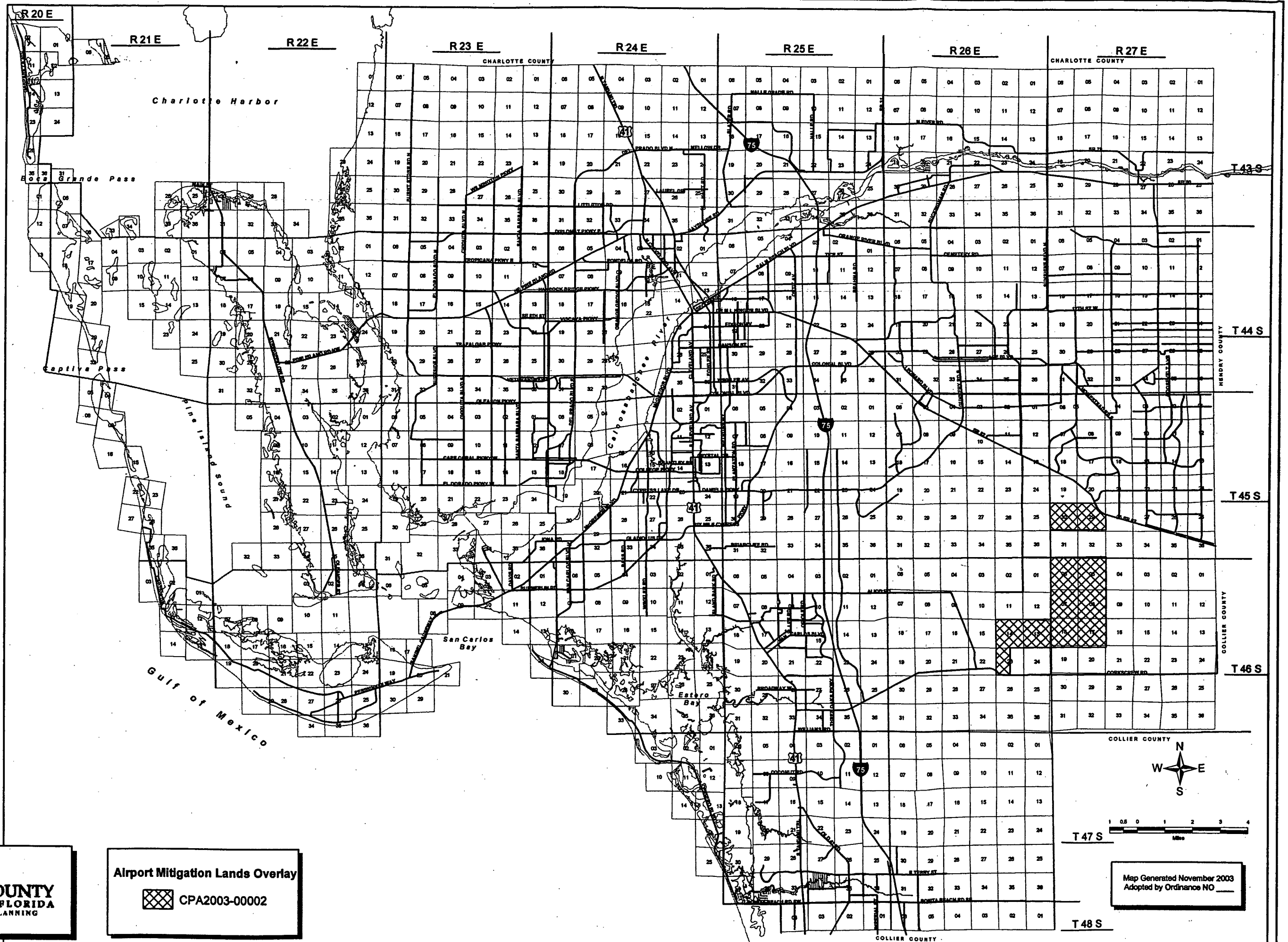
No.	Date	REVISION

DATE: FEBRUARY 2003
PROJECT NO: C06901
FILE NAME: N/C06901-ALP.dwg
DESIGNED BY: J.H./S.R.
DRAWN BY: J.H.
CHECKED BY: S.R.

SHEET 2 OF 15

AIRPORT MITIGATION LANDS OVERLAY

(Proposed Lee Plan Map 3M)



LEE COUNTY
SOUTHWEST FLORIDA
DIVISION OF PLANNING

Airport Mitigation Lands Overlay

CPA2003-00002

Map Generated November 2003
Adopted by Ordinance NO ____

LEE COUNTY
SOUTHWEST FLORIDA

DEPARTMENT OF TRANSPORTATION

Memo

To: Paul O'Connor, Lee County Planning Director

From: David Loveland, LCDOT Transportation Planning Manager

Date: September 13, 2004

Subject: **LEE PLAN AMENDMENT CPA 2003-02 (AIRPORT MASTER PLAN)**

As part of the February ORC Report on the above-referenced plan amendment, the Florida Department of Community Affairs (DCA) expressed concern about the adequacy of the transportation assessment. The ORC specifically noted that the County did not provide an analysis of the impact of the proposed amendment on regional transportation facilities, even though the projected trip generation of the revised airport plan is within one percent of the trip generation already assumed in the MPO model. The ORC also suggested it has not been demonstrated that the improvements called for in the MPO plan would be enough to maintain the adopted level of service standards on roads impacted by the airport, and that the MPO Plan is not actually considered financially feasible beyond five years.

The June 4th draft response to DCA's ORC report re-emphasized that the airport traffic is in fact part of the model used to develop the MPO's plan, supported by a statement from the Lee County MPO Coordinator, Mr. Glen Ahlert. A meeting was held with DCA staff in Tallahassee on July 20th to discuss the draft response. Although LCDOT staff was not in attendance at that meeting, it is our understanding that there was agreement that the County would submit additional documentation to DCA to clarify the process utilized in preparing the transportation analysis and assuring adequate transportation capacity.

To reiterate, the traffic expected from the Southwest Florida International Airport in 2020 is a key component of the transportation model used to develop the MPO's 2020 *Financially Feasible* Transportation Plan. The FSUTMS model that is used statewide to develop MPO plans, as distributed by the Florida Department of Transportation, typically relies on projections of various land-use related factors to generate and distribute future traffic. The **production** factors are things that produce trips (known as ZDATA1 variables), and include such things as the number of single-family and multi-family units. The **attraction** factors are things that attract trips (known as ZDATA2 variables), and include such things as commercial, service and industrial employment, the number of hotel/motel units, and school enrollment. These factors are projected to the plan horizon year, in this case the year 2020, by geographical sub-units known as traffic analysis zones (TAZs). The Lee County model area, which includes all of Lee County and parts of Charlotte and Collier Counties, is divided into over 1000 TAZs. The model

combines the primary factors with sub-factors such as the number of cars per household, and the percentage of vacant or seasonal housing units, to estimate the number of trips that would be coming from each TAZ and attracted to each TAZ. Those trips utilize the future road network, and can indicate whether additional lanes or new roads are required to meet the estimated demand.

There are certain land uses generating trips that aren't adequately represented by standard production and attraction variables, things like stadiums, regional malls, and beaches. The model recognizes that and allows the hand-calculated trip generation for those uses to be plugged into a particular TAZ as a **special generator** (known as ZDATA3 info). The Southwest Florida International Airport is a perfect example of a special generator- it doesn't have any residential uses, and simple employment variables wouldn't produce the kinds of trips you would actually get there. From a trip generation standpoint, the variable that best determines the number of trips coming to and from an airport (based on numerous studies) is the number of enplanements. That variable is also a critical component of the airport master plan, which is reviewed and approved by FDOT and the Federal Aviation Administration. It should be noted that the most recent studies have reduced the ratio of trips to enplanements, meaning the same number of enplanements would be expected to generate fewer trips than previously assumed.

Using the officially approved enplanement forecasts for the year 2020, those forecasts are converted to vehicle trips and plugged into the Lee County MPO's model as a special generator. The Southwest Florida Regional Airport has been a special generator in the Lee County model since it opened in the mid-1980's. Beyond that, however, the airport is treated even more specially in the Lee County model, to ensure that the trips to and from the airport are properly distributed. Unlike some special generators, there is additional data available from the airport on where its traffic is coming from and going to, based on origin-and-destination (O&D) surveys that were done a few years ago. Those surveys showed that 35-40% of the traffic was coming from south of the airport. Rather than simply relying on the model's productions and attractions to determine where the airport's trips might go, a special module was set up in the 2000 plan update to specifically assign the airport's trips in a way that matches the O&D survey results. This is a special pre-load routine that is run in the model before the rest of its data is processed and trips assigned. Clearly, the Southwest Florida International Airport is an integral part of the Lee County MPO's modeling effort and long-range plan development.

As noted above, the airport trips are calculated separately and plugged into the model as a special generator. Using the revised enplanement forecasts from the new master plan update, in conjunction with the trips from the proposed new land uses, a new trip generation number for the airport was calculated. Since the new number is within 1% of the old number, the net effect of plugging that new number into the MPO's 2020 model is negligible. That is why the County drew the conclusion that no additional improvements are warranted by the Lee Plan amendment to incorporate the proposed changes at the airport.

To provide the FDCA staff a level of comfort, we have created a series of tables that pull the 2020 traffic volumes for the surrounding roads out of the MPO's 2020 Financially Feasible Plan network, converts them to peak hour, peak season, peak direction conditions, and identifies the resultant levels of service (attached). Table 1 identifies the number of lanes that currently exist

on the road network surrounding the airport, and where improvements are programmed in the next five years (CIP/TIP) or planned in the next 20 years. Table 2 shows the assumptions made for each road segment to convert the model's peak season, daily traffic volume output to peak season, peak hour, peak direction volumes, the basis for the level of service standards in the County's comprehensive plan. Table 3 shows the specific link-by-link conversions and the resultant levels of service. We would note that all the surrounding roads are projected to operate at level of service "D" or better in 2020.

The MPO Plan is also going to be updated and extended to 2030 over the next year, and there will be a lot of focus on I-75, including the possibility of tolling to fund an expansion beyond the currently planned 6 lanes to 10 lanes, consistent with FDOT's PD&E Study. We would note the MPO Plan is specifically identified as a "Financially Feasible" plan. The MPO is required to develop a financially feasible plan under state and federal law, and does so by projecting available transportation revenues over the horizon of the plan, costing out all of the improvements in the plan, and limiting the plan to those improvements that fit within the revenue forecasts.

We hope this information helps the FDCA staff better understand the airport's role in the MPO planning process, and we would like to stress that the MPO's 2020 Financially Feasible Highway Plan is directly incorporated into Lee County's comprehensive plan as Map 3A of the Transportation Map Series. If the FDCA staff would like to confirm what we have said, they can contact the Lee County MPO staff, which is part of the Southwest Florida Regional Planning Council (Glen Ahlert, MPO Coordinator, (239) 656-7720), or the Florida Department of Transportation, which is actively involved in the MPO plan development as well as the airport's master planning process (Mike Rippe, FDOT Southwest Area Office Director, (239) 461-4300).

DML/mlb

cc: Tim Jones, Lee County Attorney's Office
Dawn Lehnert, Lee County Attorney's Office
Matt Noble, Lee County Planning Department
Andy Getch, Lee County Department of Transportation
Sarah Jamieson, Lee County Port Authority
Bill Horner, Lee County Port Authority
Mike Rippe, Florida Department of Transportation
Glen Ahlert, Lee County Metropolitan Planning Organization
Jeff Breeden, Reynolds, Smith and Hill

	DATE: 09/08/04		TABLE 1			
			SOUTHWEST FLORIDA INTERNATIONAL AIRPORT			
			COMPREHENSIVE PLAN AMENDMENT			
			LEE COUNTY DOT LEVEL OF SERVICE TEST			
ROADWAY	FROM	TO	EXISTING NETWORK # OF LANES	CIP/TIP NETWORK # OF LANES	2020 FF NETWORK # OF LANES	2020 NEEDS NETWORK # OF LANES
AIRPORT ENTRANCE ROAD	SWFIA WEST ENTRANCE	I-75	0	0	6	6
AIRPORT ENTRANCE ROAD	I-75	US 41	0	0	4	4
ALICO ROAD	US 41	THREE OAKS PKWY	2	6	6	6
ALICO ROAD	THREE OAKS PKWY	I-75	4	6	6	6
ALICO ROAD	I-75	BEN HILL GRIFFIN PKWY	4	6	6	6
ALICO ROAD	BEN HILL GRIFFIN PKWY	CORKSCREW RD	2	2	2	2
BEN HILL GRIFFIN PARKWAY	FGCU ENTRANCE	ALICO ROAD	4	4	6	6
BEN HILL GRIFFIN PARKWAY	ALICO RD	SWFIA WEST ENTRANCE	4	4	6	6
DANIELS PARKWAY	US 41	METRO PKWY	6	6	6	6
DANIELS PARKWAY	METRO PKWY	BEN PRATT/6 MILE PARKWAY	6	6	6	6
DANIELS PARKWAY	BEN PRATT/6 MILE PARKWAY	THREE OAKS PKWY	6	6	6	6
DANIELS PARKWAY	THREE OAKS PKWY	I-75	6	6	6	6
DANIELS PARKWAY	I-75	TREELINE AVE	6	6	6	6
DANIELS PARKWAY	TREELINE AVE	CHAMBERLAIN PKWY	6	6	6	6
DANIELS PARKWAY	CHAMBERLAIN PKWY	GATEWAY BLVD	4	4	6	6
DANIELS PARKWAY	GATEWAY BLVD	SR 82	4	4	6	6
I-75	BONITA BEACH RD	CORKSCREW RD	4	6	6	6 + 4
I-75	CORKSCREW RD	ALICO RD	4	6	6	6 + 4
I-75	ALICO RD	AIRPORT ENTRANCE ROAD	4	6	6	6 + 4
I-75	AIRPORT ENTRANCE ROAD	DANIELS PKWY	4	6	6	6 + 4
I-75	DANIELS PKWY	COLONIAL BLVD	4	4	6	6 + 4
I-75	COLONIAL BLVD	SR 82	4	4	6	6 + 4
THREE OAKS PARKWAY	CORKSCREW RD	ESTERO PARKWAY	2	4	6	6
THREE OAKS PARKWAY	ESTERO PARKWAY	ALICO RD	2	4	4	4
THREE OAKS PARKWAY	ALICO RD	FIDDLESTICKS BLVD	0	4	4	4
THREE OAKS PARKWAY	FIDDLESTICKS BLVD	DANIELS PKWY	0	4	4	4
TREELINE AVENUE	SWFIA WEST ENTRANCE	DANIELS PKWY	0	4	4	4
TREELINE AVENUE	DANIELS PKWY	COLONIAL BLVD	0	4	4	4

	DATE: 09/08/04		TABLE 2									
			SOUTHWEST FLORIDA INTERNATIONAL AIRPORT									
			COMPREHENSIVE PLAN AMENDMENT									
			LEE COUNTY DOT LEVEL OF SERVICE TEST									
							MPO 2020 FINANCIALLY					
ROADWAY	FROM	TO	ROAD	SIGNALS	ADOPTED		FEASIBLE HIGHWAY PLAN				ROADWAY	LEE COUNTY
			TYPE	PER MILE	LOS	ENERALIZED DIRECTIONAL SERVICE VOLUMES					PEAK	TRAFFIC REPORT
				(AVG)	STANDARD	LOS "A"	LOS "B"	LOS "C"	LOS "D"	LOS "E"	DIRECTION	PCS NUMBER
AIRPORT ENTRANCE ROAD	SWFIA WEST ENTRANCE	I-75	UNINTERRUPTED	1.5	E	1490	2410	3490	4510	5130	WEST	10
AIRPORT ENTRANCE ROAD	I-75	US 41	UNINTERRUPTED	1.5	E	990	1610	2330	3010	3420	WEST	10
ALICO ROAD	US 41	THREE OAKS PKWY	ARTERIAL SIGNALS	1.5	E	670	2490	2850	2920	2920	WEST	10
ALICO ROAD	THREE OAKS PKWY	I-75	ARTERIAL SIGNALS	1.5	E	670	2490	2850	2920	2920	WEST	10
ALICO ROAD	I-75	BEN HILL GRIFFIN PKWY	ARTERIAL SIGNALS	1.5	E	670	2490	2850	2920	2920	WEST	53
ALICO ROAD	BEN HILL GRIFFIN PKWY	CORKSCREW RD	COLLECTOR SIGNALS	1.5	E	0	0	530	800	850	WEST	53
BEN HILL GRIFFIN PARKWAY	FGCU ENTRANCE	ALICO ROAD	ARTERIAL SIGNALS	1.5	E	670	2490	2850	2920	2920	WEST	15
BEN HILL GRIFFIN PARKWAY	ALICO RD	SWFIA WEST ENTRANCE	ARTERIAL SIGNALS	1	E	670	2490	2850	2920	2920	EAST	32
DANIELS PARKWAY	US 41	METRO PKWY	CONTROLLED ACCESS	2.9	E	410	2490	2960	3040	3040	WEST	30
DANIELS PARKWAY	METRO PKWY	BEN PRATT/6 MILE PARKWAY	CONTROLLED ACCESS	2.9	E	410	2490	2960	3040	3040	WEST	30
DANIELS PARKWAY	BEN PRATT/6 MILE PARKWAY	THREE OAKS PKWY	CONTROLLED ACCESS	1.5	E	410	2490	2960	3040	3040	EAST	31
DANIELS PARKWAY	THREE OAKS PKWY	I-75	CONTROLLED ACCESS	1.5	E	410	2490	2960	3040	3040	EAST	52
DANIELS PARKWAY	I-75	TREELINE AVE	CONTROLLED ACCESS	1.5	E	410	2490	2960	3040	3040	EAST	52
DANIELS PARKWAY	TREELINE AVE	CHAMBERLAIN PKWY	CONTROLLED ACCESS	1.5	E	410	2490	2960	3040	3040	EAST	32
DANIELS PARKWAY	CHAMBERLAIN PKWY	GATEWAY BLVD	CONTROLLED ACCESS	1.5	E	410	2490	2960	3040	3040	EAST	48
DANIELS PARKWAY	GATEWAY BLVD	SR 82	CONTROLLED ACCESS	1.5	E	410	2490	2960	3040	3040	EAST	48
I-75	BONITA BEACH RD	CORKSCREW RD	FREEWAY	0	C/D	2000	3290	4460	5280	5870	NORTH	FDOT I-75
I-75	CORKSCREW RD	ALICO RD	FREEWAY	0	C/D	2000	3290	4460	5280	5870	NORTH	FDOT I-75
I-75	ALICO RD	AIRPORT ENTRANCE ROAD	FREEWAY	0	C/D	2000	3290	4460	5280	5870	NORTH	FDOT I-75
I-75	AIRPORT ENTRANCE ROAD	DANIELS PKWY	FREEWAY	0	C/D	2000	3290	4460	5280	5870	NORTH	FDOT I-75
I-75	DANIELS PKWY	COLONIAL BLVD	FREEWAY	0	C/D	2000	3290	4460	5280	5870	NORTH	FDOT I-75
I-75	COLONIAL BLVD	SR 82	FREEWAY	0	C/D	2000	3290	4460	5280	5870	NORTH	FDOT I-75
THREE OAKS PARKWAY	CORKSCREW RD	ESTERO PARKWAY	ARTERIAL SIGNALS	0.5	E	670	2490	2850	2920	2920	WEST	15
THREE OAKS PARKWAY	ESTERO PARKWAY	ALICO RD	ARTERIAL SIGNALS	0.5	E	450	1630	1900	1950	1950	WEST	15
THREE OAKS PARKWAY	ALICO RD	FIDDLESTICKS BLVD	ARTERIAL SIGNALS	0.5	E	450	1630	1900	1950	1950	WEST	10
THREE OAKS PARKWAY	FIDDLESTICKS BLVD	DANIELS PKWY	ARTERIAL SIGNALS	0.5	E	450	1630	1900	1950	1950	WEST	10
TREELINE AVENUE	SWFIA WEST ENTRANCE	DANIELS PKWY	ARTERIAL SIGNALS	1	E	450	1630	1900	1950	1950	EAST	32
TREELINE AVENUE	DANIELS PKWY	COLONIAL BLVD	ARTERIAL SIGNALS	1	E	450	1630	1900	1950	1950	EAST	32

	DATE: 09/08/04		TABLE 3			
			SOUTHWEST FLORIDA INTERNATIONAL AIRPORT			
			COMPREHENSIVE PLAN AMENDMENT			
			LEE COUNTY DOT LEVEL OF SERVICE TEST			
ROADWAY	FROM	TO	FSUTMS	MODEL PK-HR	100TH-HOUR	FEASIBLE
			PSWDT	CONVERSION	PEAK-DIR	PLAN
				FACTOR	VOLUME	LOS
AIRPORT ENTRANCE ROAD	SWFIA WEST ENTRANCE	I-75	49276	0.05518	2719	C
AIRPORT ENTRANCE ROAD	I-75	US 41	28902	0.05518	1595	B
ALICO ROAD	US 41	THREE OAKS PKWY	48317	0.05518	2666	C
ALICO ROAD	THREE OAKS PKWY	I-75	49519	0.05518	2732	C
ALICO ROAD	I-75	BEN HILL GRIFFIN PKWY	42112	0.05604	2360	B
ALICO ROAD	BEN HILL GRIFFIN PKWY	CORKSCREW RD	7337	0.05604	411	C
BEN HILL GRIFFIN PARKWAY	FGCU ENTRANCE	ALICO ROAD	58745	0.04741	2785	C
BEN HILL GRIFFIN PARKWAY	ALICO RD	SWFIA WEST ENTRANCE	43616	0.04306	1878	B
DANIELS PARKWAY	US 41	METRO PKWY	45802	0.04101	1878	B
DANIELS PARKWAY	METRO PKWY	BEN PRATT/6 MILE PARKWAY	39525	0.04101	1621	B
DANIELS PARKWAY	BEN PRATT/6 MILE PARKWAY	THREE OAKS PKWY	51357	0.04383	2251	B
DANIELS PARKWAY	THREE OAKS PKWY	I-75	52987	0.04148	2198	B
DANIELS PARKWAY	I-75	TREELINE AVE	49405	0.04148	2050	B
DANIELS PARKWAY	TREELINE AVE	CHAMBERLAIN PKWY	45416	0.04306	1955	B
DANIELS PARKWAY	CHAMBERLAIN PKWY	GATEWAY BLVD	44811	0.05938	2661	C
DANIELS PARKWAY	GATEWAY BLVD	SR 82	46944	0.05938	2788	C
I-75	BONITA BEACH RD	CORKSCREW RD	89882	0.05042	4532	D
I-75	CORKSCREW RD	ALICO RD	91449	0.05042	4611	D
I-75	ALICO RD	AIRPORT ENTRANCE ROAD	61759	0.05042	3114	B
I-75	AIRPORT ENTRANCE ROAD	DANIELS PKWY	91246	0.05042	4600	D
I-75	DANIELS PKWY	COLONIAL BLVD	86491	0.05042	4361	C
I-75	COLONIAL BLVD	SR 82	82605	0.05042	4165	C
THREE OAKS PARKWAY	CORKSCREW RD	ESTERO PARKWAY	51105	0.04741	2423	B
THREE OAKS PARKWAY	ESTERO PARKWAY	ALICO RD	35340	0.04741	1676	C
THREE OAKS PARKWAY	ALICO RD	FIDDLESTICKS BLVD	28906	0.05518	1595	B
THREE OAKS PARKWAY	FIDDLESTICKS BLVD	DANIELS PKWY	15042	0.05518	830	B
TREELINE AVENUE	SWFIA WEST ENTRANCE	DANIELS PKWY	36335	0.04306	1564	B
TREELINE AVENUE	DANIELS PKWY	COLONIAL BLVD	30458	0.04306	1311	B

Responses to DCA Comments dated February 5, 2004
(Supplemented May 19, 2004 and August 10, 2004)

A. Amendment CPA 2003-02(Airport Master Plan):

OBJECTIONS:

Objective 1.2 and Policy 1.2.1, Future Land Use Element (FLUE), are proposed to be revised to incorporate the Airport Layout Plan (Map 3F) and Table 5, that outlines the proposed development to be constructed on Airport property. The proposal includes the construction of aviation and non-aviation related development. The following concerns have been identified with the proposed amendment:

1.**FAA Approval of Airport Master Plan**: According to the information provided the Airport Master Plan, and the Airport Layout Plan are not approved by the FAA. In view of that, the current proposal is not consistent with the requirements of Chapter 163.3177(6)(k), F.S., regarding the incorporation of an Airport Master Plan into the comprehensive plan for the purpose of achieving DRI exemption.

Chapter 163.3177(6)(k), F. S., and Rule 9J-5.005(2)(a) & (b), F.A.C.

Recommendation: The County should ensure that the proposed Master Plan and Layout Plan are approved by the FAA before adopting the amendment, and include documentation of approval in the adoption package.

Response: Lee County is requiring that the Airport Master Plan and the Airport Layout Plan Set proposed for inclusion in the Lee Plan be officially approved by the FAA prior to adoption of the Lee Plan Amendment. The statutory references noted in the objection (FS §163.3177(6)(k) noted below and FAC Rule 9J-5.005(a) and (b)) refer to an "adopted" master plan document, but do not refer to a specific approval entity.

(k) An airport master plan, and any subsequent amendments to the airport master plan, prepared by a licensed publicly owned and operated airport under s. 333.06 may be incorporated into local government comprehensive plan by the local government having jurisdiction under this act for the area in which the airport or projected airport development is located by the adoption of a comprehensive plan amendment. In the amendment to the local comprehensive plan that integrates the airport master plan, the comprehensive plan amendment shall address land use compatibility consistent with chapter 333 regarding airport zoning; the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport; consistency with the local government transportation circulation element and applicable metropolitan planning organization long-range transportation plans; and the execution of any necessary interlocal agreements for the purposes of the provision of public facilities and services to maintain the adopted level of service standards for facilities subject to concurrency; and may address airport-related or aviation-related development. Development or expansion of an airport consistent with the adopted airport master plan that has been incorporated into the local comprehensive plan in compliance with this part, and airport-related or aviation-related development that has been addressed in the comprehensive plan amendment that incorporates the airport master plan, shall not be a development of regional impact. Notwithstanding any other general law, an airport that has received a development-of-regional-impact development order pursuant to s. 380.06, but which is no longer required to undergo development-of-regional-impact review pursuant to this subsection, may abandon its development-of-regional-impact order upon written notification to the applicable local government. Upon receipt by the local government, the development-of-regional-impact development order is void.

We believe the intention was for FAA approval of the Airport Master Plan and Airport Layout Plan Set. The Lee County Port Authority (LCPA) has regularly and consistently coordinated with both the FAA and FDOT regarding the master plan update. It is also important to note that the Lee County Port Board of County Commissioners formally adopted and approved the Airport Master Plan Update and Plan Set, which is unusual for airport master plan updates. The LCPA has received approval of the Master Plan and Airport Layout Plan Set from both the FAA and FDOT and their approval letters are attached.

ATTACHMENT 3

2.The Provision of Regional Transportation Facilities: Pursuant to Chapter 163.3177(6)(k), F.S., an Airport whose Master Plan has been incorporated into the comprehensive plan will be exempt from the development of regional impact review. In view of that, the statute specifies that an amendment incorporating the Airport Master Plan into the comprehensive plan shall address among other things, the provision of regional transportation facilities for efficient use and operation of the transportation system, and consistency with the local government's transportation element and applicable MPO 's long-range plan. This issue has not been adequately addressed by the County for the following reasons:

1). The County has not provided an analysis of the impact of the proposed amendment on regional transportation facilities. The traffic analysis provided on page 42 of the supporting documentation show the number of trips projected to be generated by the airport in 2020 (the buildout date) as 52,960, based on the proposed development. This projection is believed to be one percent less than previous projections for the airport, and as a result it was concluded that no additional improvements are needed beyond what has been planned in the MPO's long-range transportation plan. However, an analysis was not provided which distributes the trips on the roadway network in order to identify the regional roadways that will be adversely impacted by the phased level of development proposed to occur on the Airport, including non-aviation related development, and, if adversely impacted, a phased scheduled improvements to correct the deficiency, in order to ensure that the adopted level of service standards on the affected roadways will be achieved and maintained.

2) Department's staff has evaluated the MPO's Long Range Transportation Plan and identified certain items referenced to the Airport; but it has not been demonstrated that the items in the MPO's Long Range Transportation plan are the only improvements needed to maintain the adopted level of service standards on the roadways adversely impacted by the Airport. Furthermore, the fact that certain improvements are shown on the MPO's Long Range Plan does not mean that those projects will be funded or completed, since items in the MPO's Long Range Plan are not considered financially feasible until they are included on the County's Five Year Schedule of Capital Improvements, or in the FDOT's work plan.

Chapter 163.3177(6)(k), (8), & Chapter 163.3180(2)c, F.S.; and Rule 9J-5.005(2)(a), (c), & (3); 9J-5.0055(1)(a), (b), (2)(a) 1., & (3)(c); 9J-5.06(2)(a) & (3)(c)3.; 9J-5.016(4)1., 9J-5.019(1), (4)(b)1., & 2., & (4)(c)1., F.A.C.

Recommendation: Include with the amendment traffic analysis that: 1) identifies the roadways that would be impacted by the development projected to occur on the airport's property at the buildout date of 2020; 2) the projected level of service standards on those roadways in 2020, with and without the airport; 3) the roadways that will be adversely impacted, i.e., the roadways whose level of service would fail due to the proposed development; and, 4) for the roadways that are failing, include a schedule of capital improvements that is fully funded and demonstrated to be financially feasible for, at least, the first five years. Long range improvements needed beyond the first five years should be included in the long range Capital Improvement Plan of the County's comprehensive plan if the project was not included within the MPOs' Long Range Transportation Plan. In addition, include a policy linking future development at the airport to the provision of the necessary roadway improvements needed to achieve and maintain the adopted level of service standards.

Response:

The Southwest Florida International Airport Master Plan is a consistent element in the regional aviation plan, the Florida Aviation System Plan (FDOT) and the National Plan of Integrated Airport Systems (FAA/USDOT), further it is a key element in the State of Florida's Strategic Intermodal System (SIS), being the only airport in Southwest Florida to have that distinction. The airport plan is also contained in and consistent with the SWFRPC Strategic Policy Plan, the Lee County Comprehensive Plan, the MPO Adopted Cost Feasible Plan and the FDOT Adopted State Transportation Plan. In fact, on-going capital improvement program coordination results in a significant portion of the revenue supporting continued development of the airport. The airport development is supported by user taxes and fees and is regulated by the aviation trust fund. Highway projects are similarly funded by user fees and taxes with proceeds regulated by a highway trust fund. Close coordination between the modes and their long-range plans allows for the consistent and compatible

development of each and facilitates budgeting and funding to implement these projects when needed to insure an efficient, seamlessly interconnected system.

The LCPA has worked diligently with local land-use and transportation planners, Lee County DOT, the MPO, the SWFRPC, FDOT and the FAA to make sure that all elements of the airports existing and future programs are consistent with various agency plans and programs.

The airport has been a major contributor to the success of the region for over 21 years and recognizes that proper planning will allow it to continue this service well into the next century. The LCPA serves as a voting member of the MPO and worked with the MPO and FDOT staff during several past urban model updates and calibrations to ensure the airport plans were properly documented in the urban model structure. During the recent update of the Airport Master Plan and Urban Area Plan Update staff worked to ensure that the airports Master Plan was properly included in development of the regional traffic model, creation of the highway needs plan, and the approved cost feasible plan.

The MPO recognized that the Southwest Florida International Airport is a unique and critical element of the transportation system for the region and therefore elected to place special emphasis on it to ensure modal compatibility. In preparing the recent update of the regional Florida Standard Urban Transportation Model Structure (FSUTMS) transportation model the MPO included the existing and proposed airport plans as a Z-data 3 file more commonly referred to as a special generator file within the model structure. A special generator file is essential to properly replicate the unique characteristics of the airport and numerous data and modeling assumptions are required to ensure a successfully calibrated model.

The supporting data for the FSUTMS model included collecting traffic volume counts on existing airport highway access routes. These traffic volumes were then correlated to concurrent aircraft passenger activity (enplaning passengers per ITE procedures) to establish and verify acceptable trip generation characteristics of the airport. After the trip generation characteristics were verified, a base year "calibration" was established to replicate existing airport activity. Prior to network assignment additional data was collected from passengers using the airport in the form of an origin/destination survey. This data effectively established the "market or service area" for the airport and provided logical trip assignment linkages for the service area and the model traffic analysis zones (TAZ). This data was combined with model land use and population data (Z-data 1 and Z-data 2 files) was utilized to create a pre-load assignment to the model network for all airport arriving and departing traffic. In addition, the traffic trip-generation characteristics for the non-aviation land use was established per ITE guidelines and included in the airport totals. However, network assignments and trip distributions within the TAZ structure of the model for this component was done consistent with other similar land-uses in the model.

In preparing the MPO model for future year applications the special generator files were expanded to include projections of future enplaning passenger activity consistent with the adopted regional Continuing Florida Aviation System Plan (CFASP) Plan and non-aviation land-use projections were included from the Airport Master Plan. Trip generation was assumed to be consistent with previous studies and ITE recommendations. The network pre-load assignments were updated consistent with future land-use and population projections contained in the model structure. The complete land-use, population and special generator files were loaded to the model to establish a fully loaded network assignment, and after further calibration and network linkage refinements to provide acceptable levels-of-service, a cost feasible plan was prepared and agreed upon by the MPO. The resulting adopted MPO plan and Airport Master Plan are completely consistent, compatible and interdependent.

The Airport Master Plan was developed consistent with the regional element of the CFASP and forecasts of future aviation activity contained in the Master Plan are consistent with this plan including projections of aviation demand. The MPO recognized the value of this transportation mode and again included the airport master plan in their transportation model and updated the existing special generator characteristics so the airport could continue to serve as a seamlessly interconnected component of the Southwest Florida Transportation System, in-fact, several additions were made to the highway plan to ensure this on-going compatibility and the maintenance of acceptable levels-of-service on regional roadways. DRI analyses were also performed for SWFIA, the last of which was completed in December 2000.

The Traffic Circulation Analysis provided to determine the effect of the land use change on the Financially

Feasible Transportation Plan and on the Capital Improvement Element showed a reduction in the number of trips generated from Traffic Analysis Zone (TAZ) 1142 (the airport TAZ) of less than 1%. Since the land use change results in fewer trips generated (52,960 versus the 53,254 trip ends in the adopted 2020 model), no modification to the forecasts is required, and therefore no further analysis for the long range horizon is necessary. We believe the analysis submitted meets the intent of Chapter 163.3177(6)(k), F.S. and ensures on-going modal compatibility thru enhanced coordination between the modes to achieve the "efficient use and operation of all modes" in the transportation system. In light of the above, the following policy is proposed to address non-aviation related development in regards to the Lee County Land Development Code.

Policy 32.4.5: Development of non-aviation related uses on airport will be required to meet concurrency standards set forth in the Lee County Land Development Code.

After some initial discussions regarding the traffic analysis response above, DCA requested some additional details and analysis regarding how the traffic analysis was prepared. The actual trip generation rates established for the airport in the model year 2020 are listed in Table 1 that is attached in the appendix of this response. The figures used in the generation of all airport trips were developed utilizing FAA and FDOT approved enplanement forecasts from the adopted Airport Master Plan (AMP). The generation and network assignments were based upon detailed FDOT procedures and those additionally agreed to in numerous traffic methodology meetings between the FDOT, MPO, Lee County DOT and growth management representatives. In addition, traffic generated by non-aviation land uses contained in the AMP was projected utilizing standard ITE and approved FDOT trip generation rates. A copy of the trip assignments used by the model in included in the appendix of this response. The goal of the traffic analysis was to ensure that all off-site impacts associated with the airport development proposed in the AMP were clearly identified and that these impacts were properly reflected in other planning documents, including the regional MPO (Transportation Planning) and local Comprehensive Plans (local land-use and transportation plans). This is also a requirement of FAA (PGL 04-2.1 – Intermodal Planning Coordination) for hub airports to coordinate with MPO's to assure that adequate funds are available to properly respond to meet off-site transportation needs prior to the FAA making major investments in expanding the airports capacity. This "goal" was achieved and the modeled results of the adopted MPO Cost-feasible Plan and the proposed Comprehensive Plan Amendment are for practical purposes the same numbers. The adopted cost-feasible plan for the MPO surface transportation plan is now totally consistent with the adopted Airport Master Plan and the identified impacts attributed to development of the airport are adequately addressed by proposed improvements to the adjoining highway network and a copy of the Lee County 2020 Financially Feasible Highway Plan Amended February 2004 is included in the appendix of this response. This was no accident nor did it occur on our first attempt to define the airport's impacts and develop fundable solutions.

Over the last ten years, the airport staff has worked with the County and MPO to facilitate the design and construction of the adjacent Treeline / Ben Hill Griffin arterial link connecting Alico and Daniels Parkway which also provided interim access to the new midfield terminal site. This project was identified as a needed roadway improvement not only serving the airport but also providing another link to a North-South roadway system to help alleviate the traffic from I-75. In an effort to help expedite the design and construction of the road, the Lee County Port Authority lead the efforts in donating right of way for the project, provided design services, provided permitting services, assisted with mitigation, secured funding for the construction and provided construction management services. The total costs for the roadway improvements including right of way and mitigation is estimated to be $27.5 million dollars. The roadway system is currently under construction and is expected to open to traffic at the end of this year.

Other roadway improvements that were identified to help serve the continued growth of Southwest Florida International Airport and the surrounding regional roadway system was a direct connection to the Airport from I-75 which will help eliminate traffic off of Daniels Parkway and Alico Road. The same group worked together with FDOT and FHWA to develop a plan, obtain approval, fund and develop additional Interstate capacity and provide a new direct access corridor from the Interstate to the new airport midfield terminal complex. Once completed and agreed to those plans were incorporated into the highway planning and development process to ensure that adequate capacity would be available to meet projected growth demands for the airport. In order to help maintain the adopted level of service for the planning period, several roadway projects were

added to the plan. These roadway projects include the Airport entrance road extension and I-75 interchange, improvements to the Alico Road Interchange and minor improvements to Treeline Avenue. These roadway improvements are listed and identified in the MPO Cost Feasible Plan with a copy attached in the appendix of this response. Because of the estimated cost of improvements for this roadway system is expected to be close to 80 million dollars, the initial phases of construction funding has been identified but it is expected that full funding will be identified over the next couple of year. The airport has already secured a FDOT grant for 6 million dollars for design services for the roadway improvements and it is expected that this contract will be signed with the engineer next month. For your information I have attached the Governor's Press Release announcing SIS Connector Projects to be funded by the $100 million 2004 Legislative Appropriation and the Lee County Port Authority received another 5 million dollars to be used for right of way acquisition. The Alico Interchange improvements will be let for construction in November and the Signal upgrades for Treeline are funded with on-going construction.

Because of these facts the County feels that it has met the specific requirement of the law that the amendment incorporating the Airport Master Plan into the comprehensive plan shall address "the provisions of regional transportation facilities for the efficient use and operation of the transportation system and the airport". In summary, the Lee County Port Authority has either secured funding and constructed (Treeline Avenue and Ben Hill Griffin parkway) or secured the initial funding stream for future roadway projects (Direct access from I-75) for over 100 million dollars of roadway improvements. The adopted cost feasible plan maintains the adopted level of service. Identified projects are a high local and state priority, with funding committed for their implementation and the planned expansion of the airport will not be restrained by the lack of adequate surface accessibility nor will its operation be adversely impacted by poor access.

This Airport Master Plan (prepared in compliance with AC No. 150/5070-6B) is the basic planning tool guiding and regulating all on-site development at the airport and included a capital improvement program. It is also the instrument that FAA and FDOT use as the basis for funding aviation related improvements. These improvements are funded, in part by aviation trust fund monies and are regulated by statute to be utilized on-airport and exclusively for "aviation purposes". The Airport Master Plan is a heavily regulated building block, which once approved feeds into the regional aviation plan (RPC and Regional CFASP), the State Aviation Plan (CFASP), becoming an integral component of the Florida Transportation Plan (FTP) and the National Aviation Plan (NPIAS). As you are aware the State of Florida and the Federal government have begun a major transportation initiative to insure modal compatibility. Simply stated the goal is to have all modal plans prepared and coordinated to insure intermodal compatibility and interoperability. The goal is to have a statewide Strategic Intermodal System with seamless connections that support an improved transportation system, provides enhanced mobility and provides for the efficient movement of both people and goods. The Southwest Florida International Airport is identified in the SIS Plan as a major component of the State's transportation system and makes it a statewide priority to adequately fund those interconnected system elements to ensure its continued operational success.

3.<u>Site Suitability for Non-Aviation Related Uses</u>: The proposed non-aviation related development involves Hotel/Motel: 300 Rooms; Office: 225,000 square feet; Gas Station/Convenience Store: 3,500 square feet; Warehouse: 100,000 square feet; and Light Manufacturing: 100,000 square feet. It has not been demonstrated that all of the areas designated for non-aviation related development are suitable considering the environmentally sensitive nature of some of these sites, the most problematic of which is the area on the southeast of the airport. According to the information provided, these sites contain wetlands, and although mitigation of wetland impact is proposed, it is not appropriate to locate these uses on sites that are predominated by wetlands, and therefore, environmentally unsuitable for commercial and industrial uses.

Also, Policy 1.2.1 is proposed to be revised, to delete the requirement for buffering for airport and non-airport related development in order protect environmentally sensitive resources, and instead, offset environmental impacts through off-site mitigation. This will not ensure the protection of environmentally sensitive resources including groundwater and it is inconsistent with the County's comprehensive plan. Lee Plan Goal 77, and

Objectives 77.1, and 84.1, require that wetlands be protected on site so as to ensure that wetland functions are maintained. Furthermore, Policy 77.2.2 specifically states that the County shall "prevent incompatible developments in and around environmentally sensitive lands". The proposed amendments are inconsistent with, and do not further the above cited provisions of the Lee Plan because they direct incompatible land uses to environmentally sensitive areas, and therefore, will not ensure the protection of environmentally sensitive resources including groundwater.
Chapter 163.3177(2), (6)(a), (d), F.S.; 9J-5.005(2)(a), (5), & (6); 9J-5.006(2)(b), (3)(b)1., & (3)(c)6.; 9J-5.012(3)(c)1.; 9J-5.013(1)(a)1., (2)(b)3., & (2)(c)6., & 9., F.A.C

Recommendation: Revise the amendment to direct non-aviation related development away from areas that are environmentally sensitive. Policies controlling the amount, type, and extent of non-aviation related development should be included to ensure that land use suitability and compatibility are achieved, and environmentally sensitive areas be protected. Also, the existing requirement in Policy 1.2.1, for the buffering of aviation and non-aviation related development should not be removed.

Response:

In order to address concerns about groundwater resources and recharge areas, the following policy is proposed. This policy is intended to reinstate the protection to groundwater resources lost in the initial proposed revision of Policy 1.2.1.

Policy 1.2.6. Any future airport expansion or development of aviation related or non-aviation related uses will provide appropriate buffer areas, as determined by Lee County, for the protection of groundwater resources in the Southeast and Northeast quadrants of the airport property.

The Airport Layout Plan (ALP), Map 3F, has been amended to reflect a change in the "future non-aviation" use proposed for the parcel located in the southeast corner of the Airport Lands. This parcel is now identified as "Potential Future Development Area" and a note has been added to the ALP (Map 3F) and Table 5, which reads as follows:

Development within the "Potential Future Development Area" will require amendment of the Lee Plan prior to development.

The Port Authority has consistently indicated a willingness to protect natural wetlands on Airport property in accordance with FAA guidelines. These guidelines are set forth in FAA Advisory Circular 150/5200-33 and a Memorandum of Understanding between the various Federal agencies. A copy of each of these documents is attached. The Port Authority has also limited the square footage of the proposed development within the non-aviation land use areas in order to provide wetland protection and direct development to upland areas.

The proposed ALP (Map 3F) includes approximately 1,000 +/- acres of future non-aviation development area. Approximately 448 +/- acres of this area is uplands. Proposed Table 5 identifies 428,500 square feet, excluding the fuel pumps and hotel, of non-aviation-related development through 2020. Based upon a conservative floor area ratio of 25-30%, which allows for buffers, setbacks and compliance with Lee County Land Development Code requirements, the proposed development can be fully accommodated on 100 acres.

In light of the above, the following policy is proposed to further articulate the Port Authority's commitment to advance Airport needs while maintaining a balance with environmental considerations to the extent possible.

Policy 1.2.7. Future non-aviation areas depicted on the Airport Layout Plan (Map 3F) will be developed, to the greatest extent possible, only within existing upland areas. Impacts to wetlands in the future non-aviation areas will be minimized by site design, whenever possible, in compliance with the Lee County Land Development Code. Development within the future non-aviation area, as designated on Map 3F, is limited to a total of 100 acres. Development of additional acreage will require prior Lee Plan amendment approval.

4.**Amendments to the Airport Layout Plan**: The existing Transportation Element Policies 32.2.5, and 32.3.4 are proposed to be revised to require a comprehensive plan amendment whenever "a substantive change" is proposed to either the Airport Layout Plan or the Table of uses (Table 5). However, the extent of change that will be considered "a substantive change" which would trigger a comprehensive plan amendment is not stated; in the absence of which it will be difficult to ascertain when a comprehensive amendment is needed. *Chapter 163.3187, F.S., and Rule 9J-5.003(90), & 9J-5.005(6), F.A.C.*

Recommendation: Revise the amendment to define the term "a substantive change" that will form the basis of a plan amendment to the Master Layout Plan Map (3F) and the table of uses (Table 5). The definition should be consistent with the requirements of Chapter 163, FS and Rule 9J-5, Florida Administrative Code, regarding amendments to the comprehensive plan.

Response: Airports typically update their master plan on a 6 to 10 year cycle with the average time between updates of 8 years.

In order to clarify the meaning of "substantive change" as used in proposed Policy 32.2.5 and 32.3.4, the following definition will be added to the Glossary.

Substantive Change. As used in Policies 32.2.5 and 32.3.4, the term "substantive change" means development not specifically stated or identified in Table 5 or depicted on Map 3F.

Table 1. RSW Trip Generation

2020					P.M. Peak Hour			Daily
	Land Use	ITE LUC	Size	Units	In	Out	Total	Total
Trip Generation	General Office	710	225	KSF	56	276	332	2,474
	Convenien Mkt w/ Gas Pumps	845	12	Pumps	80	80	161	1,953
	General Light Industrial	110	100	KSF	12	86	98	645
	Warehouse	150	100	KSF	18	56	74	718
				Subtotal	166	498	664	5,790
	Airport [1]				1,179	1,179	2,359	47,170
				Total	1,345	1,677	3,022	52,960

*Source: Trip Generation Handbook, 6th Edition, ITE. 1997
1 2020 Peak Season Traffic From Airport Related Traffic Projection. RS&H

Source: RS&H
Date: January 29, 2003
C:\DOCUME~1\breeden\LOCALS~1\Temp\[TRIPGEN22.xls]Sheet1

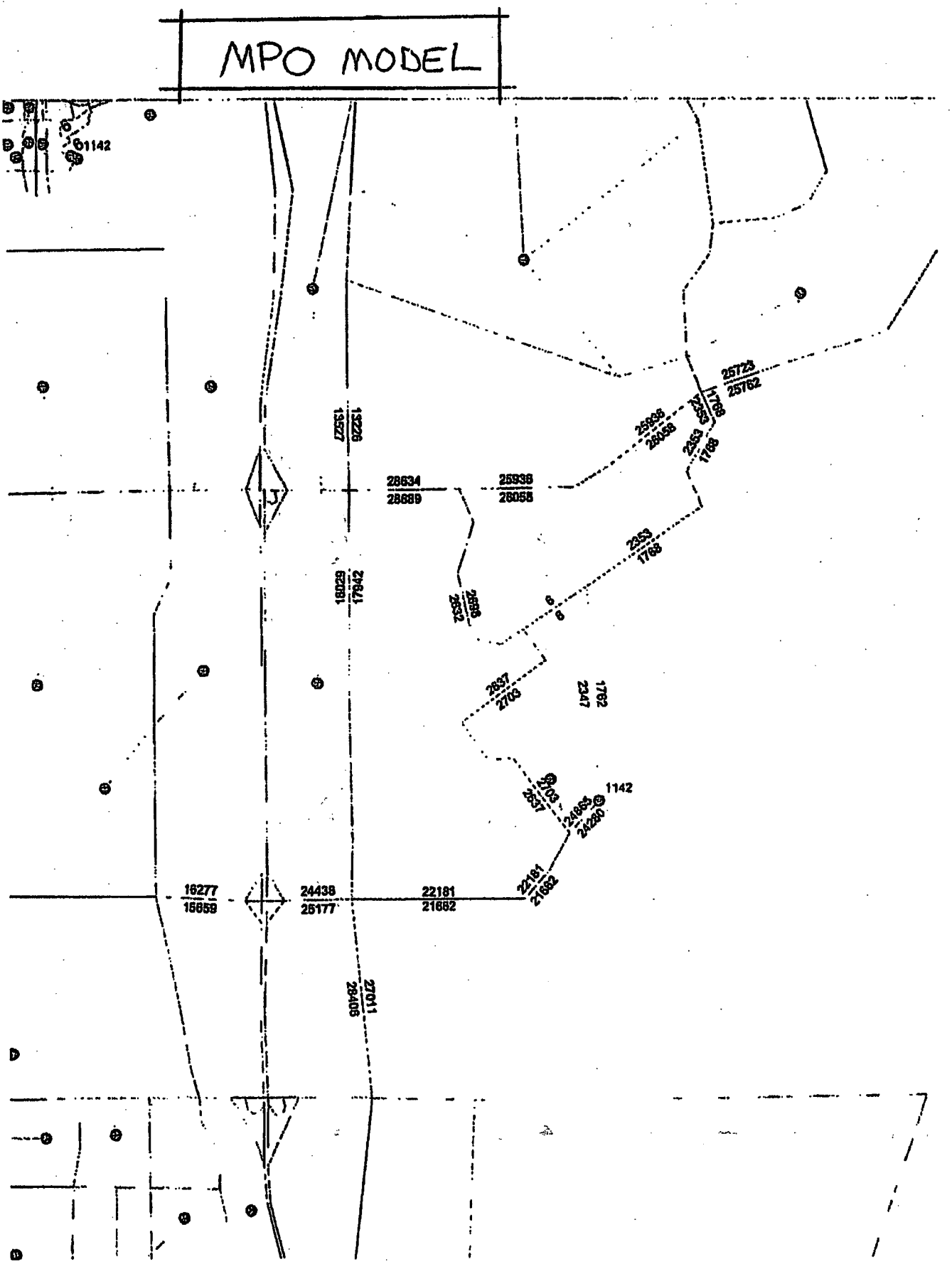

MPO MODEL
1142
13227
13226
28634
28689
25938
26058
25723
25762
1768
2353
2632
2637
2703
1762
2347
2103
2657
24663
24280
1142
16277
15659
24438
25177
22181
21662
27011
28409

Table D-2

2020 FINANCIALLY FEASIBLE HIGHWAY PLAN PROJECTS

ROAD NAME	FROM	TO	PROJECT IMPROVEMENT / CONFIGURATION	EXISTING LANES	PROJECT LENGTH (MILES)	NOTES	COST (YOE $)
BONITA SPRINGS							
Bonita Beach Rd	Bonita Grande Dr	CR 951 ext	2L	4L	1.70	Subsidized for Bonita Area assessments parallel CR 951 extension	$3,918
Bonita Bch Rd	Hickory Blvd	Bonita Oaks Pkwy	Add 2 Lanes	Prev 2L	0.31	Subsidized for Cost Share of 4 Lanes but subject to negotiation w/ county	$1,083
Bonita Grande Dr ext	Bonita Beach Rd	Coconut Rd ext		New 4L	4.55		$15,350
CR 951 ext	Collier County line	Bonita Beach Rd		New 2L	1.00	First stage per Collier LRTP Plan calls for 2L south of county line	$1,411
CR 951 ext	Collier County line	Bonita Beach Rd	2L	4L	1.00	Second stage	$2,079
Old 41 Rd	Collier County line	Bonita Beach Rd	2L	4L	1.2		$3,746
Old 41 Rd/Sandy Ln ext	Old 41 Rd	City limits	Part 2L	2L (0.27) 4 lanes	0.71	No Project Cost Data	$4,301
Terraboya Place Dr	East Terry St	Crossroad/town terminus	2L	Improve to standards	0.56	CST only	$435
Southern Pines Dr ext W	Old 41 Rd	W end of Southern Pines Dr		New 2L	1.40		$3,023
Bernwell Pkwy	Lindblade Ln	Bonita Bch Rd	Grade	Prev 2L & Improve/Construct 4	1.31	Subsidized for Cost Share of subject to negotiation	$3,099
Lindblade Ln	Old 41 Rd	Three Oaks Pkwy ext	Grade	New 2L	2.39		$5,937
						Subtotal:	$48,443
						FINANCIAL RESOURCES (05/06-19/20):	$109,947
						DEBT SERVICE:	$8,380
						BALANCE AVAILABLE FOR OTHER CITY PROJECTS / (UNFUNDED):	$64,114

This table does not imply a commitment on the part of this jurisdiction to complete the projects listed for it.

CAPE CORAL							
Andalusia Blvd	1500' north of Kismet Pkwy	Jacaranda Pkwy		New 4L	0.75	Adjacent or nearby committed land	$2,574
Andalusia Blvd/Old Burnt Pine Blvd Connector	Old Burnt Pine Blvd terminus at SR 78	Andalusia Blvd		New 4L	0.33		$2,560
Averill Blvd ext	Del Prado Blvd	Jacaranda Pkwy		New 4L	0.34		$744
Burnt Store Rd	Pine Island Rd / SR 78	Embers Pkwy	2L	4L	1.00	Step for eligibility for 25% CIGP funding, project will include mid-block crossings where deemed needed	$835
Burnt Store Rd	Embers Pkwy	Gulfstream Pkwy	2L	4L	2.05	Step for eligibility for 25% CIGP funding, project will include mid-block crossings where deemed needed	$1,351
Burnt Store Rd	Gulfstream Pkwy	Charlotte County line	2L	4L	6.16	Step for eligibility for 25% CIGP funding, project will include mid-block crossings where deemed needed	$3,829
Chiquita Blvd	Cape Coral Pkwy	Veterans Pkwy	4L	6L	3.00	Phase I of two phase project	$15,120
Chiquita Blvd	Veterans Pkwy	SR 78	4L	6L	2.63		$11,160
Del Prado Blvd	Pine Island Rd / SR 78	NE 12th Ter	4L	6L		Completion of Committed project	$388
Del Prado Blvd	NE 12th Ter	Kismet Pkwy	4L	2L Interjurisdictional		ROW reservation 4L to PHS standards with direct access control	
Del Prado Blvd	Kismet Pkwy	Diplomat Pkwy		New 2L	0.51	Adjacent or nearby committed land	$1,300
Gardner Blvd ext	Del Prado Blvd	Coronado Pkwy		New 4L	0.64	Cost includes NE 32nd St and 4-Ln	$728
Jacaranda Pkwy realignment	Andalusia Blvd	Averill Blvd		New 2L	0.22	Cost included in Averill Blvd ext	
Kismet Pkwy Ext	SW Santa Barbara Pkwy	Burnt Store Rd		New 4L	1.82	Includes widening Kismet to 4 lanes + 2-mile section from Chiquita to NW 40th Place	$4,650
NE 24th Ave	SR 78	Littleton Rd	2L	4L	1.44		$6,970
NE 24th Ave ext	Kismet Pkwy	Del Prado Blvd ext		New 2L	0.73	Adjacent or nearby Commercial. 2020 Need. Includes wildlife crossings across conservation lands. Cost sy Block Lee County and dependent on Industrial agreement.	$884
Pine Island Rd / SR 78	Burnt Store Rd	Andalusia Blvd	Partial access mgt on each side		2.53	Partial Access Mgt & alternate routes on each side of SR 78. Location of access mgmt not yet determined.	$25,575
Pine Island Rd / SR 78	Burnt Store Rd	W of Chiquita Blvd	2L	4L	1.50	CST only; PD&E, Interim PHS cost in 5th plan Also includes ROW costs of $5,295 during 5th plan but cost due to be donated land. Cape Coral funding 4 corridor projects: Hurst, Littleton, Pine Island, Veterans. ROW costs in FDOT portions of plan.	$13,519
Santa Barbara Blvd	Kismet Pkwy	SR 78	4L	6L	4.00	Committed unfunded project. Committed impact fee cost in 2020 not enough to complete project	$3,544
NE 15th and 16th Place	Pine Island Bridge Pkwy	NE 15th Ln	Access Management, Commercial Buffer Improvements			Improvements to access management and buffer improvements on Del Prado and Commercial segments; includes left turn lanes, medians, and other improvements	$10,230
Chiquita Blvd	Veterans Pkwy	SR 78	2L	4L	1.95		$8,795
Trailridge Pkwy	W of 20th St	Western Terminus	2L	4L	1.05		$465
						Subtotal:	$121,704
						FINANCIAL RESOURCES (05/06-19/20):	$135,408
						BALANCE AVAILABLE FOR OTHER CITY PROJECTS / (UNFUNDED):	$13,704

This table does not imply a commitment on the part of this jurisdiction to complete the projects listed for it.

Table D-2
2020 FINANCIALLY FEASIBLE HIGHWAY PLAN PROJECTS

ROAD NAME	FROM	TO	LANES EXIST/IMPROVED/ ULTIMATE CONFIGURATION	ADOPTED LOS STANDARD	PROJECT LENGTH (miles)	NOTES	COST ESTIMATE (YOE $'000)
FDOT							
Alico Rd	US 41	Metro Pkwy / SR 739 east ramp	4L	Ramps	0.44	SIS project included in Metro Pkwy / SR 739 est	
Alico Rd	Metro Pkwy / SR 739 east ramp	Metro Pkwy / SR 739 west ramp	4L	Ramps, SI, EIEIO, LOS	0.25	SIS project included in Metro Pkwy / SR 739 est	
Countywide	Alternative highways			Bicycle and pedestrian facilities	BPA	Increase by $1,500,000 annually, starting FY 05/06	$12,450
Countywide				Congestion mgmt & ITS/ projects	CMA	$750,000 annually	$6,815
Countywide	Cape Coral Bridge, SR 4 Pine Bridge, Caloosahatchee Bridge, and Edison Bridge			Incident Management System	ITA	Yearly project cost includes $2294-00/73 to be funded out of Congestion Mitigation funds	$2,812
Countywide				Traffic signal control system update	ITA	Costs FY 05/10	$13,925
Del Prado Blvd & extension	SW 47	I-75	4/2D	PD&E Study	4.00	Construction Right-Grade Rd extension (W) PD&E study	$1,351
Fowler CJ / SR 739	Fowler Metro crossover	Dr Martin Luther King Jr Blvd / SR 82	4L	SI, Ove Way	1.30	CST phase only; ROW reduced to Fowler Metro crossover project	$4,914
Fowler Metro crossover / SR 739	Metro Pkwy / SR 739 of Winkler Ave	Fowler St / Cypress Ave		Alico EL	0.75	Pre-CST phase only by 2002, includes ROW for Fowler St area way project	$18,728
I-75	Alico Rd	Airport Access Rd Extension		New SI, C-D roads HS & EB	1.30	to FIHS cost feasible plan	$38,654
I-75	Collier County line	Daniels Pkwy / SR 876	4L Fwy	CL Fwy	10.73	FIHS funds Mobility 2030; ROW FY 05/06	$101,517
I-75	Daniels Pkwy / SR 876	Colonial Blvd / SR 884	4L Fwy	SL Fwy	7.15	to FIHS cost feasible plan	$36,431
I-75	Colonial Blvd / SR 884	Palm Beach Blvd / SR 80	4L Fwy	SL Fwy	4.85	to FIHS cost feasible plan	$30,092
I-75	Palm Beach Blvd / SR 80	Bayshore Road / SR 78	4L Fwy / Bridge	CL Fwy / Bridge	2.33	ROW only in FIHS cost feasible plan; eligible for 60% CICP funding	$8,647
I-75	@ Bonita Beach Rd			Interchange modification	0.13	ROW only in FIHS cost feasible plan; eligible for 60% CICP funding	$2,135
I-75	@ Corkscrew Rd			Interchange modification	0.57	FIHS funds (Mobility 2030); ROW funds $1,000	$11,000
I-75	@ Daniels Pkwy / SR 876			Interchange modification	0.57	FIHS funds (Mobility 2030); ROW funds $5,000	$14,439
I-75	@ Colonial Blvd / SR 884			Interchange modification	0.13	to FIHS cost feasible plan	$13,250
I-75	@ Dr Martin Luther King Jr Blvd / SR 82			Interchange modification	0.13	ROW only in FIHS cost feasible plan	$2,125
I-75	@ Palm Beach Blvd / SR 80			Interchange modification	0.13		$12,610
I-75	@ Bayshore Rd / SR 78			Interchange modification	0.50	ROW only in FIHS cost feasible plan	$8,087
I-75	Bonita Beach Rd	Bayshore Rd / SR 78		Minor IC improvements	0.00	to FIHS cost feasible plan	$2,250
McGregor Blvd / SR 867	1627 S of Royal Palm Square Blvd	Beginning of 4/7 lane S of Colonial Blvd	2L	Add 2nd NB lane	6.11	Reduce major gutter & sidewalk	$481
Metro Pkwy / SR 739 ext	US 41	Alico Rd		New 4L	0.70	SIS project only	$2,333
Metro Pkwy / SR 739 ext	Alico Rd	Six Mile Cypress Pkwy		New 4L, controlled access	2.25		
Metro Pkwy / SR 739 ext	@ Alico Rd			Grade separation	0.00		
Metro Pkwy / SR 739	Six Mile Cypress Pkwy	Daniels Pkwy	2L	4L	1.20	PE in FY 04/05	$10,143
Metro Pkwy / SR 739	Daniels Pkwy	1500' north of Winkler Ave	4L	6L	4.65		$40,275
Misty Creek Rd extension (W)	I-75	Hanchor Lakes Rd		PD&E Study	0.77	Constructed in Del Prado extension PD&E study	
Pine Island Rd / SR 78	Del Prado Blvd	Pondella Rd	4L	SL	0.21		$767
Pine Island Rd / SR 78	Burnt Store Rd	West of Chiquita Blvd	2L	4L	1.33	ROW portion of this project; Construction and possibly some of ROW are under Cape Coral pursuant plan. See Cape Coral entry for more information.	$14,585
SR 82 / Dr Martin Luther King Jr Blvd	McGregor Blvd	Gladiolus	2L	SL	0.53	Add 3rd EB lane with existing ROW	$1,766
SR 82 / Dr Martin Luther King Jr Blvd	Gladiolus	I-75	4L	SL	0.50		$2,714
SR 82 / Dr Martin Luther King Jr Blvd	I-75	Lee Blvd	2L	4L	2.33	Signal construction	$11,921
SR 82 / Dr Martin Luther King Jr Blvd	I-75	Lee Blvd	4L	SL	2.50	Signal construction	$7,500
SR 82 / Immokalee Rd	Lee Blvd	Gunnery Rd / Daniels Pkwy	2L	4L	4.10		$8,360
SR 82 / Immokalee Rd	Gunnery Rd / Daniels Pkwy	SW 40th St	2L	4L	1.97		$3,100
US 41	Corkscrew Rd	Bonita Beach Blvd	4L	SL	3.43		$16,483
US 41, SB	Colonial Blvd/Alico Flyer	Hanchor Bridge Flyer	2L southbound	Add 3rd SB lane	0.15		$1,450
US 41 Business / SR 739	Kitchen Rd	US 41	2L	4L	1.15		$4,200

FIHS projects subtotal:	$274,337
Other state highway projects subtotal:	$191,756
Total state highway projects:	$466,093
FINANCIAL RESOURCES (2005-2010):	
FIHS funds available:	$274,337
Other statewide and discretionary funds available:	$0
Flexible highway funds available:	$191,900
Total state & federal financial resources:	$466,237
FIHS Balance/Unfunded or Funded From Other Sources:	$0
BALANCE / (UNFUNDED)	$144

This table does not imply a commitment on the part of this jurisdiction to complete the projects listed for it.
PD&E and Design are not included in cost estimates for FDOT projects

Table D-2

2020 FINANCIALLY FEASIBLE HIGHWAY PLAN PROJECTS

ROAD NAME	FROM	TO	TRIP CONSERVATION	ULTIMATE LANES	PROJECT TYPE	NOTES	COST (2019 $)
FORT MYERS							
Challenger Blvd ext	Colonial Blvd	Winkler Ave		New 2L	0.24	With curb, gutter & sidewalk to be 0.7 ROW	$1,602
Colonial Blvd / SR 884	Gray Am/Gas Alley/Cypress Pkwy	I-75 SB ramp intersection	C	6L	0.36	Signal improvement with pickup ROW, Assumed curb impact fees	$320
Commerce Lake Dr ext	Colonial Blvd terminus of Treeline Ave	Current western terminus		New 2L	2.69	To be Funded By Adjacent Developer	
Edison Ave ext	Arcadia St	Ortiz Ave		New 2L	0.57		$2,834
Hanson St	Metro Pkwy	Palmetto Ave	2L	4L	0.72	Right-of-way acquisition only	$4,319
Hanson St	Ortiz Ave	Palmetto Ave	2L	4L	1.22	Remainder of city share (SIB) only	$1,000
Hanson St ext	Palmetto Ave	Ortiz Ave		New 2L	2.33	Bay Blvd. expects to acquire 4L ROW & build last 2L by FY 04/05; Add'l funding anticipated	$5,831
Hanson St ext	Palmetto Ave	Ortiz Ave	2L	4L	7.33	Overpass & construction only	$4,714
Hanson St ext	Ortiz Ave	NW bend of Cypress Lake Rd		New 4L	0.73	125 overpass	$6,705
Hanson St ext	NW bend of Cypress Lake Rd (Dies)	Martin Luther King Jr Blvd / SR 82 @ Buckingham Rd ext		New 4L	0.82	Opposite Buckingham Rd and W of Six Mile Cypress Slough Contingent upon SFWMD acceptance of route	$4,840
Rockfill Rd ext	Hanson St ext	Current terminus		New 2L	0.29	Cypress Crossover ext @ Hanson ext	$1,077
						Subtotals:	**$33,089**
						FINANCIAL RESOURCES (01/03-19/20):	**$28,225**
						BALANCE AVAILABLE FOR OTHER CITY PROJECTS / (UNFUNDED):	**$5,136**

This table does not imply a commitment on the part of this jurisdiction to complete the projects listed for it.

LEE COUNTY							
Airport entrance road ext	US 41	I-75 SB ramps		New 4L	2.14	Overpass Metro Pkwy to US	$11,370
Airport entrance road ext	@ I-75			New overpass & SB interchange ramps	0.98	Consultant 0-3 roads (Florida) or through lanes (express connect about 12th position / $50,000 per station)	$5,638
Airport / I-75 Connector	I-75 SB ramps	Treeline Ave		New 2L	0.77		$5,427
Airport / I-75 Connector	@ Treeline Ave/Ben Hill Griffin Pkwy			Overpass with partial interchange	0.77		$4,500
Andrea Ln, Est.	Current terminus	Metro Pkwy / SR 739		New 2 L	0.26		$1,336
Bal Mar Ln ext	Andrea Ln	Metro Dr		New 2L	0.62	Business Park Rd ext	$201
Bass Rd	350' north of Park Royal Dr	Gladiolus Dr	2L	4L	0.97		$1,219
Bass Rd ext	Gladiolus Dr	Cypress Lake Dr		New 2L	1.77		$8,206
Ben Hill Griffin Pkwy	Colonial Pkwy ext	Alico Rd	4L	6L	3.18		$4,800
Ben Hill Griffin Pkwy ext	Alico Rd	New airport entrance road	4L	6L	1.38	Eligible for 25% CIGP funding	$3,587
Buck Stoney Blvd ext	SW 22nd St	Edwards Blvd		New 2L	1.68	Impact fee credits only; necessary 47% of CST to be funded by Lehigh Corp	$1,823
Bunche Beach Rd	Vanderbilt Dr	Imperial St	4L	6L	3.18		$10,450
Bunche Beach Rd	@ US 41			New 4L overpass of US 41	0.92	Four lane overpass of US 41 near Bunche Beach Blvd	$8,400
Bunche Grande Dr ext	Current Rd ext	Corkscrew Rd		New 4L, terminus	2.61		$16,020
Bunche Grande Dr ext	Corkscrew Rd	Alico Pkwy		New 4L	0.83		$2,150
Bay Blvd Dr	Summerlin Rd	US 41	2L	4L	0.88	Consist segment of Red Cedar & Ramsey Way to divert road from opposite Add 2nd SB lane to Summerlin & 2nd EB SR 82 lane to US 41	$5,300
Buckingham Rd & ext	Martin Luther King Jr Blvd / SR 82 @ Hanson St ext	Lee Blvd	2L	4L	2.37	Widen existing road to be realigned ~800' to the N & extended 0.32 mi W of present intersection with SR 82. Extension to SR 82 @ Hanson St ext W of Six Mile Cypress Slough & contingent upon SFWMD acceptance of route	$5,940
Buckingham Rd	Lee Blvd	Cedarwood Ave ext	2L	4L	1.15		$4,575
Burnt Store Rd	Pine Island Rd / SR 78	Bayshore Pkwy	2L	4L	1.99	May be eligible for 25% CIGP funding; project will include wide outside lanes where deemed needed	$1,232
Burnt Store Rd	Bayshore Pkwy	Gasparilla Pkwy	2L	4L	2.99	May be eligible for 25% CIGP funding; project will include wide outside lanes where deemed needed	$2,039
Burnt Store Rd	Gasparilla Pkwy	Charlotte County line	2L	4L	6.99	May be eligible for 25% CIGP funding; project will include wide outside lanes where deemed needed	$5,529
Cedarwood Ave	Buckingham Rd	Centennial Blvd	Part 2L	4L (2L if no ped)	0.35		
Centennial Blvd	Cedarwood Ave	Gateway Rd	2L	4L	0.42	(Replaces 2 Lanes Exist)	$1,043
Centennial Blvd ext	Gateway Rd	Burnt Rd		New 4L	0.19		
Concourse Rd ext	Crystal Meadows	Bunche Grande Dr ext		New 2L, 3 Roundabouts	1.57	1/2 access east of I-75	$18,850
Colonial Blvd access jump	W of Winkler Ave	E of Treeline Ave ext	6L	4L+4L frwy access interchange	2.89	Update signal 4L int, transponders only, no access Beyond city's improvement; traffic engineering @ 1.33 ratio (x 33 int)	$33,200
Colonial Blvd	I-75	SR 82 / Homestead Rd / Dr LT, Ring, Jr Blvd	4L	6L	2.15	PE programmed in FY 04/05, CST in 05/06	$1,015
Commerce Lakes Dr ext	Current SW terminus of Treeline Ave	Current western terminus		New 2L	2.69	To be funded by Adjacent developer	$5,893

Table D-2

2020 FINANCIALLY FEASIBLE HIGHWAY PLAN PROJECTS

ROAD NAME	FROM	TO	PROJ. IMPROVEMENT CONFIGURATION	IMPROVEMENT TYPE	PROJECT LENGTH (MILES)	NOTES	COST ESTIMATES (YOE $000s)
Corkscrew Rd	1 mile west of I-75	Entrance road to The Habitat	2L	4L	2.00	CRRA Funding	
Crystal Dr	SR 82	Alico Pkwy / SR 739	2L	4L	1.14	Includes 100' bridge	$5,560
Crystal Dr	Alico Pkwy / SR 739	Plantation Rd	2L	4L	0.39		$1,884
Crystal Dr	Plantation Rd	Six Mile Cypress Parkway		2L	1.00	Reclaim Purchase Blvd extension	$2,410
Daniels Pkwy	Chamberlin Pkwy	Terminal Rd / SR 82	4L	6L	4.74		$8,228
Del Prado Blvd	Cape Coral Pkwy	SR 78	2L	Corridor Study	7.30		$352
Del Prado Blvd & extension	US 41	I-75	2L	Corridor Study	4.00	Cost includes Hicks Grade Rd extension corridor study	$323
Estero Pkwy ext.	Ben Hill Griffin Blvd	Bonita Grande Dr ext		New 2L	1.20		$3,780
Fowler St	Colonial Blvd / SR 884	Winkler Ave	4L	6L	0.54		$1,338
Gladiolus Dr	Pine Ridge Rd	Winkler Ave	4L	6L	2.35	2L to 4L from Pine Ridge to Alico; 4L to 6L from Alico to Winkler	$7,522
Gladiolus Dr	End of Commerce Rd	Westof I-75 ramps	2L	6L Freeway	1.00	PD&E only by 2040	$13,000
Gladiolus Dr Ext. NEw Cypress Pkwy	@ US 41			Grade separation	0.50		$32,050
Hanson St	Estero Ave	Palmetto Ave	2L	4L	1.22	County share only (50%)	$5,720
Littleton Rd	Commerce US 41 / SR 739	Sloan Rd		New 2L	7.35		$5,720
Lee Blvd Rd ext	Hickton Dr	Daley Rd		New 2L	0.87		
Lee Blvd Rd ext	Gunnison Paway Rd	Pineapple Rd	Unpaved	2L	0.25		$15,747
Lee Blvd Rd ext	Pineapple Rd	Buckingham Rd		New 2L	2.40		
Milwaukee Blvd ext	Current terminus @ Pine and Deerbrook Rds	Homestead Rd		New 2L	1.60	Impact fee credits only; remaining 47% of CST to be funded by Lehigh Corp	$1,556
Nalley Grade Blvd & extensions	I-75	Alico Rd / SR 82	2L	Corridor Study	6.17	Cost included in Del Prado extension corridor study	
NE 24th Ave ext	Homestead Pkwy	Del Prado Blvd ext		New 2L	0.75	Adjacent municipal Commission 2020 Need. The extension of the last north segment does not have ROW coverage. Project must coordinate Lee County MPO, the cities of the Interlocal Agreement, the right shown on this facility is based on geography which will be necessarily reasonable Interlocal agreement	$340
Ortiz Ave - Sandy Ln connector	Sandy Ln	Johnson Rd		New 2L	1.43	Advance or reserve right-of-way for future	$4,651
Ortiz Ave	Dr Martin Luther King Jr Blvd / SR 82	Lincoln Ave	2L	4L	0.80	PE programmed in FY 03/04	$318
Ortiz Ave	Lincoln Ave	Buckingham Rd	2L	4L	0.40	PE programmed in FY 03/04	$1,424
Ortiz Ave	Buckingham Rd	Bayshore Rd	2L	4L	0.25		$700
Pine Ridge Rd ext	@ Six Mile Canal			New 2L bridge	0.05		$356
Pebble Ln ext (S)	Airport entrance road extension	Current south terminus		New 2L & bridge	0.20		$634
Plantation Rd ext	Island Dr	Colonial Blvd / SR 884 @ Palmetto Ave		New 2L	1.10	Programmed in FY 06/07	$2,603
Plantation Rd ext	Island Dr	Colonial Blvd / SR 884 @ Palmetto Ave	2L	4L	1.10	Signal Improvement	$1,740
Plantation Rd	Six Mile Cypress Pkwy	Island Dr	2L	4L	3.70		$12,033
Pondella Rd	US 41	Northern US 41 / SR 739	4L	6L	0.50		$4,450
Sandy Ln ext	Florida Tomorrow corridor	Corkscrew Rd		New 2L	2.71	Advance or reserve right-of-way for future	$18,415
Six Mile Cypress Pkwy	East of US 41	Plantation Rd	4L	6L	1.34		$3,050
Six Mile Cypress Pkwy	Bayshore Lake Blvd	1 mile west of Winkler Ave	2L	4L	1.00		$3,718
Summit Blvd	Continental Blvd ext	Immokalee Blvd	2L	4L	1.33		$2,970
SW 30th St ext	Corbett Ave	Alabama Rd @ Pelican Rd		New 2L	0.10	In CRRA plan	$300
Three Oaks Pkwy ext (N)	Alico Rd	Daniels Pkwy		New 4L	1.62		$4,872
Three Oaks Pkwy ext (S)	Corkscrew Rd	Corkscrew Rd	4L	6L	2.14		$1,700
Three Oaks Pkwy	Corkscrew Rd.	Estero Pkwy	4L	6L	1.53		$1,035
Todd Ann Ln ext	Rookery Ave	West Gate Blvd		2L	2.29		$10,555
Treeline Ave.	Daniels Pkwy / SR 876	Current north terminus	2L	4L	1.31		
Treeline Ave ext	Current north terminus	Colonial Blvd / SR 884		New 4L	2.81	CST only; ROW programmed in FY 03/04	$3,992
Treeline Ave ext	Colonial Blvd / SR 884	SR 82 / Dr Martin Luther King Jr Blvd		New 2L	1.10	Advance or reserve right-of-way for future	$3,380
Treeline Ave ext	Martin Luther King Jr Blvd / SR 82	Buckingham Rd		New 2L	0.25	Reserve 0.7 acres (1 of ramps) Buckingham Rd intersection	$725
W 13th St & E 9th St	Homestead Blvd @ Bonita Rd ext	Ave Blvd	Part 2L	2L (2 lanes)	1.83	Bridge 1 south & sidewalks daylight @ Ave, Thompson & Dayton Aves in CRA plan	$2,682
W 13th St & W & E 9th St	Homestead Blvd @ Bonita Rd	Richmond Ave	2L	4L	4.50		$11,959
Winkler Rd	Summerlin Rd	Six Mile Cypress Loop Dr	2L	4L	3.25		$8,637
Wonderful Dr	Pine Ridge Pkwy	Corkscrew Rd	2L	4L	1.00	Lee County's share of cost; less committed PE	$2,656
						Subtotal:	$414,682
						FINANCIAL RESOURCES (05/06-19/20):	
						From established sources:	$365,416
						New toll revenue bonds:	$52,200
						Total financial resources:	$417,616
						BALANCE AVAILABLE FOR OTHER COUNTY PROJECTS / (UNFUNDED)	$2,664
						GRAND TOTAL:	$1,081,381

This table does not imply a commitment on the part of this jurisdiction to complete the projects listed for it.

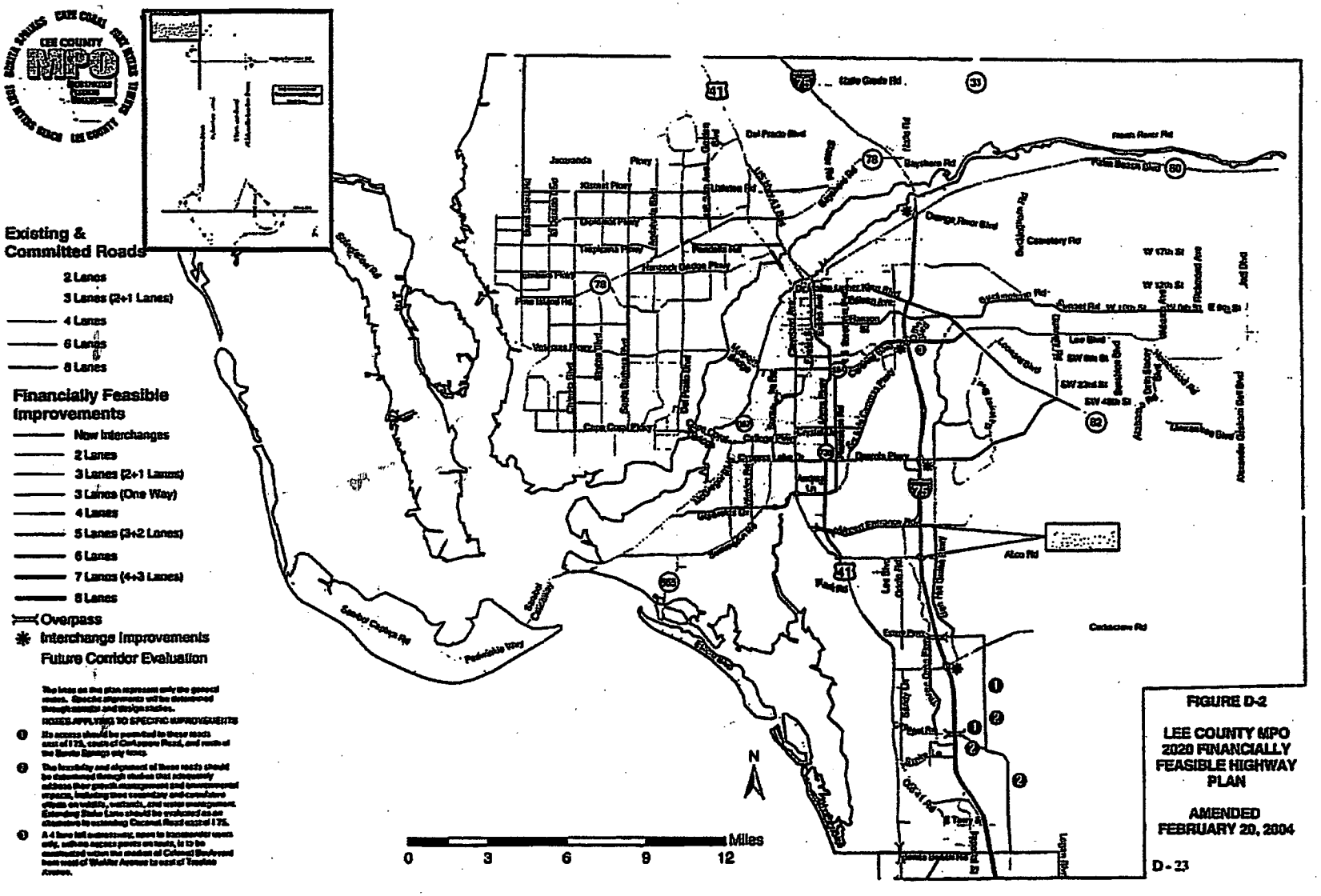


FIGURE D-2

LEE COUNTY MPO 2020 FINANCIALLY FEASIBLE HIGHWAY PLAN

AMENDED FEBRUARY 20, 2004

U.S. Department
of Transportation
**Federal Aviation
Administration**

ORLANDO AIRPORTS DISTRICT OFFICE
5950 Hazeltine National Dr., Suite 400
Orlando, Florida 32822-5024
Phone: (407) 812-6331 Fax: (407) 812-6978

April 14, 2004

Mr. Robert M. Ball, A.A.E.
Executive Director
Lee County Port Authority
16000 Chamberlin Parkway
Suite 8671
Fort Myers, Florida 33913-8899

Dear Mr. Ball:

RE: Southwest Florida International Airport; Fort Myers, Florida
Master Plan Acceptance and ALP Approval

The Federal Aviation Administration (FAA) accepts your Airport Master Plan and conditionally approves your Airport Layout Plan (ALP) dated March 2004 for Southwest Florida International Airport with the exception of the following items of development, which were unconditionally approved in accordance with the Finding of No Significant Impact dated March 10, 1994:

> Construction of a 9,100 foot runway with an associated midfield development area, navigational aids, terminal access roadways, taxiways, marking, lighting, drainage and flood control systems, additional airport support service facilities (ATCT, ARFF, etc.), and land acquisition, necessary for the runway, midfield development complex, and related mitigation areas.

FAA approval of your ALP means that all existing and proposed airport development shown on the plan meets current FAA airport design standards or a currently approved modification of the design standards that provide an acceptable level of safety at your airport. It also means that we find the proposed airport development shown on the plan useful and efficient. However, our approval does not represent a commitment to provide federal financial assistance to implement any development or air navigation facilities shown on the plan, nor does it mean that we find funding of the proposed airport development justified.

FAA acceptance of your Airport Master Plan means that it complies with the scope of work. The contents of your Airport Master Plan reflect the views of the Lee County Port Authority, which is responsible for the facts and accuracy of the data presented. As with

the ALP approval, acceptance of your Airport Master Plan does not represent a commitment to provide federal financial assistance to implement any development or air navigation facilities shown on the plan, nor does it mean that we find funding of the proposed airport development justified.

Please note that the Airport Master Plan forecast is not within 10 percent of FAA's Terminal Area Forecast (TAF). The justification for the forecast in the Airport Master Plan report does not support a revision of the TAF. Therefore, please understand that FAA's future decisions regarding federal funding of development on your airport will be based on the TAF rather than the Airport Master Plan forecast.

Please be aware that you are required to notify this office at least 60 days prior to the start of construction of any facilities on the airport. Also, this conditional ALP approval does not constitute airspace approval for aircraft parking aprons or structures. Prior to the start of construction of these facilities, you must submit proper notification to our office and receive FAA airspace approval.

We look forward to working with you in the continued development of your airport.

Sincerely,

Originally Signed By

Bart Vernace, P.E.
Assistant Manager

Enclosure (1 ALP)

cc:
ASO-520 (with 1 ALP)
ATL-FPO (with 2 ALPs)
ASO-472 (with 1 ALP)
ASO-620 (with 1 ALP)
FDOT/1
Steven Ritter, ESA

ORL-623:Jbrown:alb:4/15/04 P:/Juan/rsw udated alp.doc

Florida Department of Transportation

JEB BUSH
GOVERNOR

JOSE ABREU
SECRETARY

May 7, 2004

Ms. Juliet Iglesias
Lee County Port Authority
16000 Chamberlin Parkway
Ft. Myers, FL 33913-8899

Re: FM: 206603-1-94-01 Southwest Florida International Airport Master Plan

Dear Ms. Iglesias:

We have reviewed the Southwest Florida International Airport Master Plan Update and ALP. It has been determined to be in substantial compliance with the FDOT Guidebook for Airport Master Planning and is approved for use.

Sincerely,

Terry W. Beacham
Aviation/Intermodal Agency Liaison

TWB/twb
cc: Wayne L. Chewning, Aviation/Intermodal Administrator

District One, Public Transportation Office
801 North Broadway Avenue*Post Office Box 1249*Bartow, FL 33831-1249
(863)519-2300*(863)534-7172*MS 1-39

received
4/14/04

POST OFFICE BOX 3455
NORTH FORT MYERS, FL 33918-3455

Ph. (239) 656-7720 Suncom 749-7720
Fax (239) 656-7724 Suntax 749-7724
E-Mail: mpo@swfrpc.org

Lee County Electric Co-op Building, 4th floor, 4980 Bayline Drive, 33917

April 12, 2004

Bill Horner
Southwest Florida International Airport
16000 Chamberlin Parkway, Suite 8671
Fort Myers, FL 33913-8899

RE: Airport-generated trips in the MPO's travel demand model

Dear Bill:

Federal and state law created metropolitan planning organizations (MPOs) to be multimodal transportation planning agencies, and particularly stress that they must plan for efficient connections among the various transportation modes, including shipping and aviation. Recognizing the fundamental importance of the Southwest Florida International Airport to this region's economy, the Lee County MPO's long range transportation plan treats it as a crucial intermodal facility that is an integral part of the region's transportation system. Since aviation system and facility planning are not part of the metropolitan transportation planning process under the state and federal laws governing aviation and MPOs, the Lee County MPO treats the airport master plan for Southwest Florida International Airport and its forecast of aviation activity as givens that the MPO's transportation plan is obliged to accommodate by planning for the most efficient access to the airport, considering financial, environmental, and community impact constraints. The MPO plan includes a number of projects particularly intended to facilitate access to the new midfield terminal, although the plan does count on winning state and federal discretionary funding in order to implement some of these projects.

We have verified that the forecasts of average daily peak season trip generation by Southwest Florida International Airport in 2010 and 2020 that the Lee County MPO used in the travel demand modeling upon which the MPO's long range transportation plan was based were consistent with those in the Lee County Port Authority's comprehensive plan amendment.

Since Southwest Florida International Airport is a uniquely regional generator, the Lee County MPO's travel model distributes airport trips separately from other trips rather than with the gravity model algorithm used for other internal trips. The airport trips are distributed based on the population and number of hotel/motel units forecast for each traffic analysis zone (TAZ) among all the TAZs in the modeling area, which includes all of Lee and Charlotte Counties lying southeast of Charlotte Harbor and the Peace River, plus Collier County south to the intersection of US 41 and SR 951 and east to the interchange of I 75 with SR 29. The distributed airport trips are then preloaded into the model and assigned to the road network before other trips.

Sincerely,

LEE COUNTY METROPOLITAN PLANNING ORGANIZATION

Glen H. Ahlert
MPO Staff Director

cc: Matt Noble, Lee County Planning Department

U.S. Department of Transportation

Federal Aviation Administration

Advisory Circular

Subject: HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS

Date: 5/1/97
Initiated by: AAS-310 and APP-600

AC No: 150/5200-33
Change:

1. PURPOSE. This advisory circular (AC) provides guidance on locating certain land uses having the potential to attract hazardous wildlife to or in the vicinity of public-use airports. It also provides guidance concerning the placement of new airport development projects (including airport construction, expansion, and renovation) pertaining to aircraft movement in the vicinity of hazardous wildlife attractants. Appendix 1 provides definitions of terms used in this AC.

2. APPLICATION. The standards, practices, and suggestions contained in this AC are recommended by the Federal Aviation Administration (FAA) for use by the operators and sponsors of all public-use airports. In addition, the standards, practices, and suggestions contained in this AC are recommended by the FAA as guidance for land use planners, operators, and developers of projects, facilities, and activities on or near airports.

3. BACKGROUND. Populations of many species of wildlife have increased markedly in the last few years. Some of these species are able to adapt to human-made environments, such as exist on and around airports. The increase in wildlife populations, the use of larger turbine engines, the increased use of twin-engine aircraft, and the increase in air-traffic, all combine to increase the risk, frequency, and potential severity of wildlife-aircraft collisions.

Most public-use airports have large tracts of open, unimproved land that are desirable for added margins of safety and noise mitigation. These areas can present potential hazards to aviation because they often attract hazardous wildlife. During the past century, wildlife-aircraft strikes have resulted in the loss of hundreds of lives world-wide, as well as billions of dollars worth of aircraft damage. Hazardous wildlife attractants near airports could jeopardize future airport expansion because of safety considerations.

DAVID L. BENNETT
Director, Office of Airport Safety and Standards

SECTION 1. HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS.

1-1. TYPES OF HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS. Human-made or natural areas, such as poorly-drained areas, retention ponds, roosting habitats on buildings, landscaping, putrescible-waste disposal operations, wastewater treatment plants, agricultural or aquacultural activities, surface mining, or wetlands, may be used by wildlife for escape, feeding, loafing, or reproduction. Wildlife use of areas within an airport's approach or departure airspace, aircraft movement areas, loading ramps, or aircraft parking areas may cause conditions hazardous to aircraft safety.

All species of wildlife can pose a threat to aircraft safety. However, some species are more commonly involved in aircraft strikes than others. Table 1 lists the wildlife groups commonly reported as being involved in damaging strikes to U.S. aircraft from 1993 to 1995.

Table 1. Wildlife Groups Involved in Damaging Strikes to Civilian Aircraft, USA, 1993-1995.

Wildlife Groups	Percent involvement in reported damaging strikes
Gulls	28
Waterfowl	28
Raptors	11
Doves	6
Vultures	5
Blackbirds-Starlings	5
Corvids	3
Wading birds	3
Deer	11
Canids	1

1-2. LAND USE PRACTICES. Land use practices that attract or sustain hazardous wildlife populations on or near airports can significantly increase the potential for wildlife-aircraft collisions. FAA recommends against land use practices, within the siting criteria stated in 1-3, that attract or sustain populations of hazardous wildlife within the vicinity of airports or cause movement of hazardous wildlife onto, into, or across the approach or departure airspace, aircraft movement area, loading ramps, or aircraft parking area of airports.

Airport operators, sponsors, planners, and land use developers should consider whether proposed land uses, including new airport development projects, would increase the wildlife hazard. Caution should be exercised to ensure that land use practices on or near airports do not enhance the attractiveness of the area to hazardous wildlife.

1-3. SITING CRITERIA. FAA recommends separations when siting any of the wildlife attractants mentioned in Section 2 or when planning new airport development projects to accommodate aircraft movement. The distance between an airport's aircraft movement areas, loading ramps, or aircraft parking areas and the wildlife attractant should be as follows:

a. Airports serving piston-powered aircraft. A distance of 5,000 feet is recommended.

b. Airports serving turbine-powered aircraft. A distance of 10,000 feet is recommended.

c. Approach or Departure airspace. A distance of 5 statute miles is recommended, if the wildlife attractant may cause hazardous wildlife movement into or across the approach or departure airspace.

SECTION 2. LAND USES THAT ARE INCOMPATIBLE WITH SAFE AIRPORT OPERATIONS.

2-1. GENERAL. The wildlife species and the size of the populations attracted to the airport environment are highly variable and may depend on several factors, including land-use practices on or near the airport. It is important to identify those land use practices in the airport area that attract hazardous wildlife. This section discusses land use practices known to threaten aviation safety.

2-2. PUTRESCIBLE-WASTE DISPOSAL OPERATIONS. Putrescible-waste disposal operations are known to attract large numbers of wildlife that are hazardous to aircraft. Because of this, these operations, when located within the separations identified in the sitting criteria in 1-3 are considered incompatible with safe airport operations.

FAA recommends against locating putrescible-waste disposal operations inside the separations identified in the siting criteria mentioned above. FAA also recommends against new airport development projects that would increase the number of aircraft operations or that would accommodate larger or faster aircraft, near putrescible-waste disposal operations located within the separations identified in the siting criteria in 1-3.

2-3. WASTEWATER TREATMENT FACILITIES. Wastewater treatment facilities and associated settling ponds often attract large numbers of wildlife that can pose a threat to aircraft safety when they are located on or near an airport.

a. New wastewater treatment facilities. FAA recommends against the construction of new wastewater treatment facilities or associated settling ponds within the separations identified in the siting criteria in 1-3. During the siting analysis for wastewater treatment facilities, the potential to attract hazardous wildlife should be considered if an airport is in the vicinity of a proposed site. Airport operators should voice their opposition to such sitings. In addition, they should consider the existence of wastewater treatment facilities when evaluating proposed sites for new airport development projects and avoid such sites when practicable.

b. Existing wastewater treatment facilities. FAA recommends correcting any wildlife hazards arising from existing wastewater treatment facilities located on or near airports without delay, using appropriate wildlife hazard mitigation techniques. Accordingly, measures to minimize hazardous wildlife attraction should be developed in consultation with a wildlife damage management biologist. FAA recommends that wastewater treatment facility operators incorporate appropriate wildlife hazard mitigation techniques into their operating practices. Airport operators also should encourage those operators to incorporate these mitigation techniques in their operating practices.

c. Artificial marshes. Waste-water treatment facilities may create artificial marshes and use submergent and emergent aquatic vegetation as natural filters. These artificial marshes may be used by some species of flocking birds, such as blackbirds and waterfowl, for breeding or roosting activities. FAA recommends against establishing artificial marshes within the separations identified in the siting criteria stated in 1-3.

d. Wastewater discharge and sludge disposal. FAA recommends against the discharge of wastewater or sludge on airport property. Regular spraying of wastewater or sludge disposal on unpaved areas may improve soil moisture and quality. The resultant turf growth requires more frequent mowing, which in turn may mutilate or flush insects or small animals and produce straw. The maimed or flushed organisms and the straw can attract hazardous wildlife and jeopardize aviation safety. In addition, the improved turf may attract grazing wildlife such as deer and geese.

Problems may also occur when discharges saturate unpaved airport areas. The resultant soft, muddy conditions can severely restrict or prevent emergency vehicles from reaching accident sites in a timely manner.

e. Underwater waste discharges. The underwater discharge of any food waste, e.g., fish processing offal, that could attract scavenging wildlife is not recommended within the separations identified in the siting criteria in 1-3.

2-4. WETLANDS.

a. Wetlands on or near Airports.

(1) Existing Airports. Normally, wetlands are attractive to many wildlife species. Airport operators with wetlands located on or nearby airport property should be alert to any wildlife use or habitat changes in these areas that could affect safe aircraft operations.

(2) Airport Development. When practicable, the FAA recommends siting new airports using the separations identified in the siting criteria in 1-3. Where alternative sites are not practicable or when expanding existing airports in or near wetlands, the wildlife hazards should be evaluated and minimized through a wildlife management plan prepared by a wildlife damage management biologist, in consultation with the U.S. Fish and Wildlife Service (USFWS) and the U.S. Army Corps of Engineers (COE).

NOTE: If questions exist as to whether or not an area would qualify as a wetland, contact the U.S. Army COE, the Natural Resource Conservation Service, or a wetland consultant certified to delineate wetlands.

b. Wetland mitigation. Mitigation may be necessary when unavoidable wetland disturbances result from new airport development projects. Wetland mitigation should be designed so it does not create a wildlife hazard.

(1) FAA recommends that wetland mitigation projects that may attract hazardous wildlife be sited outside of the separations identified in the siting criteria in 1-3. Wetland mitigation banks meeting these siting criteria offer an ecologically sound approach to mitigation in these situations.

(2) Exceptions to locating mitigation activities outside the separations identified in the siting criteria in 1-3 may be considered if the affected wetlands provide unique ecological functions, such as critical habitat for threatened or endangered species or ground water recharge. Such mitigation must be compatible with safe airport operations. Enhancing such mitigation areas to attract hazardous wildlife should be avoided. On-site mitigation plans may be reviewed by the FAA to determine compatibility with safe airport operations.

(3) Wetland mitigation projects that are needed to protect unique wetland functions (see 2-4.b.(2)), and that must be located in the siting criteria in 1-3 should be identified and evaluated by a wildlife damage management biologist before implementing the mitigation. A wildlife damage management plan should be developed to reduce the wildlife hazards.

NOTE: AC 150/5000-3, *Address List for Regional Airports Division and Airports District/Field Offices*, provides information on the location of these offices.

2-5. DREDGE SPOIL CONTAINMENT AREAS. FAA recommends against locating dredge spoil containment areas within the separations identified in the siting criteria in 1-3, if the spoil contains material that would attract hazardous wildlife.

SECTION 3. LAND USES THAT MAY BE COMPATIBLE WITH SAFE AIRPORT OPERATIONS.

3-1. GENERAL. Even though they may, under certain circumstances, attract hazardous wildlife, the land use practices discussed in this section have flexibility regarding their location or operation and may even be under the airport operator's or sponsor's control. In general, the FAA does not consider the activities discussed below as hazardous to aviation if there is no apparent attraction to hazardous wildlife, or wildlife hazard mitigation techniques are implemented to deal effectively with any wildlife hazard that may arise.

3-2. ENCLOSED WASTE FACILITIES. Enclosed trash transfer stations or enclosed waste handling facilities that receive garbage indoors; process it via compaction, incineration, or similar manner; and remove all residue by enclosed vehicles, generally would be compatible, from a wildlife perspective, with safe airport operations, provided they are not located on airport property or within the runway protection zone (RPZ). No putrescible-waste should be handled or stored outside at any time, for any reason, or in a partially enclosed structure accessible to hazardous wildlife.

Partially enclosed operations that accept putrescible-waste are considered to be incompatible with safe airport operations. FAA recommends these operations occur outside the separations identified in the siting criteria in 1-3.

3-3. RECYCLING CENTERS. Recycling centers that accept previously sorted, non-food items such as glass, newspaper, cardboard, or aluminum are, in most cases, not attractive to hazardous wildlife.

3-4. COMPOSTING OPERATIONS ON AIRPORTS. FAA recommends against locating composting operations on airports. However, when they are located on an airport, composting operations should not be located closer than the greater of the following distances: 1,200 feet from any aircraft movement area, loading ramp, or aircraft parking space; or the distance called for by airport design requirements. This spacing is intended to prevent material, personnel, or equipment from penetrating any Obstacle Free Area (OFA), Obstacle Free Zone (OFZ), Threshold Siting Surface (TSS), or Clearway (see AC 150/5300-13, *Airport Design*). On-airport disposal of compost by-products is not recommended for the reasons stated in 2-3.d.

a. Composition of material handled. Components of the compost should never include any municipal solid waste. Non-food waste such as leaves, lawn clippings, branches, and twigs generally are not considered a wildlife attractant. Sewage sludge, wood-chips, and similar material are not municipal solid wastes and may be used as compost bulking agents.

b. Monitoring on-airport composting operations. If composting operations are to be located on airport property, FAA recommends that the airport operator monitor composting operations to ensure that steam or thermal rise does not affect air traffic in any way. Discarded leaf disposal bags or other debris must not be allowed to blow onto any active airport area. Also, the airport operator should reserve the right to stop any operation that creates unsafe, undesirable, or incompatible conditions at the airport.

3-5. ASH DISPOSAL. Fly ash from resource recovery facilities that are fired by municipal solid waste, coal, or wood, is generally considered not to be a wildlife attractant because it contains no putrescible matter. FAA generally does not consider landfills accepting only fly ash to be wildlife attractants, if those landfills: are maintained in an orderly manner; admit no putrescible-waste of any kind; and are not co-located with other disposal operations.

Since varying degrees of waste consumption are associated with general incineration, FAA classifies the ash from general incinerators as a regular waste disposal by-product and, therefore, a hazardous wildlife attractant.

3-6. CONSTRUCTION AND DEMOLITION (C&D) DEBRIS LANDFILLS. C&D debris (Class IV) landfills have visual and operational characteristics similar to putrescible-waste disposal sites. When co-located with putrescible-waste disposal operations, the probability of hazardous wildlife attraction to C&D landfills increases because of the similarities between these disposal activities.

FAA generally does not consider C&D landfills to be hazardous wildlife attractants, if those landfills: are maintained in an orderly manner; admit no putrescible-waste of any kind; and are not co-located with other disposal operations.

3-7. WATER DETENTION OR RETENTION PONDS. The movement of storm water away from runways, taxiways, and aprons is a normal function on most airports and is necessary for safe aircraft operations. Detention ponds hold storm water for short periods, while retention ponds hold water indefinitely. Both types of ponds control runoff, protect water quality, and can attract hazardous wildlife. Retention ponds are more attractive to hazardous wildlife than detention ponds because they provide a more reliable water source.

To facilitate hazardous wildlife control, FAA recommends using steep-sided, narrow, linearly-shaped, rip-rap lined, water detention basins rather than retention basins. When possible, these ponds should be placed away from aircraft movement areas to minimize aircraft-wildlife interactions. All vegetation in or around detention or retention basins that provide food or cover for hazardous wildlife should be eliminated.

If soil conditions and other requirements allow, FAA encourages the use of underground storm water infiltration systems, such as French drains or buried rock fields, because they are less attractive to wildlife.

3-8. LANDSCAPING. Wildlife attraction to landscaping may vary by geographic location. FAA recommends that airport operators approach landscaping with caution and confine it to airport areas not associated with aircraft movements. All landscaping plans should be reviewed by a wildlife damage management biologist. Landscaped areas should be monitored on a continuing basis for the presence of hazardous wildlife. If hazardous wildlife is detected, corrective actions should be implemented immediately.

3-9. GOLF COURSES. Golf courses may be beneficial to airports because they provide open space that can be used for noise mitigation or by aircraft during an emergency. On-airport golf courses may also be a concurrent use that provides income to the airport.

Because of operational and monetary benefits, golf courses are often deemed compatible land uses on or near airports. However, waterfowl (especially Canada geese) and some species of gulls are attracted to the large, grassy areas and open water found on most golf courses. Because waterfowl and gulls occur throughout the U.S., FAA recommends that airport operators exercise caution and consult with a wildlife damage management biologist when considering proposals for golf course construction or expansion on or near airports. Golf courses should be monitored on a continuing basis for the presence of hazardous wildlife. If hazardous wildlife is detected, corrective actions should be implemented immediately.

3-10. AGRICULTURAL CROPS. As noted above, airport operators often promote revenue-generating activities to supplement an airport's financial viability. A common concurrent use is agricultural crop production. Such use may create potential hazards to aircraft by attracting wildlife. Any proposed on-airport agricultural operations should be reviewed by a wildlife damage management biologist. FAA generally does not object to agricultural crop production on airports when: wildlife hazards are not predicted; the guidelines for the airport areas specified in 3-10.a-f. are observed; and the agricultural operation is closely monitored by the airport operator or sponsor to ensure that hazardous wildlife are not attracted.

NOTE: If wildlife becomes a problem due to on-airport agricultural operations, FAA recommends undertaking the remedial actions described in 3-10.f.

a. Agricultural activities adjacent to runways. To ensure safe, efficient aircraft operations, FAA recommends that no agricultural activities be conducted in the Runway Safety Area (RSA), OFA, and the OFZ (see AC 150/5300-13).

b. Agricultural activities in areas requiring minimum object clearances. Restricting agricultural operations to areas outside the RSA, OFA, OFZ, and Runway Visibility Zone (RVZ) (see AC 150/5300-13) will normally provide the minimum object clearances required by FAA's airport design standards. FAA recommends that farming operations not be permitted within areas critical to the proper operation of localizers, glide slope indicators, or other visual or electronic navigational aids. Determinations of minimal areas that must be kept free of farming operations should be made on a case-by-case basis. If navigational aids are present, farm leases for on-airport agricultural activities should be coordinated with FAA's Airway Facilities Division, in accordance with FAA Order 6750.16, *Siting Criteria for Instrument Landing Systems*.

NOTE: Crop restriction lines conforming to the dimensions set forth in Table 2 will normally provide the minimum object clearance required by

FAA airport design standards. The presence of navigational aids may require expansion of the restricted area.

c. Agricultural activities within an airport's approach areas. The RSA, OFA, and OFZ all extend beyond the runway shoulder and into the approach area by varying distances. The OFA normally extends the farthest and is usually the controlling surface. However, for some runways, the TSS (see AC 150/5300-13, Appendix 2) may be more controlling than the OFA. The TSS may not be penetrated by any object. The minimum distances shown in Table 2 are intended to prevent penetration of the OFA, OFZ, or TSS by crops or farm machinery.

NOTE: Threshold Siting standards should not be confused with the approach areas described in Title 14, Code of Federal Regulations, Part 77, (14 CFR 77), *Objects Affecting Navigable Airspace*

d. Agricultural activities between intersecting runways. FAA recommends that no agricultural activities be permitted within the RVZ. If the terrain is sufficiently below the runway elevation, some types of crops and equipment may be acceptable. Specific determinations of what is permissible in this area requires topographical data. For example, if the terrain within the RVZ is level with the runway ends, farm machinery or crops may interfere with a pilot's line-of-sight in the RVZ.

e. Agricultural activities in areas adjacent to taxiways and aprons. Farming activities should not be permitted within a taxiway's OFA. The outer portions of aprons are frequently used as a taxilane and farming operations should not be permitted within the OFA. Farming operations should not be permitted between runways and parallel taxiways.

f. Remedial actions for problematic agricultural activities. If a problem with hazardous wildlife develops, FAA recommends that a professional wildlife damage management biologist be contacted and an on-site inspection be conducted. The biologist should be requested to determine the source of the hazardous wildlife attraction and suggest remedial action. Regardless of the source of the attraction, prompt remedial actions to protect aviation safety are recommended. The remedial actions may range from choosing another crop or farming technique to complete termination of the agricultural operation.

Whenever on-airport agricultural operations are stopped due to wildlife hazards or annual harvest, FAA recommends plowing under all crop residue and harrowing the surface area smooth. This will reduce or eliminate the area's attractiveness to foraging wildlife. FAA recommends that this requirement be written into all on-airport farm use contracts and clearly understood by the lessee.

Table 2. Minimum Distances Between Certain Airport Features And Any On-Airport Agriculture Crops.

Aircraft Approach Category And Design Group [1]	Distance In Feet From Runway Centerline To Crop		Distance In Feet From Runway End To Crop		Distance In Feet From Centerline Of Taxiway To Crop	Distance In Feet From Edge Of Apron To Crop
	Visual & ≥ ¾ mile	< ¾ mile	Visual & ≥ ¾ mile	< ¾ mile		
Category A & B Aircraft						
Group I	200 [2]	400	300 [3]	600	45	40
Group II	250	400	400 [3]	600	66	58
Group III	400	400	600	800	93	81
Group IV	400	400	1,000	1,000	130	113
Category C, D & E Aircraft						
Group I	530 [3]	575 [3]	1,000	1,000	45	40
Group II	530 [3]	575 [3]	1,000	1,000	66	58
Group III	530 [3]	575 [3]	1,000	1,000	93	81
Group IV	530 [3]	575 [3]	1,000	1,000	130	113
Group V	530 [3]	575 [3]	1,000	1,000	160	138
Group VI	530 [3]	575 [3]	1,000	1,000	193	167

1. Design Groups are based on wing span, and Category depends on approach speed of the aircraft.

Group I: Wing span up to 49 ft.	Category A: Speed less than 91 knots
Group II: Wing span 49ft. up to 78 ft.	Category B: Speed 91 knots up to 120 knots
Group III: Wing span 79 ft. up to 117 ft.	Category C: Speed 121 knots up to 140 knots
Group IV: Wing span 118 ft. up to 170 ft.	Category D: Speed 141 knots up to 165 knots
Group V: Wing span 171 ft. up to 213 ft.	Category E: Speed 166 knots or more
Group VI: Wing span 214 ft. up to 261 ft.	

2. If the runway will only serve small airplanes (12,500 lb. And under) in Design Group I, this dimension may be reduced to 125 feet; however, this dimension should be increased where necessary to accommodate visual navigational aids that may be installed. For example farming operations should not be allowed within 25 feet of a Precision Approach Path Indicator (PAPI) light box.

3. These dimensions reflect the TSS as defined in AC 150/5300-13, Appendix 2. The TSS cannot be penetrated by any object. Under these conditions, the TSS is more restrictive than the OFA, and the dimensions shown here are to prevent penetration of the TSS by crops and farm machinery.

SECTION 4. NOTIFICATION OF FAA ABOUT HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AN AIRPORT.

4-1. GENERAL. Airport operators, land developers, and owners should notify the FAA in writing of known or reasonably foreseeable land use practices on or near airports that either attract or may attract hazardous wildlife. This section discusses those notification procedures.

4-2. NOTIFICATION REQUIREMENTS FOR WASTE DISPOSAL SITE OPERATIONS. The Environmental Protection Agency (EPA) requires any operator proposing a new or expanded waste disposal operation within 5 statute miles of a runway end to notify the appropriate FAA Regional Airports Division Office and the airport operator of the proposal (40 CFR 258, *Criteria for Municipal Solid Waste Landfills*, section 258.10, *Airport Safety*). The EPA also requires owners or operators of new municipal solid waste landfill (MSWLF) units, or lateral expansions of existing MSWLF units that are located within 10,000 feet of any airport runway end used by turbojet aircraft or within 5,000 feet of any airport runway end used only by piston-type aircraft, to demonstrate successfully that such units are not hazards to aircraft.

a. Timing of Notification. When new or expanded MSWLFs are being proposed near airports, MSWLF operators should notify the airport operator and the FAA of this as early as possible pursuant to 40 CFR Part 258. Airport operators should encourage the MSWLF operators to provide notification as early as possible.

NOTE: AC 150/5000-3 provides information on these FAA offices.

b. Putrescible-Waste Facilities. In their effort to satisfy the EPA requirement, some putrescible-waste facility proponents may offer to undertake experimental measures to demonstrate that their proposed facility will not be a hazard to aircraft. To date, the ability to sustain a reduction in the numbers of hazardous wildlife to levels that existed before a putrescible-waste landfill began operating has not been successfully demonstrated. For this reason, demonstrations of experimental wildlife control measures should not be conducted in active aircraft operations areas.

c. Other Waste Facilities. To claim successfully that a waste handling facility sited within the separations identified in the siting criteria in 1-3 does not attract hazardous wildlife and does not threaten aviation, the developer must establish convincingly that the facility will not handle putrescible material other than that as outlined in 3-2. FAA requests that waste site developers provide a copy of an official permit request verifying that the facility will not handle putrescible material other than that as outlined in 3-2. FAA will use this information to determine if the facility will be a hazard to aviation.

4-3. NOTIFYING FAA ABOUT OTHER WILDLIFE ATTRACTANTS. While U. S. EPA regulations require landfill owners to provide notification, no similar regulations require notifying FAA about changes in other land use practices that can create hazardous wildlife attractants. Although it is not required by regulation, FAA requests those proposing land use changes such as those discussed in 2-3, 2-4, and 2-5 to provide similar notice to the FAA as early in the development process as possible. Airport operators that become aware of such proposed development in the vicinity of their airports should also notify the FAA. The notification process gives the FAA an opportunity to evaluate the effect of a particular land use change on aviation safety.

The land use operator or project proponent may use FAA Form 7460-1, *Notice of Proposed Construction or Alteration*, or other suitable documents to notify the appropriate FAA Regional Airports Division Office.

It is helpful if the notification includes a 15-minute quadrangle map of the area identifying the location of the proposed activity. The land use operator or project proponent should also forward specific details of the proposed land use change or operational change or expansion. In the case of solid waste landfills, the information should include the type of waste to be handled, how the waste will be processed, and final disposal methods.

4-5. FAA REVIEW OF PROPOSED LAND USE CHANGES.

a. The FAA discourages the development of facilities discussed in section 2 that will be located within the 5,000/10,000-foot criteria in 1-3.

b. For projects which are located outside the 5,000/10,000-foot criteria, but within 5 statute miles of the airport's aircraft movement areas, loading ramps, or aircraft parking areas, FAA may review development plans, proposed land use changes, operational changes, or wetland mitigation plans to determine if such changes present potential wildlife hazards to aircraft operations. Sensitive airport areas will be identified as those that lie under or next to approach or departure airspace. This brief examination should be sufficient to determine if further investigation is warranted.

c. Where further study has been conducted by a wildlife damage management biologist to evaluate a site's compatibility with airport operations, the FAA will use the study results to make its determination.

d. FAA will discourage the development of any excepted sites (see Section 3) within the criteria specified in 1-3 if a study shows that the area supports hazardous wildlife species.

4-6. AIRPORT OPERATORS. Airport operators should be aware of proposed land use changes, or modification of existing land uses, that could create hazardous wildlife attractants within the separations identified in the siting criteria in 1-3. Particular attention should be given to proposed land uses involving creation or expansion of waste water treatment facilities, development of wetland mitigation sites, or development or expansion of dredge spoil containment areas.

a. **AIP-funded airports.** FAA recommends that operators of AIP-funded airports, to the extent practicable, oppose off-airport land use changes or practices (within the separations identified in the siting criteria in 1-3) that may attract hazardous wildlife. Failure to do so could place the airport operator or sponsor in noncompliance with applicable grant assurances. FAA recommends against the placement of airport development projects pertaining to aircraft movement in the vicinity of hazardous wildlife attractants. Airport operators, sponsors, and planners should identify wildlife attractants and any associated wildlife hazards during any planning process for new airport development projects.

b. **Additional coordination.** If, after the initial review by FAA, questions remain about the existence of a wildlife hazard near an airport, the airport operator or sponsor should consult a wildlife damage management biologist. Such questions may be triggered by a history of wildlife strikes at the airport or the proximity of the airport to a wildlife refuge, body of water, or similar feature known to attract wildlife.

c. **Specialized assistance.** If the services of a wildlife damage management biologist are required, FAA recommends that land use developers or the airport operator contact the appropriate state director of the United States Department of Agriculture/Animal Damage Control (USDA/ADC), or a consultant specializing in wildlife damage management. Telephone numbers for the respective USDA/ADC state offices may be obtained by contacting USDA/ADC's Operational Support Staff, 4700 River Road, Unit 87, Riverdale, MD, 20737-1234, Telephone (301) 734-7921, Fax (301) 734-5157. The ADC biologist or consultant should be requested to identify and quantify wildlife common to the area and evaluate the potential wildlife hazards.

d. **Notifying airmen.** If an existing land use practice creates a wildlife hazard, and the land use practice or wildlife hazard cannot be immediately eliminated, the airport operator should issue a Notice to Airmen (NOTAM) and encourage the land owner or manager to take steps to control the wildlife hazard and minimize further attraction.

APPENDIX 1. DEFINITIONS OF TERMS USED IN THIS ADVISORY CIRCULAR.

1. **GENERAL.** This appendix provides definitions of terms used throughout this AC.

a. Aircraft movement area. The runways, taxiways, and other areas of an airport which are used for taxiing or hover taxiing, air taxiing, takeoff, and landing of aircraft exclusive of loading ramps and aircraft parking areas.

b. Airport operator. The operator (private or public) or sponsor of a public use airport.

c. Approach or departure airspace. The airspace, within 5 statute miles of an airport, through which aircraft move during landing or takeoff.

d. Concurrent use. Aeronautical property used for compatible non-aviation purposes while at the same time serving the primary purpose for which it was acquired; and the use is clearly beneficial to the airport. The concurrent use should generate revenue to be used for airport purposes (see Order 5190.6A, *Airport Compliance Requirements*, sect. 5h).

e. Fly ash. The fine, sand-like residue resulting from the complete incineration of an organic fuel source. Fly ash typically results from the combustion of coal or waste used to operate a power generating plant.

f. Hazardous wildlife. Wildlife species that are commonly associated with wildlife-aircraft strike problems, are capable of causing structural damage to airport facilities, or act as attractants to other wildlife that pose a wildlife-aircraft strike hazard.

g. Piston-use airport. Any airport that would primarily serve FIXED-WING, piston-powered aircraft. Incidental use of the airport by turbine-powered, FIXED-WING aircraft would not affect this designation. However, such aircraft should not be based at the airport.

h. Public-use airport. Any publicly owned airport or a privately-owned airport used or intended to be used for public purposes.

i. Putrescible material. Rotting organic material.

j. Putrescible-waste disposal operation. Landfills, garbage dumps, underwater waste discharges, or similar facilities where activities include processing, burying, storing, or otherwise disposing of putrescible material, trash, and refuse.

k. Runway protection zone (RPZ). An area off the runway end to enhance the protection of people and property on the ground (see AC 150/5300-13). The dimensions of this zone vary with the design aircraft, type of operation, and visibility minimum.

l. Sewage sludge. The de-watered effluent resulting from secondary or tertiary treatment of municipal sewage and/or industrial wastes, including sewage sludge as referenced in U.S. EPA's *Effluent Guidelines and Standards*, 40 C.F.R. Part 401.

m. Shoulder. An area adjacent to the edge of paved runways, taxiways, or aprons providing a transition between the pavement and the adjacent surface, support for aircraft running off the pavement, enhanced drainage, and blast protection (see AC 150/5300-13).

n. Turbine-powered aircraft. Aircraft powered by turbine engines including turbojets and turboprops but excluding turbo-shaft rotary-wing aircraft.

o. Turbine-use airport. Any airport that ROUTINELY serves FIXED-WING turbine-powered aircraft.

p. Wastewater treatment facility. Any devices and/or systems used to store, treat, recycle, or reclaim municipal sewage or liquid industrial wastes, including Publicly Owned Treatment Works (POTW), as defined by Section 212 of the Federal Water Pollution Control Act (P.L. 92-500) as amended by the Clean Water Act of 1977 (P.L. 95-576) and the Water Quality Act of 1987 (P.L. 100-4). This definition includes any pretreatment involving the reduction of the amount of pollutants, the elimination of pollutants, or the alteration of the nature of pollutant properties in wastewater prior to or in lieu of discharging or otherwise introducing such pollutants into a POTW. (See 40 C.F. R. Section 403.3 (o), (p), & (q)).

q. **Wildlife.** Any wild animal, including without limitation any wild mammal, bird, reptile, fish, amphibian, mollusk, crustacean, arthropod, coelenterate, or other invertebrate, including any part, product, egg, or offspring there of (50 CFR 10.12, *Taking, Possession, Transportation, Sale, Purchase, Barter, Exportation, and Importation of Wildlife and Plants*). As used in this AC, WILDLIFE includes feral animals and domestic animals while out of the control of their owners (14 CFR 139.3, *Certification and Operations: Land Airports Serving CAB-Certificated Scheduled Air Carriers Operating Large Aircraft (Other Than Helicopters)*).

r. **Wildlife attractants.** Any human-made structure, land use practice, or human-made or natural geographic feature, that can attract or sustain hazardous wildlife within the landing or departure airspace, aircraft movement area, loading ramps, or aircraft parking areas of an airport. These attractants can include but are not limited to architectural features, landscaping, waste disposal sites, wastewater treatment facilities, agricultural or aquacultural activities, surface mining, or wetlands.

s. **Wildlife hazard.** A potential for a damaging aircraft collision with wildlife on or near an airport (14 CFR 139.3).

2. RESERVED.

Memorandum of Agreement Between the Federal Aviation Administration, the U.S. Air Force, the U.S. Army, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, and the U.S. Department of Agriculture to Address Aircraft-Wildlife Strikes

PURPOSE

The signatory agencies know the risks that aircraft-wildlife strikes pose to safe aviation.

This Memorandum of Agreement (MOA) acknowledges each signatory agency's respective missions. Through this MOA, the agencies establish procedures necessary to coordinate their missions to more effectively address existing and future environmental conditions contributing to aircraft-wildlife strikes throughout the United States. These efforts are intended to minimize wildlife risks to aviation and human safety, while protecting the Nation's valuable environmental resources.

BACKGROUND

Aircraft-wildlife strikes are the second leading causes of aviation-related fatalities. Globally, these strikes have killed over 400 people and destroyed more than 420 aircraft. While these extreme events are rare when compared to the millions of annual aircraft operations, the potential for catastrophic loss of human life resulting from one incident is substantial. The most recent accident demonstrating the grievous nature of these strikes occurred in September 1995, when a U.S. Air Force reconnaissance jet struck a flock of Canada geese during takeoff, killing all 24 people aboard.

The Federal Aviation Administration (FAA) and the United States Air Force (USAF) databases contain information on more than 54,000 United States civilian and military aircraft-wildlife strikes reported to them between 1990 and 1999[1]. During that decade, the FAA received reports indicating that aircraft-wildlife strikes, damaged 4,500 civilian U.S. aircraft (1,500 substantially), destroyed 19 aircraft, injured 91 people, and killed 6 people. Additionally, there were 216 incidents where birds struck two or more engines on civilian aircraft, with damage occurring to 26 percent of the 449 engines involved in these incidents. The FAA estimates that during the same decade, civilian U.S. aircraft sustained $4 billion worth of damages and associated losses and 4.7 million hours of aircraft downtime due to aircraft-wildlife strikes. For the same period,

[1] FAA estimates that the 28,150 aircraft-wildlife strike reports it received represent less than 20% of the actual number of strikes that occurred during the decade.

USAF planes colliding with wildlife resulted in 10 Class A Mishaps[2], 26 airmen deaths, and over $217 million in damages.

Approximately 97 percent of the reported civilian aircraft-wildlife strikes involved common, large-bodied birds or large flocks of small birds. Almost 70 percent of these events involved gulls, waterfowl, and raptors (Table 1).

About 90 percent of aircraft-wildlife strikes occur on or near airports, when aircraft are below altitudes of 2,000 feet. Aircraft-wildlife strikes at these elevations are especially dangerous because aircraft are moving at high speeds and are close to or on the ground. Aircrews are intently focused on complex take-off or landing procedures and monitoring the movements of other aircraft in the airport vicinity. Aircrew attention to these activities while at low altitudes often compromises their ability to successfully recover from unexpected collisions with wildlife and to deal with rapidly changing flight procedures. As a result, crews have minimal time and space to recover from aircraft-wildlife strikes.

Increasing bird and wildlife populations in urban and suburban areas near airports contribute to escalating aircraft-wildlife strike rates. FAA, USAF, and Wildlife Services (WS) experts expect the risks, frequencies, and potential severities of aircraft-wildlife strikes to increase during the next decade as the numbers of civilian and military aircraft operations grow to meet expanding transportation and military demands.

SECTION I.

SCOPE OF COOPERATION AND COORDINATION

Based on the preceding information and to achieve this MOA's purpose, the signatory agencies:

A. Agree to strongly encourage their respective regional and local offices, as appropriate, to develop interagency coordination procedures necessary to effectively and efficiently implement this MOA. Local procedures should clarify time frames and other general coordination guidelines.

B. Agree that the term "airport" applies only to those facilities as defined in the attached glossary.

C. Agree that the three major activities of most concern include, but are not limited to:

1. airport siting and expansion;

[2] See glossary for the definition of a Class A Mishap and similar terms.

2. development of conservation/mitigation habitats or other land uses that could attract hazardous wildlife to airports or nearby areas; and

3. responses to known wildlife hazards or aircraft-wildlife strikes.

D. Agree that "hazardous wildlife" are those animals, identified to species and listed in FAA and USAF databases, that are most often involved in aircraft-wildlife strikes. Many of the species frequently inhabit areas on or near airports, cause structural damage to airport facilities, or attract other wildlife that pose an aircraft-wildlife strike hazard. Table 1 lists many of these species. It is included solely to provide information on identified wildlife species that have been involved in aircraft-wildlife strikes. It is not intended to represent the universe of species concerning the signatory agencies, since more than 50 percent of the aircraft-wildlife strikes reported to FAA or the USAF did not identify the species involved.

E. Agree to focus on habitats attractive to the species noted in Table 1, but the signatory agencies realize that it is imperative to recognize that wildlife hazard determinations discussed in Paragraph L of this section may involve other animals.

F. Agree that not all habitat types attract hazardous wildlife. The signatory agencies, during their consultative or decisionmaking activities, will inform regional and local land use authorities of this MOA's purpose. The signatory agencies will consider regional, local, and site-specific factors (e.g., geographic setting and/or ecological concerns) when conducting these activities and will work cooperatively with the authorities as they develop and implement local land use programs under their respective jurisdictions. The signatory agencies will encourage these stakeholders to develop land uses within the siting criteria noted in Section 1-3 of FAA Advisory Circular (AC) 150.5200-33 (Attachment A) that do not attract hazardous wildlife. Conversely, the agencies will promote the establishment of land uses attractive to hazardous wildlife outside those siting criteria. Exceptions to the above siting criteria, as described in Section 2.4.b of the AC, will be considered because they typically involve habitats that provide unique ecological functions or values (e.g., critical habitat for federally-listed endangered or threatened species, ground water recharge).

G. Agree that wetlands provide many important ecological functions and values, including fish and wildlife habitats; flood protection; shoreline erosion control; water quality improvement; and recreational, educational, and research opportunities. To protect jurisdictional wetlands, Section 404 of the Clean Water Act (CWA) establishes a program to regulate dredge and/or fill activities in these wetlands and navigable waters. In recognizing Section 404 requirements and the Clean Water Action Plan's goal to annually increase the Nation's net wetland acreage by 100,000 acres through 2005, the signatory agencies agree to resolve aircraft-wildlife conflicts. They will do so by

avoiding and minimizing wetland impacts to the maximum extent practicable, and will work to compensate for all associated unavoidable wetland impacts. The agencies agree to work with landowners and communities to encourage and support wetland restoration or enhancement efforts that do not increase aircraft-wildlife strike potentials.

H. Agree that the: U.S. Army Corps of Engineers (ACOE) has expertise in protecting and managing jurisdictional wetlands and their associated wildlife; U.S. Environmental Protection Agency (EPA) has expertise in protecting environmental resources; and the U.S. Fish and Wildlife Service (USFWS) has expertise in protecting and managing wildlife and their habitats, including migratory birds and wetlands. Appropriate signatory agencies will cooperatively review proposals to develop or expand wetland mitigation sites, or wildlife refuges that may attract hazardous wildlife. When planning these sites or refuges, the signatory agencies will diligently consider the siting criteria and land use practice recommendations stated in FAA AC 150/5200-33. The agencies will make every effort to undertake actions that are consistent with those criteria and recommendations, but recognize that exceptions to the siting criteria may be appropriate (see Paragraph F of this section).

I. Agree to consult with airport proponents during initial airport planning efforts. As appropriate, the FAA or USAF will initiate signatory agency participation in these efforts. When evaluating proposals to build new civilian or military aviation facilities or to expand existing ones, the FAA or the USAF, will work with appropriate signatory agencies to diligently evaluate alternatives that may avoid adverse effects on wetlands, other aquatic resources, and Federal wildlife refuges. If these or other habitats support hazardous wildlife, and there is no practicable alternative location for the proposed aviation project, the appropriate signatory agencies, consistent with applicable laws, regulations, and policies, will develop mutually acceptable measures, to protect aviation safety and mitigate any unavoidable wildlife impacts.

J. Agree that a variety of other land uses (e.g., storm water management facilities, wastewater treatment systems, landfills, golf courses, parks, agricultural or aquacultural facilities, and landscapes) attract hazardous wildlife and are, therefore, normally incompatible with airports. Accordingly, new, federally-funded airport construction or airport expansion projects near habitats or other land uses that may attract hazardous wildlife must conform to the siting criteria established in the FAA Advisory Circular (AC) 150/5200-33, Section 1-3.

K. Agree to encourage and advise owners and/or operators of non-airport facilities that are known hazardous wildlife attractants (See Paragraph J) to follow the siting criteria in Section 1-3 of AC 150/5200-33. As appropriate, each signatory agency will inform proponents of these or other land uses about the land use's potential to attract hazardous species to airport areas.

The signatory agencies will urge facility owners and/or operators about the critical need to consider the land uses' effects on aviation safety.

L. Agree that FAA, USAF, and WS personnel have the expertise necessary to determine the aircraft-wildlife strike potentials of various land uses. When there is disagreement among signatory agencies about a particular land use and its potential to attract hazardous wildlife, the FAA, USAF, or WS will prepare a wildlife hazard assessment. Then, the appropriate signatory agencies will meet at the local level to review the assessment. At a minimum, that assessment will:

1. identify each species causing the aviation hazard, its seasonal and daily populations, and the population's local movements;

2. discuss locations and features on and near the airport or land use attractive to hazardous wildlife; and

3. evaluate the extent of the wildlife hazard to aviation.

M. Agree to cooperate with the airport operator to develop a specific, wildlife hazard management plan for a given location, when a potential wildlife hazard is identified. The plan will meet applicable FAA, USAF, and other relevant requirements. In developing the plan, the appropriate agencies will use their expertise and attempt to integrate their respective programmatic responsibilities, while complying with existing laws, regulations, and policies. The plan should avoid adverse impacts to wildlife populations, wetlands, or other sensitive habitats to the maximum extent practical. Unavoidable impacts resulting from implementing the plan will be fully compensated pursuant to all applicable Federal laws, regulations, and policies.

N. Agree that whenever a significant aircraft-wildlife strike occurs or a potential for one is identified, any signatory agency may initiate actions with other appropriate signatory agencies to evaluate the situation and develop mutually acceptable solutions to reduce the identified strike probability. The agencies will work cooperatively, preferably at the local level, to determine the causes of the strike and what can and should be done at the airport or in its vicinity to reduce potential strikes involving that species.

O. Agree that information and analyses relating to mitigation that could cause or contribute to aircraft-wildlife strikes should, whenever possible, be included in documents prepared to satisfy the National Environmental Policy Act (NEPA). This should be done in coordination with appropriate signatory agencies to inform the public and Federal decision makers about important ecological factors that may affect aviation. This concurrent review of environmental issues will promote the streamlining of the NEPA review process.

P. Agree to cooperatively develop mutually acceptable and consistent guidance, manuals, or procedures addressing the management of habitats attractive to

hazardous wildlife, when those habitats are or will be within the siting criteria noted in Section 1-3 of FAA AC 5200-33. As appropriate, the signatory agencies will also consult each other when they propose revisions to any regulations or guidance relevant to the purpose of this MOA, and agree to modify this MOA accordingly.

SECTION II.
GENERAL RULES AND INFORMATION

A. Development of this MOA fulfills the National Transportation Safety Board's recommendation of November 19, 1999, to form an inter-departmental task force to address aircraft-wildlife strike issues.

B. This MOA does not nullify any obligations of the signatory agencies to enter into separate MOAs with the USFWS addressing the conservation of migratory birds, as outlined in Executive Order 13186, *Responsibilities of Federal Agencies to Protect Migratory Birds*, dated January 10, 2001 (66 *Federal Register*, No. 11, pg. 3853).

C. This MOA in no way restricts a signatory agency's participation in similar activities or arrangements with other public or private agencies, organizations, or individuals.

D. This MOA does not alter or modify compliance with any Federal law, regulation or guidance (e.g., Clean Water Act; Endangered Species Act; Migratory Bird Treaty Act; National Environmental Policy Act; North American Wetlands Conservation Act; Safe Drinking Water Act; or the "no-net loss" policy for wetland protection). The signatory agencies will employ this MOA in concert with the Federal guidance addressing wetland mitigation banking dated March 6, 1995 (60 *Federal Register*, No. 43, pg. 12286).

E. The statutory provisions and regulations mentioned above contain legally binding requirements. However, this MOA does not substitute for those provisions or regulations, nor is it a regulation itself. This MOA does not impose legally binding requirements on the signatory agencies or any other party, and may not apply to a particular situation in certain circumstances. The signatory agencies retain the discretion to adopt approaches on a case-by-case basis that differ from this MOA when they determine it is appropriate to do so. Such decisions will be based on the facts of a particular case and applicable legal requirements. Therefore, interested parties are free to raise questions and objections about the substance of this MOA and the appropriateness of its application to a particular situation.

F. This MOA is based on evolving information and may be revised periodically without public notice. The signatory agencies welcome public comments on this MOA at any time and will consider those comments in any future revision of this MOA.

G. This MOA is intended to improve the internal management of the Executive Branch to address conflicts between aviation safety and wildlife. This MOA does not create any right, benefit, or trust responsibility, either substantively or procedurally. No party, by law or equity, may enforce this MOA against the United States, its agencies, its officers, or any person.

H. This MOA does not obligate any signatory agency to allocate or spend appropriations or enter into any contract or other obligations.

I. This MOA does not reduce or affect the authority of Federal, State, or local agencies regarding land uses under their respective purviews. When requested, the signatory agencies will provide technical expertise to agencies making decisions regarding land uses within the siting criteria in Section 1-3 of FAA AC 150/5200-33 to minimize or prevent attracting hazardous wildlife to airport areas.

J. Any signatory agency may request changes to this MOA by submitting a written request to any other signatory agency and subsequently obtaining the written concurrence of all signatory agencies.

K. Any signatory agency may terminate its participation in this MOA within 60 days of providing written notice to the other agencies. This MOA will remain in effect until all signatory agencies terminate their participation in it.

SECTION III. PRINCIPAL SIGNATORY AGENCY CONTACTS

The following list identifies contact offices for each signatory agency.

Federal Aviation Administration
Office Airport Safety and Standards
Airport Safety and
Compliance Branch (AAS-310)
800 Independence Ave., S.W.
Washington, D.C. 20591
V: 202-267-1799
F: 202-267-7546

U.S. Air Force
HQ AFSC/SEFW
9700 Ave., G. SE, Bldg. 24499
Kirtland AFB, NM 87117
V: 505-846-5679
F: 505-846-0684

U.S. Army
Directorate of Civil Works
Regulatory Branch (CECW-OR)
441 G St., N.W.
Washington, D.C. 20314
V: 202-761-4750
F: 202-761-4150

U.S. Environmental Protection Agy.
Office of Water
Wetlands Division
Ariel Rios Building, MC 4502F
1200 Pennsylvania Ave., SW
Washington, D.C. 20460
V: 202-260-1799
F: 202-260-7546

U.S. Fish and Wildlife Service
Division of Migratory Bird Management
4401 North Fairfax Drive, Room 634
Arlington, VA 22203
V: 703-358-1714
F: 703-358-2272

U.S. Department of Agriculture
Animal and Plant Inspection Service
Wildlife Services
Operational Support Staff
4700 River Road, Unit 87
Riverdale, MD 20737
V: 301-734-7921
F: 301-734-5157

Signature Page

Associate Administrator for Airports,
Federal Aviation Administration — Date: 12/17/02

Chief of Safety,
U. S. Air Force — Date: 27 May 2003

Acting Assistant Secretary of the Army
(Civil Works)
Department of the Army — Date: December 9, 2002

Assistant Administrator, Office of Water,
U.S. Environmental Protection Agency — Date: 1/17/03

Assistant Director, Migratory Birds
and State Programs,
U.S. Fish and Wildlife Service — Date: 7/29/03

Acting Deputy Administrator, Wildlife Services
U.S. Department of Agriculture — Date: 07 January 2003

GLOSSARY

This glossary defines terms used in this MOA.

Airport. All USAF airfields or all public use airports in the FAA's National Plan of Integrated Airport Systems (NPIAS). Note: There are over 18,000 civil-use airports in the U.S., but only 3,344 of them are in the NPIAS and, therefore, under FAA's jurisdiction.

Aircraft-wildlife strike. An aircraft-wildlife strike is deemed to have occurred when:

1. a pilot reports that an aircraft struck 1 or more birds or other wildlife;
2. aircraft maintenance personnel identify aircraft damage as having been caused by an aircraft-wildlife strike;
3. personnel on the ground report seeing an aircraft strike 1 or more birds or other wildlife;
4. bird or other wildlife remains, whether in whole or in part, are found within 200 feet of a runway centerline, unless another reason for the animal's death is identified; or
5. the animal's presence on the airport had a significant, negative effect on a flight (i.e., aborted takeoff, aborted landing, high-speed emergency stop, aircraft left pavement area to avoid collision with animal)

(Source: *Wildlife Control Procedures Manual*, Technical Publication 11500E, 1994).

Aircraft-wildlife strike hazard. A potential for a damaging aircraft collision with wildlife on or near an airport (14 CFR 139.3).

Bird Sizes. Title 40, Code of Federal Regulations, Part 33.76 classifies birds according to weight:

small birds weigh less than 3 ounces (oz).
medium birds weigh more than 3 oz and less than 2.5 lbs.
large birds weigh greater than 2.5 lbs.

Civil aircraft damage classifications. The following damage descriptions are based on the *Manual on the International Civil Aviation Organization Bird Strike Information System*:

Minor: The aircraft is deemed airworthy upon completing simple repairs or replacing minor parts and an extensive inspection is not necessary.

Substantial: Damage or structural failure adversely affects an aircraft's structural integrity, performance, or flight characteristics. The damage normally requires major repairs or the replacement of the entire affected component. Bent fairings or cowlings; small dents; skin punctures; damage to wing tips, antenna, tires or brakes, or engine blade damage not requiring blade replacement are specifically excluded.

Destroyed: The damage sustained makes it inadvisable to restore the aircraft to an airworthy condition.

Significant Aircraft-Wildlife Strikes. A significant aircraft-wildlife strike is deemed to have occurred when any of the following applies:

1. a civilian, U.S. air carrier aircraft experiences a multiple aircraft-bird strike or engine ingestion;
2. a civilian, U.S. air carrier aircraft experiences a damaging collision with wildlife other than birds; or
3. a USAF aircraft experiences a Class A, B, or C mishap as described below:

    A. **Class A Mishap:** Occurs when at least one of the following applies:
        1. total mishap cost is $1,000,000 or more;
        2. a fatality or permanent total disability occurs; and/or
        3. an Air Force aircraft is destroyed.
    B. **Class B Mishap:** Occurs when at least one of the following applies:
        1. total mishap cost is $200,000 or more and less than $1,000,000; and/or
        2. a permanent partial disability occurs and/or 3 or more people are hospitalized;
    C. **Class C Mishap:** Occurs when at least one of the following applies:
        1. cost of reported damage is between $20,000 and $200,000;
        2. an injury causes a lost workday (i.e., duration of absence is at least 8 hours beyond the day or shift during which mishap occurred); and/or
        3. an occupational illness causing absence from work at any time.

Wetlands. An ecosystem requiring constant or recurrent, shallow inundation or saturation at or near the surface of the substrate. The minimum essential characteristics of a wetland are recurrent, sustained inundation or saturation at or

near the surface and the presence of physical, chemical, and biological features indicating recurrent, sustained inundation, or saturation. Common diagnostic wetland features are hydric soils and hydrophytic vegetation. These features will be present, except where specific physiochemical, biotic, or anthropogenic factors have removed them or prevented their development.

(Source the 1987 Delineation Manual; 40 CFR 230.3(t)).

Wildlife. Any wild animal, including without limitation any wild mammal, bird, reptile, fish, amphibian, mollusk, crustacean, arthropod, coelenterate, or other invertebrate, including any part, product, egg, or offspring there of (50 CFR 10.12, *Taking, Possession, Transportation, Sale, Purchase, Barter, Exportation, and Importation of Wildlife and Plants*). As used in this MOA, "wildlife" includes feral animals and domestic animals while out of their owner's control (14 CFR 139.3, *Certification and Operations: Land Airports Serving CAB-Certificated Scheduled Air Carriers Operating Large Aircraft (Other Than Helicopters)*)

Table 1. Identified wildlife species, or groups, that were involved in two or more aircraft-wildlife strikes, that caused damage to one or more aircraft components, or that had an adverse effect on an aircraft's flight. Data are for 1990-1999 and involve only civilian, U.S. aircraft.

Birds	No. reported strikes
Gulls (all spp.)	874
Geese (primarily, Canada geese)	468
Hawks (primarily, Red-tailed hawks)	182
Ducks (primarily Mallards.)	166
Vultures (primarily, Turkey vulture)	142
Rock doves	122
Doves (primarily, mourning doves)	109
Blackbirds	81
European starlings	55
Sparrows	52
Egrets	41
Shore birds (primarily, Killdeer & Sandpipers)	40
Crows	31
Owls	24
Sandhill cranes	22
American kestrels	15
Great blue herons	15
Pelicans	14
Swallows	14
Eagles (Bald and Golden)	14
Ospreys	13
Ring-necked pheasants	11
Herons	11
Barn-owls	9
American robins	8
Meadowlarks	8
Buntings (snow)	7
Cormorants	6
Snow buntings	6
Brants	5
Terns (all spp.)	5
Great horned owls	5
Horned larks	4
Turkeys	4
Swans	3
Mockingbirds	3
Quails	3
Homing pigeons	3
Snowy owls	3
Anhingas	2

Birds	No. reported strikes
Ravens	2
Kites	2
Falcons	2
Peregrine falcons	2
Merlins	2
Grouse	2
Hungarian partridges	2
Spotted doves	2
Thrushes	2
Mynas	2
Finches	2
Total known birds	2,612

Mammals	No. reported strikes
Deer (primarily, White-tailed deer)	285
Coyotes	16
Dogs	10
Elk	6
Cattle	6
Bats	4
Horses	3
Pronghorn antelopes	3
Foxes	2
Raccoons	2
Rabbits	2
Moose	2
Total known mammals	340

Ring-billed gulls were the most commonly struck gulls. The U.S. ring-billed gull population increased steadily at about 6% annually from 1966-1988. Canada geese were involved in about 90% of the aircraft-goose strikes involving civilian, U.S. aircraft from 1990-1998. Resident (non-migratory) Canada goose populations increased annually at 13% from 1966-1998. Red-tailed hawks accounted for 90% of the identified aircraft-hawk strikes for the 10-year period. Red-tailed hawk populations increased annually at 3% from 1966 to 1998. Turkey vultures were involved in 93% of he identified aircraft-vulture strikes. The U.S. Turkey vulture populations increased at annually at 1% between 1966 and 1998. Deer, primarily white-tailed deer, have also adapted to urban and airport areas and their populations have increased dramatically. In the early 1900's, there were about 100,000 white-tailed deer in the U.S. Current estimates are that the U.S. population is about 24 million.

Southwest Florida International Airport

TABLE 5

Southwest Florida International Airport TABLE 5 Existing vs. Proposed Development 2005-2020				
Development	**Existing**	**2005**	**2010**	**2020**
Landside				
Midfield Terminal Complex	28 gates 761,193 S.F.	No improvements planned	Expand to 32-33 gates 771,193 S.F.	Expand to 43-47 gates 978,362 S.F.
Auto Access	Main entrance at intersection of Daniels and Chamberlin Parkway. Access also from Daniels via Treeline and Alico via Ben Hill Griffin Parkway.	Cargo Road improvements from Chamberlin Connector road for maintenance facilities	Rehab perimeter, service and fuel farm roads Expand entrance road to 6 lanes Construct I-75 access	Miscellaneous roadway improvements
Parking Passenger Hourly Daily Employee Taxi/Limo/Toll Booth Rental Cars	14,399 total existing spaces 11,461 spaces 2,519 spaces 8,942 spaces 1,288 spaces 150 spaces 1,500 spaces	No improvements planned	Construct 750 additional employee spaces	Ultimately 5,126 total hourly spaces Ultimately 9,342 total daily spaces Ultimately 200 total Taxi/Limo spaces Ultimately 3,000 total rental car spaces
Airside				
Existing Runway 6-24	12,000 ft. X 150 ft. runway	Rehabilitate 6-24, using taxiway as a temporary runway	No improvements planned	No improvements planned
Parallel Runway 6R-24L	No improvements planned	No improvements planned	Begin construction on 9,100ft. X 150ft. runway (5,385 ft. separation between runways)	No improvements planned
Taxiways	Taxiway A-parallel taxiway to Rnwy 6-24, 12,000 ft. long X 75 ft. wide; Taxilane B-apron taxilane that runs parallel to terminal for transitioning aircraft going from gates to Taxiway A for approximately 1,580 ft.	No improvements planned	Construct parallel taxiway north of Rnwy 6R-24L (9,100ft. X 75ft. wide) If NLA , then 100ft. wide. Hold bay & by-pass improvements to Rnwy 6R-24L parallel taxiway	Construct dual cross-field connector taxiway (Approx. 4,215 ft. long and 75ft. wide) If NLA, then 100ft. wide.
Terminal Apron	165,000 S.Y.	253,700 SY*	No improvements planned	No improvements planned
Air Cargo	Total of 39,500 S.F. cargo building 69,000 S.Y. apron area	Rehabilitate existing cargo ramp (69,000 S.F.) New freight forwarding facility 15,000 S.F. Expand cargo facilities to 41,189 S.F.	Expand building cargo facilities to 45,389 S.F.	Expand cargo building facilities to 58,314 S.F.
Belly Cargo	15,000 S.F.	No improvements planned	No improvements planned	No improvements planned
General Aviation	8,000 S.F. facility 26,180 S.F. hangar space 48,650 S.Y. apron area	Construct multi-use hangars (12,500 S.F.)	Infrastructure for second FBO Construct multi-use hangars (41,000 S.F.)	Construct multi-use hangars (75,500 S.F.) Expand GA apron to 49,700 S.Y.
Aircraft Maintenance General Aviation Large Aircraft	Approximately 13,000 S.F.	Construct one hangar to accommodate aircraft including the Boeing 747. Land to accommodate an additional three hangars should be set aside, should it be needed in the future.	26,000 S.F. (using existing facilities)	Expand to 36,000 S.F. necessary
Air Traffic Control Tower (ATCT)	Height 76.91 ft., 8,600 S.F.	-	Relocate to midfield-same S.F. as existing 8,600 ft. or more. New height must be greater than 80 ft.**	No improvements planned
Fuel Farm	Commercial (3)420,000 gallon tanks Jet A General Aviation (4) 15,000 gallon Jet A tanks (1) 12,000 gallon 100LL tank	Fuel to be pumped from existing fuel farm area by a hydrant fueling system to the new midfield area	No improvements planned	No improvements planned

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Southwest Florida International Airport

TABLE 5

Table 5 (Continued)
Southwest Florida International Airport
Existing vs. Proposed Development 2005-2020

Development	Existing	2005	2010	2020
Airside (Continued)				
Miscellaneous	No improvements planned		Relocate high voltage power lines Upgrade airfield emergency generator Helipad (11,000 S.F.) Develop multi-modal center	
Rental Car Expansion		Rental car fuel farm		
Non-Aviation Related Land Uses Hotel[3] Light Manufacturing/Assembly Gas Station/Convenience Store Warehouse/Distribution Office[3]		- Construct 25,000 S.F. Construct 3,500 S.F. w/ 12 pumps Construct 25,000 S.F. Construct 75,000 S.F.	Construct 300 Rooms Additional 25,000 S.F. Additional 25,000 S.F. Additional 75,000 S.F.	- -Additional 50,000 S.F. - Additional 50,000 S.F. Additional 75,000 S.F.

1. This table is for general phasing and major development items only. More specific detail is available in the annual Capital Improvement Plan (CIP) prepared by the Lee County Port Authority for the Southwest Florida International Airport.
2. All non-aviation related development will meet local land development code requirements such as open space requirements listed in LDC Sec. 10-415 and Wetland Impacts requirements listed in LDC Sec. 14-293. All development will be required to undergo local site and zoning review prior to local development order issuance.
3. This Development includes 10% retail
4. Development within the "Potential Future Development Area" will require amendment of the Lee Plan prior to development.

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LEE COUNTY
SOUTHWEST FLORIDA

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District Five

Donald D. Stilwell
County Manager

James G. Yaeger
County Attorney

Diana M. Parker
County Hearing Examiner

Writer's Direct Dial Number: (239) 479-8548

June 4, 2004

Mr. Bernard Piawah
Florida Department of Community Affairs
Division of Community Planning
Bureau of Local Planning
2555 Shumard Oak Boulevard
Tallahassee, FL. 32399-2100

Re: Draft Lee County Staff Report
CPA2003-02, The Southwest Florida International Airport Lee Plan Amendment

Dear Mr. Bernard Piawah:

As promised, please find enclosed a copy of the draft adoption packet for the above mentioned amendment. The County's draft response to the Department's ORC Report is contained within Part V of the staff report as well as within Attachment 3. A copy of the consolidated revised amendment language proposed for adoption can be found in Part I.C. of the staff report. Staff believes that the revised amendment addresses all of the Department's recommendations. Lee County staff anticipates an adoption hearing sometime in September. Lee County and the Port Authority staff are hoping that we can take this time to address any concerns or issues that this response might create for the Department.

Also, please find enclosed a copy of a letter from the Chairman of the Lee County Board of County Commissioners to the Secretary of the Department of Community Affairs. If you have any questions, or if I can be of any assistance in this matter, please feel free to call me at the above telephone number.

Sincerely,
DEPT. OF COMMUNITY DEVELOPMENT
Division of Planning

Matthew A. Noble, AICP
Principal Planner

cc:
Bill Horner, Lee County Port Authority w/o enclosures
Dawn Lehnert, Lee County Attorney's Office w/o enclosures
Andrew Getch, Lee County DOT w/o enclosures
Dave Loveland, Lee County DOT w/o enclosures

LEE COUNTY
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County Attorney

Diana M. Parker
County Hearing Examiner

Writer's Direct Dial Number: (239) 335-2225

June 4, 2004

Thaddeus Cohen, Secretary
Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Fl 32399-2100

RE: Southwest Florida International Airport

Dear Secretary Cohen:

The construction of the Midfield Terminal Complex at Southwest Florida International Airport is two-thirds completed and on schedule for its grand opening in the Spring of 2005. This $438 million public works project is a very important part of the infrastructure of not just Lee County, but all of Southwest Florida.

The Southwest Florida International Airport is currently proposing an amendment to the Lee County comprehensive plan, the Lee Plan. This amendment seeks to adopt the Airport Master Plan into the Lee Plan. Under 2002 revisions to the Florida Statutes, adopting the Airport Master Plan into the Lee Plan will free the Airport from its current development of regional impact status. This amendment is extremely important to the continued operation of the Airport.

The amendment has been reviewed by your Department and an Objections, Comments and Recommendations (ORC) report has been issued. County and Airport staff along with airport consultants have met with your staff on several occasions to address the identified concerns. The proposed amendment is scheduled for adoption in September of 2004. The proposed amendment, revised to address the concerns raised in the ORC report, is attached. It is very important that this amendment be adopted and in effect in a timely manner. To that end, Lee County and the Lee County Port Authority would greatly appreciate it if our staff and consultants could, in the following weeks, meet with your staff to see if the objections have been adequately addressed.

Thank you for you consideration on this matter. I look forward to your response.

Sincerely,

John E. Albion, Chairman
Lee County Board of County Commissioners

cc: Mary Gibbs, Director, Department of Community Development
Robert M. Ball, Executive Director, Southwest Florida International Airport

DRAFT

CPA 2003-02
SOUTHWEST FLORIDA INTERNATIONAL AIRPORT
PORT BOARD SPONSORED AMENDMENT
TO THE

LEE COUNTY COMPREHENSIVE PLAN

THE LEE PLAN

Lee County Port Authority Sponsored Application and Staff Analysis

BoCC Adoption Document

DRAFT

DRAFT

DRAFT

Lee County Planning Division
1500 Monroe Street
P.O. Box 398
Fort Myers, FL 33902-0398
(239) 479-8585

June 4, 2004

DRAFT

LEE COUNTY
DIVISION OF PLANNING
STAFF REPORT FOR
COMPREHENSIVE PLAN AMENDMENT
CPA 2003-02

✓ **Text Amendment** ✓ **Map Amendment**

✓	This Document Contains the Following Reviews:
✓	Staff Review
✓	Local Planning Agency Review and Recommendation
✓	Board of County Commissioners Hearing for Transmittal
✓	Staff Response to the DCA Objections, Recommendations, and Comments (ORC) Report
	Board of County Commissioners Hearing for Adoption

STAFF REPORT PREPARATION DATE: November 19, 2003

PART I - BACKGROUND AND STAFF RECOMMENDATION

A. SUMMARY OF APPLICATION

1. APPLICANT:

The Lee County Port Authority, represented by Jeffrey W. Breeden, Reynolds, Smith, & Hills, Inc.

2. REQUEST:

Amend the various elements of the Lee Plan including: the Vision Statement; Future Land Use Element; Transportation Element; Intergovernmental Coordination Element; and, Glossary to incorporate the "Southwest Florida International Airport Layout Plan" proposed Map 3F and the "Southwest Florida International Airport Proposed Development Schedule" proposed Table 5 as adopted through the Airport Master Plan process. Incorporate proposed Map 3M, "the Airport Mitigation Lands Overlay" depicting lands owned by Lee County that were acquired for the purpose of mitigating environmental impacts attributable to development of the Southwest Florida International Airport. In addition, amend the Lee Plan to rename references to the "Airport Commerce" Future Land Use Category to the "Tradeport" Future Land Use Category.

B. STAFF RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. **RECOMMENDATION:** Planning staff recommends that the Board of County Commissioners adopt the proposed amendment to the Lee Plan. This recommendation includes incorporating 2 new maps, Maps 3F and 3M, into the Transportation Map series. The recommended text changes are included in Section C. below. Also, amend the Table 1(b) references to Airport Commerce to Tradeport.

2. **BASIS AND RECOMMENDED FINDINGS OF FACT:**

- The proposed plan amendment is being undertaken for the specific purpose of incorporating the results of the ongoing Airport Master Plan Update process.

- The proposed amendment does not affect the Airport boundaries as contained on the Lee Plan's Future Land Use Map.

- FS 163.3177(6)(j) and (k) allow local jurisdictions, like Lee County, to incorporate an airport master plan for a licensed publicly owned and operated airport into the local comprehensive plan. This section also a provides that any subsequent amendments to the airport master plan can also be incorporated into the local comprehensive plan.

- The Southwest Florida International Airport (SWFIA) is licensed by the Florida Department of Transportation as a publicly owned and operated airport per FS 333.06.

- FS 163.3177(6)(k) provides that development or expansion of an airport consistent with the adopted airport master plan as incorporated into the local comprehensive plan "shall not be a development of regional impact."

- The proposed amendment provides sound planning coordination between Lee County staff and the Port Authority staff.

- The Southwest Florida International Airport is one of the main economic engines in the community.

- The size, complexity and volume of projects planned and constructed at Southwest Florida International Airport, in addition to new statutory requirements relating to airport master plans and comprehensive plan elements, makes it prudent and appropriate to establish a system of coordinated review between the Airport and various County departments. The proposed revisions to the Intergovernmental Coordination Element adequately address this need for increased coordination.

- The plan amendment does not cause a need to modify any of the FSUTMS model data. The request does not require any transportation network modifications due to traffic. The request does reflect the desire to increase access to the airport by providing access to I-75.

- A compact and contiguous development pattern will be maintained through this amendment. The proposed amendment will not promote urban sprawl, as the subject property is located adjacent to a significant amount of existing and approved urban development. An examination of the surrounding land uses shows that the area surrounding the subject property is rapidly urbanizing, with the exception of the lands to the east.

- The proposed amendment does not accommodate additional residential development on the Lee Plan's Future Land Use Map. The proposed amendment will not affect Lee County population projections. Continued expansion of the facility is the result of increased growth in the southwest Florida region.

- A review of the Florida Site File indicates that no significant archaeological or historical sites are recorded for or likely to be present within the project area.

- The proposed amendment will have no affect on the School Board's plans to accommodate growth in the County.

- The proposed amendment will have minimal impacts on parks, recreation and open space.

- Lee County EMS currently provides emergency medical services to the Southwest Florida International Airport. Any increased demand for EMS from airport expansions will be addressed by budget plans for new ambulances and personnel.

- The Lee County Solid Waste Disposal System will have sufficient capacity to manage and dispose of the (Class I Municipal Solid Waste) materials anticipated to be generated by the expanded Southwest Florida International Airport.

- The Lee County Utilities system has adequate existing or planned capacity to provide an adequate level of service to accommodate the expanded airport.

C. STAFF RECOMMENDED ADOPTION HEARING LANGUAGE:

The following changes to the adopted text of the Lee Plan are proposed to incorporate the "Southwest Florida International Airport Layout Plan" (Map 3F) and the "Southwest Florida International Airport Proposed Development Schedule" (Table 5) as adopted through the ongoing Airport Master Plan process. In addition, this amendment incorporates a new "Airport Mitigation Lands Overlay" (Map 3M) and renames the "Airport Commerce" Future Land Use Category as the "Tradeport" Future Land Use Category. The specific proposed language changes are included below:

VISION STATEMENT:

10. Gateway/Airport - This Community is located South of SR 82, generally east of I-75, and north of Alico Road including those portions of the Gateway development ~~which~~ that either have not been or are not anticipated to be annexed into the City of Fort Myers, the Southwest Florida International Airport and the properties ~~it is expected~~ the airport expects to ~~will~~ use for its

expansion, the lands designated as ~~Airport-Commerce~~ Tradeport, and the land designated as Industrial Development west of I-75 north of Alico Road. In addition to these two land use designations, properties in this community are designated New Community (the Gateway development), Airport, Density Reduction/Groundwater Resource (primarily the anticipated airport expansion areas), Rural, and General Interchange. The road network in this community is planned to change dramatically over time creating access to and from this community to the north, south, and east without relying on I-75.

There are three distinct areas within this community. The Gateway portion of this community is the area where residential uses will occur. Gateway will be a thriving, nearly built-out, mixed-use community in 2020. The population of this community is anticipated to grow from 1,500 permanent residents in 1996 to approximately 8,000 in 2020 and is expected to have fewer than 1,000 units remaining to be built in the year 2020. The Gateway/Airport community will continue ~~remain~~ to have an average seasonal resident influx for the Lee County area with an expected 2020 functional population of 10,000.

The second area in this community is the Southwest Florida International Airport. The airport will be greatly expanded by 2020. The expanded airport will have a second parallel runway and a new terminal building ~~which~~ that will more than double the existing capacity of the airport. Development will be guided by the Airport Layout Plan (as established through the airport master plan process) consistent with the Southwest Florida International Airport Proposed Development Schedule (Table 5) and all other Lee Plan provisions.

The airport expansion and the completion of Florida Gulf Coast University are expected to energize the remaining area in this community, including the commercial and industrial components ~~of this community~~. This portion of the community is to the south and west of Gateway and the airport and extends west of I-75 along Alico Road. While this segment of the community is not expected to build out during the timeframe of this plan, the area will be much more urbanized with hi-tech/clean industry businesses.

FUTURE LAND USE ELEMENT:

OBJECTIVE 1.2: SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AREA. Designate on the Future Land Use Map adequate land in appropriate locations to accommodate the projected growth needs of the Southwest Florida International Airport and the business and industrial areas related to it, as well as research and development activities and other non-aviation related development that is not necessarily related to the airport, through the year 2020. The Lee County Port Authority desires to establish non-aviation related uses to provide a supplementary revenue source as well as providing an opportunity for businesses that desire a location on airport property. Designate on the Airport Layout Plan suitable areas to accommodate these desired uses and provide general policy guidance as to how these uses will be developed. These categories are also considered Future Urban Areas.

POLICY 1.2.1: Airport lands include the Southwest Florida International Airport's existing facility and projected growth areas through the year 2020. These areas will include airport and airport-related development as well as non-aviation land uses as proposed in the approved 2003 Airport Master Plan update and as depicted on the Airport Layout Plan sheet (Map 3F) and the

Southwest Florida International Airport Proposed Development Schedule (Table 5). This mix of uses is intended to support the continued development of the Southwest Florida International Airport. Future development at the Southwest Florida International Airport will also include non-aviation related land uses such as hotels/motels, light industrial, service stations, ancillary retail/shopping, and office development. Any future airport expansion or development of aviation-related and non-aviation uses will ~~also include extensive environmental buffer areas for the protection of groundwater resources and wildlife habitat~~ offset environmental impacts through the Airport Mitigation Lands Overlay (Map 3M) or other appropriate mitigation acceptable to the permitting agencies and to Lee County. The physical design of the airport expansion will minimize any degradation of the recharge capability of land ~~in the expansion area~~ being developed. ~~Any~~ Aairport expansion beyond the present boundaries will be subject to ~~appropriate modifications to the DRI development order and~~ necessary amendments to the Lee Plan.

All development on Airport lands must be consistent with Map 3F and Table 5. Map 3F depicts the planned expansion of the Southwest Florida International Airport through 2020. If the airport master planning process precipitates a substantive change to the Airport Layout Plan (Map 3F), then the Port Authority must amend Map 3F prior to obtaining local development approval.

The non-aviation related development areas have been depicted on the approved Airport Layout Plan sheet (Map 3F). These uses will be constructed upon Airport lands with long term leases. All development within the non-aviation land use areas will be subject to mitigation requirements for wetland impacts. Mitigation of wetland impacts will be in accordance with the U.S. Army Corps of Engineers and South Florida Water Management District requirements. To the greatest extent reasonably possible, development of non-aviation land use areas must avoid wetland impacts. All non-aviation land use development will meet the indigenous vegetation requirements set forth in the Lee County Land Development Code.

POLICY 1.2.2: The ~~Airport Commerce~~ Tradeport areas are commercial and industrial lands adjacent to the airport needed to accommodate projected growth through the year 2020. These areas will include developments consisting of light manufacturing or assembly, warehousing, and distribution facilities; offices; research and development activities; ground transportation and airport-related terminals or transfer facilities; and hotels/motels, meeting facilities; and retail uses ~~are permitted~~ within hotels/motels. Ancillary retail commercial uses, intended to support the surrounding business and industrial land uses, are allowed if they are part of a Planned Development of 10 or more acres in size and are limited to 1,000 square feet per acre of ~~Airport Commerce~~ Tradeport land within the Planned Development. Residential uses, other than bona fide caretaker residences, are not permitted in this category except to the extent provided in Chapter XIII of the Plan. Caretaker residences are not permitted in the Airport Noise Zone 3. Because this area is located within the Six Mile Cypress Basin and is also a primary point of entry into Lee County, special environmental and design review guidelines will be applied to its development to maintain the appearance of this area as a primary point of entry into Lee County. Property in Section 1 and the east ½ of Section 2, Township 46 South, Range 25 East, and in Section 6, Township 46 South, Range 26 East, must be rezoned to a planned development zoning category prior to any development other than the construction of essential public services. During the rezoning process, the best environmental management practices identified on pages 43 and 44 of

the July 28, 1993 Henigar & Ray study entitled, "Groundwater Resource Protection Study" will be rebuttably presumed to be necessary to protect potential groundwater resources in the area.

POLICY 1.2.4: The Airport AOPD zoning resolution must be amended before any non-aviation related uses can be developed at the Southwest Florida International Airport. The intensity of the proposed aviation and non-aviation land uses must be consistent with Lee Plan Table 5.

POLICY 1.2.5: Map 3F, as currently incorporated into the Lee Plan includes transportation improvements that exceed those shown on the balance of the Transportation Map Series maps. The direct access improvements to I-75 depicted on Map 3F, which are being pursued by the Port Authority to benefit the midfield terminal, include an interchange at I-75 and grade separation at Treeline Avenue/Ben Hill Griffin Parkway. These future improvements are the Port Authority's desired access to the airport. The Port Authority will be responsible for achieving consistency between Map 3F and the balance of the Transportation Map Series concerning access to I-75. The Port Authority will serve as the lead agency for achieving direct access to I-75.

POLICY 1.2.6: Any future airport expansion or development of aviation related or non-aviation related uses will provide appropriate buffer areas, as determined by Lee County, for the protection of groundwater resources in the Southeast and Northeast quadrants of the airport property.

POLICY 1.2.7: Future non-aviation areas depicted on the Airport Layout Plan (Map 3F) will be developed, to the greatest extent possible, only within existing upland areas. Impacts to wetlands in the future non-aviation areas will be minimized by site design, whenever possible, in compliance with the Lee County Land Development Code. Development within the future non-aviation area, as designated on Map 3F, is limited to a total of 100 acres. Development of additional acreage will require prior Lee Plan amendment approval.

POLICY 1.7.11: The Airport Mitigation Lands Overlay (Map 3M) depicts lands owned by Lee County that were acquired for the purpose of mitigating environmental impacts attributable to development of the Southwest Florida International Airport. Activities performed in these areas must be in accordance with state and federal permitting agency requirements. This Overlay is intended soley as an informational tool designed to identify the location of the lands and the purpose for which the land was acquired. The Overlay does not restrict the use of the land in and of itself. Use of these lands will be determined by permit requirements. In all cases, the use of this land will be consistent with the underlying Future Land Use category.

POLICY 2.4.4: Lee Plan amendment applications to expand the Lee Plan's employment centers, which include light industrial, commercial retail and office land uses, will be evaluated by the Board of County Commissioners in light of the locations and cumulative totals already designated for such uses, including the 1994 addition of 1400 acres to the ~~Airport Commerce~~ Tradeport category just south of the Southwest Florida International Airport.

POLICY 7.1.6: Land that is located outside of the Industrial Development, ~~Airport Commerce~~ Tradeport, and Industrial Interchange areas but within the designated Future Urban Areas may be developed for light industrial purposes so long as adequate services and facilities are available, the

use will not adversely impact surrounding land uses, and natural resources are protected, if one of the following conditions is met:

a. The parcel is located in the Intensive Development, Central Urban, or Urban Community land use categories, was zoned IL or IG prior to the adoption of the 1984 Lee Plan, and does not exceed 50 acres in size (unless it is adjacent to other existing or designated industrial lands); or

b. The parcel is located in the Intensive Development, Central Urban, Urban Community, General Interchange, Industrial Commercial Interchange, Mixed Use Interchange, or University Village Interchange land use categories, and is zoned as a Planned Development.

TRANSPORTATION ELEMENT:

OBJECTIVE 32.1: ECONOMIC GROWTH. The capacity and long term development of the Southwest Florida International Airport will be expanded in compliance with ~~the adopted Airport Master Plan~~ Map 3F and Table 5 to aid in the diversification of the county's economic growth. Specific Pproject implementation and approval of the proposed development will be coordinated through the annual Capital Improvement Program process and be consistent with the Airport Layout Plan (Map 3F). These expansions will be funded through user fees, airline contributions, and other funding sources not involving general county tax dollars. The Port Authority will strive to minimize impacts to surrounding land uses while maintaining a safe and efficient facility for airport operations.

POLICY 32.1.1: The Port Authority will coordinate the implementation of scheduled infrastructure and facility improvements for the Southwest Florida International Airport; consistent with the approved Airport Layout Plan sheet (Map 3F) and the Southwest Florida International Airport Proposed Development Schedule (Table 5) ~~Airport Master Plan. The first phase priority will be the implementation of the new midfield terminal and its supporting infrastructure.~~

POLICY 32.1.3: The Port Authority will continue to expand ~~such~~ existing and proposed aviation facilities such as the ~~as its~~ terminal building, airport aprons, cargo facilities, roadways and parking in order to meet the forecasted demand.

POLICY 32.1.5: The Port Authority will capitalize on its Port of Entry and Foreign Trade Zone status to encourage economic diversification. ~~; and~~ This will be accomplished by actively: (1) seeking to increase international commerce movement; ~~and tourist related functions by~~ (2) implementing an international marketing program designed to increase tourist activity; ~~and by~~ (3) continuing planning efforts to ~~increase~~ ensure availability of adequate airport facilities ~~so that these facilities can adequately~~ to accommodate increases in international air traffic; and, (4) pursing development ~~create a climate~~ of international corporate ~~development~~ activity.

POLICY 32.2.1: The Port Authority will coordinate efforts with aviation and other transportation interests at the Southwest Florida International Airport to ~~provide~~ establish multi-modal transfer facilities ~~as well as other economically beneficial uses~~.

POLICY 32.2.3: Future updates of the Page Field and Southwest Florida International Airport Master Plans will monitor and incorporate development of non-aviation ~~commercial~~ uses at the airports and suggest aviation-related ~~and industrial~~ uses as appropriate.

POLICY 32.2.5: The County will utilize the approved Airport Master Plan and FAR Part 150 Study, including updates, as a basis to amend the comprehensive land use plan and the land development code to prohibit development that is incompatible with the Southwest Florida International Airport; and to ensure future economic enhancement consistent with Objective 31.2. Future updates of the Southwest Florida International Airport Master Plan that precipitate substantive changes to the Airport Layout Plan (Map 3F) will require a Lee Plan Amendment prior to local permitting approval. In accordance with FAA requirements, the Southwest Florida International Airport Master Plan and corresponding Airport Layout Plan (Map 3F) will be comprehensively updated at least once every 5 to 8 years.

POLICY 32.3.4: The proposed development schedule for the Southwest Florida International Airport through the year 2020 is depicted in Table 5 of the Lee Plan. This Table includes both aviation and non-aviation related development. If the FAA/FDOT mandate navigational improvements (NAVAIDS) or require improvements related to Airport security or safety at Southwest Florida International Airport, then the Port Authority may pursue installation of the improvement even though the improvement is not specifically identified on Table 5. However, the Port Authority must obtain all appropriate approvals and permits prior to installation, including approval from Lee County. If these improvements precipitate a substantive change to either Table 5 or Map 3F, then the Port Authority must pursue a Lee Plan amendment incorporating the changes in the next available amendment cycle.

POLICY 32.4.1: The County and Port Authority will coordinate aviation facility expansion and demand, consistent with the Airport Layout Plan, through the County's annual Capital Improvement Program ~~and through the adoption~~ in conjunction with regular briefings by Port Authority staff to County staff ~~and update of the Airport Master Plan~~.

POLICY 32.4.4: The County and Port Authority recognize the significance and value of the Southwest Florida International Airport. The Lee County Port Authority will aggressively pursue Federal and State funding for access roadway improvements as identified on the Airport Layout Plan.

POLICY 32.4.5: Development of non-aviation related uses on airport property will be required to meet concurrency standards set forth in the Lee County Land Development Code.

POLICY 32.5.7: The County will protect ~~its~~ existing and proposed aviation facilities from the encroachment of incompatible land uses by updating ~~of~~ the Future Land Use Map as needed ~~to reflect the preferred Port Authority expansion alternative layout (including necessary environmental mitigation acreage)~~ to achieve consistency with revisions to the respective FAR Part 150 Studies (if applicable), and Airport Layout Plans for Southwest Florida International Airport and Page Field, as proposed by the Port Authority.

POLICY 32.6.1: The Port Authority will coordinate and obtain approval for airport ~~expansion plans~~ development from the County through the annual capital improvement planning and programming process; local permitting process; Airport Master Plan Update process; and, the Lee Plan amendment process to ensure compatibility with other County programs. The Port Authority will provide Lee County copies of the annual capital improvement plan or other similar document for the Southwest Florida International Airport. Additional specific coordination requirements are contained in Objective 108.4 and subsequent policies.

INTERGOVERNMENTAL COORDINATION ELEMENT:

OBJECTIVE 108.4: COORDINATION OF AIRPORT DEVELOPMENT AND IMPROVEMENTS AT THE SOUTHWEST FLORIDA INTERNATIONAL AIRPORT WITH ALL PERMITTING AGENCIES. The Port Authority will coordinate with Lee County, the Southwest Florida Regional Planning Council, the Florida Department of Community Affairs, Federal Aviation Administration, and the Florida Department of Transportation to ensure that the development of the Southwest Florida International Airport is consistent with the Lee Plan.

POLICY 108.4.1: Port Authority staff will ensure that Lee County staff is directly involved in the review and approval process related to the ongoing update of the Airport Master Plan. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Layout Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments to the Airport zoning approvals and compliance with the Lee County Land Development Code.

POLICY 108.4.2: The Port Authority will submit and County staff will review and provide comments regarding the following:

(1) Scope and content of ongoing updates to the Airport Master Plan pursued in accordance with Federal Aviation Administration Advisory Circular 150/5070-6A and the Florida Department of Transportation Guidebook for Airport Master Planning.

(2) Consistency of proposed amendments to the Airport Master Plan and resulting Airport Layout Plan (Map 3F) with the Lee Plan, Land Development Code (LDC) and local zoning approvals.

(3) Compatibility and compliance of Individual CIP projects with the Lee Plan, LDC regulations, zoning approvals and other applicable regulations.

(4) Proposed Lee Plan Amendments necessary to support revisions to the Airport Layout Plan (Map 3F), the Southwest Florida International Airport Proposed Development Schedule (Table 5), the Airport Master Plan, or CIP project list.

POLICY 108.4.3: Prior to submittal of any application to amend the Lee Plan, the Port Authority staff must obtain an endorsement of the proposed plan amendment application package, including

the Airport Layout Plan, from the Board of Port Commissioners. Written evidence of this endorsement must be included in the plan amendment application package. The Port Authority staff will coordinate the date and time the endorsement request will be presented to the Port Commissioners with the County in order to provide County staff with ample opportunity to attend the meeting and address the Port Commissioners as necessary.

POLICY 108.4.4: Prior to formal submittal of any Lee Plan amendment package, rezoning request, or development order application, the Port Authority staff will informally present the proposed application to Lee County staff for initial comments and input regarding consistency with the Lee Plan and County regulations.

POLICY 108.4.5: The Port Authority is the lead agency in coordinating efforts to obtain approval for Southwest Florida International Airport access improvements with agencies participating in the Lee County Metropolitan Planning Organization. This includes the incorporation of improvements into the Financially Feasible Transportation Plan (Map 3A) and the Lee County Metropolitan Planning Organization Financially Feasible Highway Plan and Needs Assessment. The Port Authority will work with local, State, and Federal transportation agencies to identify and obtain funding for access improvements to the airport.

GLOSSARY:

AIRPORT (PUBLIC USE). Is defined as any area of land or water designed and set aside for the landing and taking off of aircraft and utilized or to be utilized in the interest of the public for such purpose. Airport Facilities (Commercial or General Aviation) typically include areas for shelter, servicing, or repair of aircraft, or for receiving and discharging passengers or cargo, and areas used for access to airport facilities or buildings.

AIRPORT LAYOUT PLAN. A map of existing and proposed airport property, facilities and development that is created as a result of the Airport Master Planning process. The Airport Layout Plan for Southwest Florida International Airport is adopted as Map 3F.

AIRPORT MASTER PLAN. A plan of development applicable to an airport that is prepared and approved in accordance with FAA Advisory Circular 150/5070-6A and FDOT Guidebook for Airport Master Planning. By design, the Airport Master Plan process is ongoing and allows an airport to address operational and development needs as they arise. The overall development scheme or concept is depicted in the Airport Layout Plan.

AIRPORT SUPPORT LAND USES. Airport Support land uses include land uses that provide support facilities to other airport operations, including the air traffic control tower, aircraft rescue and firefighting, airport maintenance, airport utilities, rental car service and storage, fuel farms, aircraft maintenance areas, airline in-flight catering kitchens, airport police department gun range, airport auto repair facility, and Port Authority training facility.

AVIATION RELATED INDUSTRY. Aviation-Related Industry land uses include manufacturing, fabrication, or assembly activities relating to aviation. Examples of Aviation-

Related Industry uses include fuel storage and transfer facilities, aircraft parts/instrument manufacture, facilities for processing large air cargo shipments, and warehousing.

AVIATION RELATED LAND USES. Aviation related land uses are necessary for the safe operation of the airport. These uses include: all uses necessary to support airfield operations such as runway and taxiway safety areas, runway approaches, taxiways and taxiway exits, areas where NAVAIDS will be located, and areas within the building restriction lines and the runway protection zones; all facilities associated with Airline Passenger Terminal areas and Air Cargo areas, including the Federal Inspection Station/customs, aircraft aprons, and terminal auto parking areas, cargo buildings and truck ramps for transshipping cargo between air and ground transportation; all uses associated with General Aviation operations, including aircraft aprons, fixed base operator offices and hangars, and auto parking areas. This term also includes all Airport Support and Aviation-Related Industry.

FUTURE URBAN AREAS. Those categories on the Future Land Use Map ~~which~~ that are designated for urban activities: Intensive Development, Central Urban, Urban Community, Suburban, Outlying Suburban, Industrial Development, Public Facilities, Airport, ~~Airport Commerce~~ Tradeport, Industrial Interchange, General Interchange, General Commercial Interchange, Industrial Commercial Interchange, University Village Interchange, Mixed Use Interchange, University Community, and New Community.

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT PROPOSED DEVELOPMENT SCHEDULE (TABLE 5). This Table depicts the proposed development schedule for the Southwest Florida International Airport through the year 2020.

SUBSTANTIVE CHANGE. As used in Policies 32.2.5 and 32.3.4, the term "substantive change" means development not specifically stated or identified in Table 5 or depicted on Map 3F.

NAVAID - AIR NAVIGATION FACILITY. A facility designed for use as an aid to air navigation, including landing areas, lights, any apparatus or equipment for disseminating weather information, for signaling, for radio direction-finding, or for radio or other electronic communication, and any other structure or mechanism having a similar purpose for guiding and controlling flight in the air or the landing or takeoff of aircraft.

NON-AVIATION RELATED USES. This phrase refers to the commercial and industrial land uses identified on the Airport Layout Plan (Map 3F) and Table 5. Non-aviation related uses are typically developed in non-aviation settings. Non-aviation uses may be enhanced by proximity to an airport, but these uses are not dependent on access to an airport. These uses could be developed in other locations within the County. Non-aviation related uses will be established on Airport lands through lease agreements with the Port Authority. The areas identified to accomodate these non-aviation uses are not necessary to support the primary aviation facilities comprising the Southwest Florida International Airport. Use of Airport lands for non-aviation use is intended to provide a revenue stream that may be used to enhance airport operations. Though located on airport property, the establishment of non-aviation uses is not necessary for the continued function of the primary aviation facilities associated with the airport.

PROCEDURES AND ADMINISTRATION:

B. Standards for Administrative Interpretations

4. Single-Family Residence Provision:

a. Applicability

Notwithstanding any other provision of this plan, any entity owning property or entering or participating in a contract for purchase agreement of property, which property is not in compliance with the density requirements of the Lee Plan, will be allowed to construct one single-family residence on said property PROVIDED THAT:

(1) through (3) no change.

(4) Interchange, ~~Airport Commerce~~ Tradeport, and Industrial Development land use categories: In addition to the requirements set forth above, a residential use must be the only reasonable use of the lot or parcel. The existence of a reasonable commercial or industrial use will be determined by reference to all of the applicable facts and circumstances, including, but not limited to, the nature of the surrounding uses, the adequacy of the lot size (pursuant to Chapter 34 of the Land Development Code) for commercial or industrial uses, and whether adequate infrastructure exists or can reasonably be provided to serve a commercial or industrial use at the location in question.

D. STAFF RECOMMENDED TRANSMITTAL HEARING LANGUAGE:

The following changes to the adopted text of the Lee Plan are proposed to incorporate the "Southwest Florida International Airport Layout Plan" (Map 3F) and the "Southwest Florida International Airport Proposed Development Schedule" (Table 5) as adopted through the ongoing Airport Master Plan process. In addition, this amendment incorporates a new "Airport Mitigation Lands Overlay" (Map 3M) and renames the "Airport Commerce" Future Land Use Category as the "Tradeport" Future Land Use Category. The specific proposed language changes are included below:

VISION STATEMENT:

10. Gateway/Airport - This Community is located South of SR 82, generally east of I-75, and north of Alico Road including those portions of the Gateway development ~~which~~ that either have not been or are not anticipated to be annexed into the City of Fort Myers, the Southwest Florida International Airport and the properties ~~it is expected~~ the airport expects to ~~will~~ use for its expansion, the lands designated as ~~Airport Commerce~~ Tradeport, and the land designated as Industrial Development west of I-75 north of Alico Road. In addition to these two land use designations, properties in this community are designated New Community (the Gateway

development), Airport, Density Reduction/Groundwater Resource (primarily the anticipated airport expansion areas), Rural, and General Interchange. The road network in this community is planned to change dramatically over time creating access to and from this community to the north, south, and east without relying on I-75.

There are three distinct areas within this community. The Gateway portion of this community is the area where residential uses will occur. Gateway will be a thriving, nearly built-out, mixed-use community in 2020. The population of this community is anticipated to grow from 1,500 permanent residents in 1996 to approximately 8,000 in 2020 and is expected to have fewer than 1,000 units remaining to be built in the year 2020. The Gateway/Airport community will continue ~~remain~~ to have an average seasonal resident influx for the Lee County area with an expected 2020 functional population of 10,000.

The second area in this community is the Southwest Florida International Airport. The airport will be greatly expanded by 2020. The expanded airport will have a second parallel runway and a new terminal building ~~which~~ that will more than double the existing capacity of the airport. Development will be guided by the Airport Layout Plan (as established through the airport master plan process) consistent with the Southwest Florida International Airport Proposed Development Schedule (Table 5) and all other Lee Plan provisions.

The airport expansion and the completion of Florida Gulf Coast University are expected to energize the remaining area in this community, including the commercial and industrial components ~~of this community~~. This portion of the community is to the south and west of Gateway and the airport and extends west of I-75 along Alico Road. While this segment of the community is not expected to build out during the timeframe of this plan, the area will be much more urbanized with hi-tech/clean industry businesses.

FUTURE LAND USE ELEMENT:

OBJECTIVE 1.2: SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AREA. Designate on the Future Land Use Map adequate land in appropriate locations to accommodate the projected growth needs of the Southwest Florida International Airport and the business and industrial areas related to it, as well as research and development activities and other non-aviation related development that is not necessarily related to the airport, through the year 2020. The Lee County Port Authority desires to establish non-aviation related uses to provide a supplementary revenue source as well as providing an opportunity for businesses that desire a location on airport property. Designate on the Airport Layout Plan suitable areas to accommodate these desired uses and provide general policy guidance as to how these uses will be developed. These categories are also considered Future Urban Areas.

POLICY 1.2.1: Airport lands include the Southwest Florida International Airport's existing facility and projected growth areas through the year 2020. These areas will include airport and airport-related development as well as non-aviation land uses as proposed in the approved 2003 Airport Master Plan update and as depicted on the Airport Layout Plan sheet (Map 3F) and the Southwest Florida International Airport Proposed Development Schedule (Table 5). This mix of uses is intended to support the continued development of the Southwest Florida International

Airport. Future development at the Southwest Florida International Airport will also include non-aviation related land uses such as hotels/motels, light industrial, service stations, ancillary retail/shopping, and office development. Any future airport expansion or development of aviation-related and non-aviation uses will ~~also include extensive environmental buffer areas for the protection of groundwater resources and wildlife habitat~~ offset environmental impacts through the Airport Mitigation Lands Overlay (Map 3M) or other appropriate mitigation acceptable to the permitting agencies and to Lee County. The physical design of the airport expansion will minimize any degradation of the recharge capability of land ~~in the expansion area~~ being developed. ~~Any~~ Aairport expansion beyond the present boundaries will be subject to ~~appropriate modifications to the DRI development order and~~ necessary amendments to the Lee Plan.

All development on Airport lands must be consistent with Map 3F and Table 5. Map 3F depicts the planned expansion of the Southwest Florida International Airport through 2020. If the airport master planning process precipitates a substantive change to the Airport Layout Plan (Map 3F), then the Port Authority must amend Map 3F prior to obtaining local development approval.

The non-aviation related development areas have been depicted on the approved Airport Layout Plan sheet (Map 3F). These uses will be constructed upon Airport lands with long term leases. All development within the non-aviation land use areas will be subject to mitigation requirements for wetland impacts. Mitigation of wetland impacts will be in accordance with the U.S. Army Corps of Engineers and South Florida Water Management District requirements. To the greatest extent reasonably possible, development of non-aviation land use areas must avoid wetland impacts. All non-aviation land use development will meet the indigenous vegetation requirements set forth in the Lee County Land Development Code.

POLICY 1.2.2: The ~~Airport Commerce~~ Tradeport areas are commercial and industrial lands adjacent to the airport needed to accommodate projected growth through the year 2020. These areas will include developments consisting of light manufacturing or assembly, warehousing, and distribution facilities; offices; research and development activities; ground transportation and airport-related terminals or transfer facilities; and hotels/motels, meeting facilities; and retail uses ~~are permitted~~ within hotels/motels. Ancillary retail commercial uses, intended to support the surrounding business and industrial land uses, are allowed if they are part of a Planned Development of 10 or more acres in size and are limited to 1,000 square feet per acre of ~~Airport Commerce~~ Tradeport land within the Planned Development. Residential uses, other than bona fide caretaker residences, are not permitted in this category except to the extent provided in Chapter XIII of the Plan. Caretaker residences are not permitted in the Airport Noise Zone 3. Because this area is located within the Six Mile Cypress Basin and is also a primary point of entry into Lee County, special environmental and design review guidelines will be applied to its development to maintain the appearance of this area as a primary point of entry into Lee County. Property in Section 1 and the east ½ of Section 2, Township 46 South, Range 25 East, and in Section 6, Township 46 South, Range 26 East, must be rezoned to a planned development zoning category prior to any development other than the construction of essential public services. During the rezoning process, the best environmental management practices identified on pages 43 and 44 of the July 28, 1993 Henigar & Ray study entitled, "Groundwater Resource Protection Study" will be rebuttably presumed to be necessary to protect potential groundwater resources in the area.

POLICY 1.2.4: The Airport AOPD zoning resolution must be amended before any non-aviation related uses can be developed at the Southwest Florida International Airport. The intensity of the proposed aviation and non-aviation land uses must be consistent with Lee Plan Table 5.

POLICY 1.2.5: Map 3F, as currently incorporated into the Lee Plan includes transportation improvements that exceed those shown on the balance of the Transportation Map Series maps. The direct access improvements to I-75 depicted on Map 3F, which are being pursued by the Port Authority to benefit the midfield terminal, include an interchange at I-75 and grade separation at Treeline Avenue/Ben Hill Griffin Parkway. These future improvements are the Port Authority's desired access to the airport. The Port Authority will be responsible for achieving consistency between Map 3F and the balance of the Transportation Map Series concerning access to I-75. The Port Authority will serve as the lead agency for achieving direct access to I-75.

POLICY 1.7.11: The Airport Mitigation Lands Overlay (Map 3M) depicts lands owned by Lee County that were acquired for the purpose of mitigating environmental impacts attributable to development of the Southwest Florida International Airport. Activities performed in these areas must be in accordance with state and federal permitting agency requirements. This Overlay is intended soley as an informational tool designed to identify the location of the lands and the purpose for which the land was acquired. The Overlay does not restrict the use of the land in and of itself. Use of these lands will be determined by permit requirements. In all cases, the use of this land will be consistent with the underlying Future Land Use category.

POLICY 2.4.4: Lee Plan amendment applications to expand the Lee Plan's employment centers, which include light industrial, commercial retail and office land uses, will be evaluated by the Board of County Commissioners in light of the locations and cumulative totals already designated for such uses, including the 1994 addition of 1400 acres to the ~~Airport Commerce~~ Tradeport category just south of the Southwest Florida International Airport.

POLICY 7.1.6: Land that is located outside of the Industrial Development, ~~Airport Commerce~~ Tradeport, and Industrial Interchange areas but within the designated Future Urban Areas may be developed for light industrial purposes so long as adequate services and facilities are available, the use will not adversely impact surrounding land uses, and natural resources are protected, if one of the following conditions is met:

a. The parcel is located in the Intensive Development, Central Urban, or Urban Community land use categories, was zoned IL or IG prior to the adoption of the 1984 Lee Plan, and does not exceed 50 acres in size (unless it is adjacent to other existing or designated industrial lands); or

b. The parcel is located in the Intensive Development, Central Urban, Urban Community, General Interchange, Industrial Commercial Interchange, Mixed Use Interchange, or University Village Interchange land use categories, and is zoned as a Planned Development.

TRANSPORTATION ELEMENT:

OBJECTIVE 32.1: ECONOMIC GROWTH. The capacity and long term development of the Southwest Florida International Airport will be expanded in compliance with ~~the adopted Airport Master Plan~~ Map 3F and Table 5 to aid in the diversification of the county's economic growth. Specific Pproject implementation and approval of the proposed development will be coordinated through the annual Capital Improvement Program process and be consistent with the Airport Layout Plan (Map 3F). These expansions will be funded through user fees, airline contributions, and other funding sources not involving general county tax dollars. The Port Authority will strive to minimize impacts to surrounding land uses while maintaining a safe and efficient facility for airport operations.

POLICY 32.1.1: The Port Authority will coordinate the implementation of scheduled infrastructure and facility improvements for the Southwest Florida International Airport; consistent with the approved Airport Layout Plan sheet (Map 3F) and the Southwest Florida International Airport Proposed Development Schedule (Table 5) ~~Airport Master Plan. The first phase priority will be the implementation of the new midfield terminal and its supporting infrastructure.~~

POLICY 32.1.3: The Port Authority will continue to expand ~~such~~ existing and proposed aviation facilities such as the ~~as its~~ terminal building, airport aprons, cargo facilities, roadways and parking in order to meet the forecasted demand.

POLICY 32.1.5: The Port Authority will capitalize on its Port of Entry and Foreign Trade Zone status to encourage economic diversification. ~~, and~~ This will be accomplished by actively: (1) seeking to increase international commerce movement; ~~and tourist related functions by~~ (2) implementing an international marketing program designed to increase tourist activity; ~~and by~~ (3) continuing planning efforts to ~~increase~~ ensure availability of adequate airport facilities ~~so that these facilities can adequately~~ to accommodate increases in international air traffic; and, (4) pursing development ~~create a climate~~ of international corporate ~~development~~ activity.

POLICY 32.2.1: The Port Authority will coordinate efforts with aviation and other transportation interests at the Southwest Florida International Airport to ~~provide~~ establish multi-modal transfer facilities ~~as well as other economically beneficial uses~~.

POLICY 32.2.3: Future updates of the Page Field and Southwest Florida International Airport Master Plans will monitor and incorporate development of non-aviation ~~commercial~~ uses at the airports and suggest aviation-related ~~and industrial~~ uses as appropriate.

POLICY 32.2.5: The County will utilize the approved Airport Master Plan and FAR Part 150 Study, including updates~~,~~ as a basis to amend the comprehensive land use plan and the land development code to prohibit development that is incompatible with the Southwest Florida International Airport; and to ensure future economic enhancement consistent with Objective 31.2. Future updates of the Southwest Florida International Airport Master Plan that precipitate substantive changes to the Airport Layout Plan (Map 3F) will require a Lee Plan Amendment prior to local permitting approval. In accordance with FAA requirements, the Southwest Florida

International Airport Master Plan and corresponding Airport Layout Plan (Map 3F) will be comprehensively updated at least once every 5 to 8 years.

POLICY 32.3.4: The proposed development schedule for the Southwest Florida International Airport through the year 2020 is depicted in Table 5 of the Lee Plan. This Table includes both aviation and non-aviation related development. If the FAA/FDOT mandate navigational improvements (NAVAIDS) or require improvements related to Airport security or safety at Southwest Florida International Airport, then the Port Authority may pursue installation of the improvement even though the improvement is not specifically identified on Table 5. However, the Port Authority must obtain all appropriate approvals and permits prior to installation, including approval from Lee County. If these improvements precipitate a substantive change to either Table 5 or Map 3F, then the Port Authority must pursue a Lee Plan amendment incorporating the changes in the next available amendment cycle.

POLICY 32.4.1: The County and Port Authority will coordinate aviation facility expansion and demand, consistent with the Airport Layout Plan, through the County's annual Capital Improvement Program ~~and through the adoption~~ in conjunction with regular briefings by Port Authority staff to County staff ~~and update of the Airport Master Plan~~.

POLICY 32.4.4: The County and Port Authority recognize the significance and value of the Southwest Florida International Airport. The Lee County Port Authority will aggressively pursue Federal and State funding for access roadway improvements as identified on the Airport Layout Plan.

POLICY 32.5.7: The County will protect ~~its~~ existing and proposed aviation facilities from the encroachment of incompatible land uses by updating ~~of~~ the Future Land Use Map as needed ~~to reflect the preferred Port Authority expansion alternative layout (including necessary environmental mitigation acreage)~~ to achieve consistency with revisions to the respective FAR Part 150 Studies (if applicable), and Airport Layout Plans for Southwest Florida International Airport and Page Field, as proposed by the Port Authority.

POLICY 32.6.1: The Port Authority will coordinate and obtain approval for airport ~~expansion plans~~ development from the County through the annual capital improvement planning and programming process; local permitting process; Airport Master Plan Update process; and, the Lee Plan amendment process to ensure compatibility with other County programs. The Port Authority will provide Lee County copies of the annual capital improvement plan or other similar document for the Southwest Florida International Airport. Additional specific coordination requirements are contained in Objective 108.4 and subsequent policies.

INTERGOVERNMENTAL ~~COORDINATION~~ ELEMENT:

OBJECTIVE 108.4: COORDINATION OF AIRPORT DEVELOPMENT AND IMPROVEMENTS AT THE SOUTHWEST FLORIDA INTERNATIONAL AIRPORT WITH ALL PERMITTING AGENCIES. The Port Authority will coordinate with Lee County, the Southwest Florida Regional Planning Council, the Florida Department of Community Affairs,

Federal Aviation Administration, and the Florida Department of Transportation to ensure that the development of the Southwest Florida International Airport is consistent with the Lee Plan.

POLICY 108.4.1: Port Authority staff will ensure that Lee County staff is directly involved in the review and approval process related to the ongoing update of the Airport Master Plan. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Layout Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments to the Airport zoning approvals and compliance with the Lee County Land Development Code.

POLICY 108.4.2: The Port Authority will submit and County staff will review and provide comments regarding the following:

(1) Scope and content of ongoing updates to the Airport Master Plan pursued in accordance with Federal Aviation Administration Advisory Circular 150/5070-6A and the Florida Department of Transportation Guidebook for Airport Master Planning.

(2) Consistency of proposed amendments to the Airport Master Plan and resulting Airport Layout Plan (Map 3F) with the Lee Plan, Land Development Code (LDC) and local zoning approvals.

(3) Compatibility and compliance of Individual CIP projects with the Lee Plan, LDC regulations, zoning approvals and other applicable regulations.

(4) Proposed Lee Plan Amendments necessary to support revisions to the Airport Layout Plan (Map 3F), the Southwest Florida International Airport Proposed Development Schedule (Table 5), the Airport Master Plan, or CIP project list.

POLICY 108.4.3: Prior to submittal of any application to amend the Lee Plan, the Port Authority staff must obtain an endorsement of the proposed plan amendment application package, including the Airport Layout Plan, from the Board of Port Commissioners. Written evidence of this endorsement must be included in the plan amendment application package. The Port Authority staff will coordinate the date and time the endorsement request will be presented to the Port Commissioners with the County in order to provide County staff with ample opportunity to attend the meeting and address the Port Commissioners as necessary.

POLICY 108.4.4: Prior to formal submittal of any Lee Plan amendment package, rezoning request, or development order application, the Port Authority staff will informally present the proposed application to Lee County staff for initial comments and input regarding consistency with the Lee Plan and County regulations.

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into the Financially Feasible Transportation Plan (Map 3A) and the Lee County Metropolitan Planning Organization Financially Feasible Highway Plan and Needs Assessment. The Port Authority will work with local, State, and Federal transportation agencies to identify and obtain funding for access improvements to the airport.

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AIRPORT (PUBLIC USE). Is defined as any area of land or water designed and set aside for the landing and taking off of aircraft and utilized or to be utilized in the interest of the public for such purpose. Airport Facilities (Commercial or General Aviation) typically include areas for shelter, servicing, or repair of aircraft, or for receiving and discharging passengers or cargo, and areas used for access to airport facilities or buildings.

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SOUTHWEST FLORIDA INTERNATIONAL AIRPORT PROPOSED DEVELOPMENT SCHEDULE (TABLE 5). This Table depicts the proposed development schedule for the Southwest Florida International Airport through the year 2020.

NAVAID - AIR NAVIGATION FACILITY. A facility designed for use as an aid to air navigation, including landing areas, lights, any apparatus or equipment for disseminating weather information, for signaling, for radio direction-finding, or for radio or other electronic communication, and any other structure or mechanism having a similar purpose for guiding and controlling flight in the air or the landing or takeoff of aircraft.

NON-AVIATION RELATED USES. This phrase refers to the commercial and industrial land uses identified on the Airport Layout Plan (Map 3F) and Table 5. Non-aviation related uses are typically developed in non-aviation settings. Non-aviation uses may be enhanced by proximity to an airport, but these uses are not dependent on access to an airport. These uses could be developed in other locations within the County. Non-aviation related uses will be established on Airport lands through lease agreements with the Port Authority. The areas identified to accomodate these non-aviation uses are not necessary to support the primary aviation facilities comprising the Southwest Florida International Airport. Use of Airport lands for non-aviation use is intended to provide a revenue stream that may be used to enhance airport operations. Though located on airport property, the establishment of non-aviation uses is not necessary for the continued function of the primary aviation facilities associated with the airport.

PROCEDURES AND ADMINISTRATION:

B. Standards for Administrative Interpretations

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a. Applicability

Notwithstanding any other provision of this plan, any entity owning property or entering or participating in a contract for purchase agreement of property, which property is not in compliance with the density requirements of the Lee Plan, will be allowed to construct one single-family residence on said property PROVIDED THAT:

(1) through (3) no change.

(4) Interchange, ~~Airport—Commerce~~ Tradeport, and Industrial Development land use categories: In addition to the requirements set forth above, a residential use must be the only reasonable use of the lot or parcel. The existence of a reasonable commercial or industrial use will be determined by reference to all of the applicable facts and circumstances, including, but not limited to, the nature of the surrounding uses, the adequacy of the lot size (pursuant to Chapter 34 of the Land Development Code) for commercial or industrial uses, and whether adequate infrastructure exists or can reasonably be provided to serve a commercial or industrial use at the location in question.

E. BACKGROUND INFORMATION

1. EXISTING CONDITIONS:

SIZE OF PROPERTY: Airport property is 6,372 ± Acres; Mitigation Overlay property is 6,986 ± Acres.

PROPERTY LOCATION: The airport property is generally located on the east side of U.S. I-75, south of Daniels Parkway and north of Alico Road. The Airport Mitigation Overlay lands are located east of Alico Road and North of Corkscrew Road.

EXISTING USE OF LAND: The airport property is developed as an operating airport; The Airport Mitigation Overlay lands are used for mitigating environment impacts attributable to development of the Southwest Florida International Airport.

CURRENT ZONING: The airport property is zoned AOPD; the Airport Mitigation Overlay lands are zoned AG-2.

CURRENT FUTURE LAND USE CATEGORY: The airport property has two Future Land Use designations: Airport and Wetlands. The Mitigation Overlay property has three Future Land Use designations: Density Reduction/Groundwater Resources, Wetlands, and Public Facilities.

2. BACKGROUND DISCUSSION:

The Lee County Port Authority has the responsibility of managing the planning, development and operation of the Southwest Florida International Airport and Page Field. These airports are the only publically funded and maintained airports in Lee County. These airports provide service for the rapidly growing aviation needs of the region. This amendment is concerned with the Southwest Florida International Airport.

As the application indicates, the Southwest Florida International Airport (SWFIA) is an integral component of the regional transportation infrastructure system. The Port Authority prepares a plan, the Airport Master Plan, with periodic updates to provide a comprehensive analysis of current airport facilities and a determination of trends and activities affecting the Airport and its

environment. The Airport Master Plan and updates are based on the criteria and standards set forth by both the Federal Aviation Administration (FAA) and the Florida Department of Transportation (FDOT).

The current "Southwest Florida International Airport Draft Final Master Plan Update 2003" is based on the criteria and standards set forth in the FAA Advisory Circulars (AC) 150/5070-6A, "Airport Master Plans," AC 150/5300-13, Change 6, "Airport Design," as well as the FDOT's "Guidebook for Airport Master Planning." An Airport Master Plan Update includes updated aviation forecasts, facility requirements, demand/capacity analyses, airside and landside alternative analyses, a financial plan, an environmental overview, and an Airport Layout Plan set that meets FAA and FDOT criteria to guide future development on and around the Airport.

Concerning the current effort to incorporate the ongoing updates to the Airport Master Plan into the Lee Plan and increasing coordination, the application provides the following:

> *The size, complexity and volume of projects planned and constructed at the airports, in addition to new statutory requirements relating to airport master plans and comprehensive plan elements, makes it prudent and appropriate to establish a system of coordinated review between the Airport and various County departments. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments to the Airport zoning approvals and compliance with the Lee County Land Development Code.*

SWFIA is currently being developed under a Development of Regional Impact (DRI) Development Order (DO) adopted pursuant to Florida Statutes (FS) Chapter 380. Concerning the fourth DRI DO amendment, the Lee Plan application materials provide the following:

> *The Airport amended the DRI Development Order a fourth time in December 2000. Condition II.H.6.c of the amended DRI Development Order provides that if the Florida Legislature adopts statutory amendments excusing airports from compliance with the development of regional impact regulations set forth in FS Ch. 380, then the County would assist the Airport in terminating or abandoning the DRI Development Order while maintaining the Airport's ability to continue construction of the Airport consistent with the Airport Master Plan and local development order approvals.*
>
> *Chapter 2002-20, Laws of Florida (HB 261), revising FS Chapters 163 and 380, became effective on July 1, 2002. This legislation provides development or expansion of an airport, consistent with an adopted master plan that has been incorporated into the local comprehensive plan, will not be considered a development of regional impact.*

The Florida Legislature adopted Chapter 2002-20, Laws of Florida, which amends FS 163.3177(6) to create a new subsection (k) specifically allowing incorporation of an Airport Master Plan into the comprehensive plan as part of the transportation element. This portion of the Florida Statutes reads as follows:

(k) An airport master plan, and any subsequent amendments to the airport master plan, prepared by a licensed publicly owned and operated airport under s. 333.06 may be incorporated into local government comprehensive plan by the local government having jurisdiction under this act for the area in which the airport or projected airport development is located by the adoption of a comprehensive plan amendment. In the amendment to the local comprehensive plan that integrates the airport master plan, the comprehensive plan amendment shall address land use compatibility consistent with chapter 333 regarding airport zoning; the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport; consistency with the local government transportation circulation element and applicable metropolitan planning organization long-range transportation plans; and the execution of any necessary interlocal agreements for the purposes of the provision of public facilities and services to maintain the adopted level of service standards for facilities subject to concurrency; and may address airport-related or aviation-related development. Development or expansion of an airport consistent with the adopted airport master plan that has been incorporated into the local comprehensive plan in compliance with this part, and airport-related or aviation-related development that has been addressed in the comprehensive plan amendment that incorporates the airport master plan, shall not be a development of regional impact. Notwithstanding any other general law, an airport that has received a development-of-regional-impact development order pursuant to s. 380.06, but which is no longer required to undergo development-of-regional-impact review pursuant to this subsection, may abandon its development-of-regional-impact order upon written notification to the applicable local government. Upon receipt by the local government, the development-of-regional-impact development order is void.

FS 163.3177(6)(k) allows local jurisdictions, like Lee County, to incorporate an airport master plan for a licensed publicly owned and operated airport, like Southwest Florida International Airport, into the local comprehensive plan. The Southwest Florida International Airport (SWFIA) is licensed by the Florida Department of Transportation as a publicly owned and operated airport per FS 333.06. FS 163.3177(6)(k) also provides that any subsequent amendments to the airport master plan can also be incorporated into the local comprehensive. In addition, FS 163.3177(6)(k) provides that development or expansion of an airport consistent with the adopted airport master plan as incorporated into the local comprehensive plan "shall not be a development of regional impact."

In response to these recent statutory changes the Board of County Commissioners initiated this publically sponsored amendment providing for the incorporation of the Airport Master Plan into the Lee Plan. The Board of County Commissioners has stated its intention that once this Lee Plan amendment has been adopted, it will be appropriate to extinguish or abandon the SWFIA DRI DO.

PART II - STAFF ANALYSIS

A. STAFF DISCUSSION

INTRODUCTION

The applicant, the Lee County Port Authority, on March 6, 2003, filed a Lee Plan map and text amendment to incorporate the Airport Master Plan into the Lee Plan. The application provides the following summary concerning the proposed change for the subject property:

> *The proposed change for this application is to allow the Lee County Port Authority to benefit from the recent changes in the Florida Statutes that allow Airports to be excused from DRI requirements as long as they meet certain criteria. These criteria include a provision that in order for airports to be granted relief from DRI requirements, the Airport Master Plan and resulting Airport Layout Plan Sheet must be adopted into the local comprehensive plan to allow for local government coordination. By adopting the Airport Master Plan and Airport Layout Plan sheet into the Lee Plan, it allows the Lee County Port Authority the necessary flexibility to meet the aviation needs of Southwest Florida.*
>
> *The proposed Lee Plan Amendment does not change the future land use definition of Airport nor does it change the boundaries currently shown on the Lee County Future Land Use Map. However, the application proposes additional land (sic) allowable land uses within the future Airport land use category. These future land uses deal primarily with non-aviation land use activities such as hotel, industrial, office and limited retail land uses and is explained in greater detail in section J of this application. These additional land uses are compatible and similar to those land uses allowed within the future land use category Airport Commerce area which is located to the North and West of the subject property. A table presenting proposed development for the Southwest Florida International Airport has also been generated for inclusion in the Lee Plan.*

Lee County staff recognizes the importance of this effort and has worked cooperatively to achieve the best possible integration of the Port Authority plans and the County's Comprehensive Plan, the Lee Plan. County staff recognizes that the international airport is one of the main economic engines in the region. A recent economic impact study, completed by the Cincinnati-based consulting firm Ricondo & Associates for the Lee County Port Authority analyzed the airport's direct and indirect contributions to the area's economy. Data showed that the airport generated $2 billion in economic output, almost 44,000 jobs, and salaries of $885 million in Southwest Florida during 1999. The airport provides almost 1,400 full-time jobs. The Southwest Florida International Airport has served more than 4 million passengers each year since 1994.

County staff also recognize that the size, complexity and volume of projects planned and constructed at Southwest Florida International Airport, in addition to new statutory requirements relating to airport master plans and comprehensive plan elements, makes it prudent and appropriate to establish a system of coordinated review between the Airport and various County departments. As the application notes, this mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments

to the Airport zoning approvals and compliance with the Lee County Land Development Code. This amendment, in part, establishes the process framework to make this coordinated effort possible. The framework requires dialogue prior to formal submittal of any Lee Plan amendment package, rezoning request, or development order application. The purpose of this requirement is to involve County staff earlier in the process and for the Port Authority staff to obtain initial comments and input regarding consistency with the Lee Plan and County regulations.

The amendment proposes to replace existing Map 3F "Runway Protection Zones (Clear Zones) Southwest Florida International Airport" with a new Map 3F "Southwest Florida International Airport Layout Plan." The amendment also proposes to incorporate a new Table, Table 5 "Southwest Florida International Airport Proposed Development Schedule." Both of these new additions to the Lee Plan will guide future development on the Airport property.

Proposed Table 5 includes the opportunity for the Port Authority to establish non-aviation related land uses. Table 5 includes a summary of these possible land uses:

Hotel: 300 rooms
Light Manufacturing/Assembly: 100,000 square feet
Gas Station/Convenience Store: 3,500 square feet with 12 pumps
Warehouse/Distribution: 100,000 square feet
Office: 225,000 square feet

The parameters listed above are the upper limits of non-aviation related land uses that could be developed at SWFIA before the year 2020. The Port Authority will enter into leases with proposed end users, and the uses will still have to be approved through normal local processes such as rezoning, development orders, and building permit approvals.

The Airport Layout Plan sheet (Map 3F) and the Southwest Florida International Airport Proposed Development Schedule (Table 5) are the result of the latest "Southwest Florida International Airport Draft Final Master Plan Update 2003." The Port Authority's consultant has provided the following update concerning the status of the Master Plan Update:

> *The Southwest Florida International Airport Master Plan Update final draft has been submitted to the FAA and FDOT for final comments. Comments have been received from both agencies and are under review by the consulting team. The Lee County Port Authority anticipates that the comments will be addressed and the final master plan documents will be approved by the FAA and FDOT within the next 90 days. No substantive changes are anticipated.*

COMPREHENSIVE PLAN BACKGROUND

The subject property was designated "Airport," "Open Lands," and "Resource Protection and Transition Zones" by the original Lee County Future Land Use Map, adopted in 1984. "Open Lands" was established as a non-urban future land use category with a maximum density of one dwelling unit per acre. Subsequent Lee Plan amendments changed this designation to the Density Reduction/Groundwater Resource category and then to "Airport." The "Resource Protection and Transition Zones" land use categories were consolidated into the "Wetlands" land use category. Currently the property is designated "Airport" and "Wetlands."

SURROUNDING ZONING, LAND USES, AND FUTURE LAND USE DESIGNATIONS

The application materials include an extensive discussion of surrounding zoning and land uses. An examination of the surrounding land uses shows that the area surrounding the subject property is rapidly urbanizing, with the exception of the lands to the east. The surrounding Future Land Use categories consist of Airport Commerce, New Community and Density Reduction/Groundwater Resources. Airport Commerce designated lands occur to the north, west, and south of airport lands. The New Community designation is located north of airport lands. Density Reduction/Groundwater Resource lands are located south and east of airport lands. The application materials reveal a variety of DRIs, Developments of County Impacts, and planned developments in close proximity to the airport. Staff refers to the Airport Commerce areas in this section of the report, but notes that the amendment proposes to rename these areas to the Tradeport designation.

North of the subject property is Daniels Parkway and then a variety of planned development and DRI approvals with significant amounts of existing and planned uses. These include the Gateway DRI/PUD, the Worthington Commerce Park MPD, the Airside Plaza DRI/CPD, the Treeline Park IPD, and Airport Woods IPD. The Future Land Use designations for the area immediately north of the subject property include lands with the Airport Commerce, Wetlands, and New Community designations. There are also vacant properties located to the north of the subject property.

East of the subject property are lands within the Density Reduction/Groundwater Resource Future Land Use Category. The majority of these lands are zoned AG-2 and are either vacant or used for agricultural purposes.

To the south are several existing or proposed DRIs and planned developments with significant amounts of existing and planned uses. These include the Rockett 44 IPD, the Ledo Lines IPD, the Airport South Interchange IPD, the Coca Cola Bottling IPD, the Jetway Tradeport MPD, and the Airport Technology Center. Also south of Alico Road, several developments are occurring or are planned including the Florida Gulf Coast Town Center Mall, Miromar Lakes DRI, and Florida Gulf Coast University. The Future Land Use designation for the area south of the subject property is Airport Commerce and Density Reduction/Groundwater Resource and then the University Community land use designation south of Alico Road.

The majority of the lands to the west of the airport are zoned AG-2. Along Daniels Parkway, between I-75 and the airport property, a variety of commercial zoning districts such as CT, CG, CH, and CP are present. Within the area south of Daniels Parkway is the Jetport Interstate Commerce Park DRI. This DRI is mainly zoned IL with some commercial zoning such as CT. A portion of this DRI is located within the General Interchange Future Land Use category. This category is located at the I-75 and Daniels Parkway interstate interchange area.

A public rest area for I-75, accessed from Daniels Parkway, is located north of Daniels Parkway and east of I-75. The rest area is designated "Public Facilities" on the Lee Plan's Future Land Use Map.

TRANSPORTATION/TRAFFIC CIRCULATION IMPACTS

The subject property currently has access from Daniels Parkway via Chamberlin Parkway and Paul J. Doherty Parkway. With the expansion of the airport with the development of the new mid-field terminal, main access will be from Treeline Avenue/Ben Hill Griffin Parkway. The Port Authority's desire is to

have a direct connection to I-75. Proposed Map 3F includes these improvements as well as grade separation of the I-75 connector from Treeline Avenue/Ben Hill Griffin Parkway. These desired improvements are not currently depicted on the Transportation Map Series maps. Staff is recommending that a new policy (Policy 1.2.5) be added to the Lee Plan to clarify the desired improvements and the need over time to amend the balance of the map series.

The Lee Plan amendment application requires a traffic circulation analysis to determine the proposed effect of the amendment on Map 3A, the Financially Feasible Transportation Plan Map, and on the Capital Improvements Element. Applicants must identify the traffic analysis zone (TAZ) and the socio-economic forecasts for that zone or zones. The required analysis includes determining whether or not the requested amendment requires modification to the socio-economic data forecasts for the TAZ or zones.

The Port Authority submitted the required traffic circulation analysis. The application identifies the correct TAZ:

> *TAZ 1142 is the zone that represents RSW in the 2020 FSUTMS model. The airport TAZ (1142) does not contain socio-economic data, as it uses a special trip generation module to generate trips in the model (not socio-economic data). Therefore, trip generation is used for the purposes of this analysis.*

The application then compares the projected trip generation for the airport as a result of the amendment with the existing trip generation assumed for TAZ 1142. The application provides the following discussion:

> *The total trip generation from TAZ 1142 in the adopted 2020 FSUTMS model is 53,254 trip ends. The projected airport trip generation for the airport in 2020 is outlined in Table 1. As the table shows, the total proposed trip generation for the airport by 2020 is 52,960 trip ends. The Less (sic) than 1% difference in the two numbers is the result of the new master plan update forecasts which reflect a more even distribution of peak enplanements as enplanement levels grow throughout the 20 year planning horizon. In other words, the peak month of enplanements during the month of March which coincides with the peak tourism season will be more balanced over the year as the airport will be used a (sic) greater percentage of business travelers and year round residents. The LCPA typically updates the Airport Master Plan every five to ten years and will re-coordinate this data with Lee DOT and the MPO. As a result of this analysis, no modification of the forecasts or socio-economic data is required.*

The Lee County Department of Transportation (LCDOT) has reviewed the request and has provided written comments dated April 8, 2003. These comments are reproduced below:

> *We have reviewed the above application which requests to amend Map 3F of the Lee Plan to reflect the latest Master Plan update for the airport. We concur with the applicant's conclusion that the total proposed trip generation for the airport by 2020 is about 1% less than the airport trip generation in the adopted MPO's 2020 FSUTMS model and have no objection to the application.*

Staff concludes that the plan amendment does not cause a need to modify any of the FSUTMS model data. The request does not require any transportation network modifications due to traffic. The request does

reflect the desire to increase access to the airport by providing access to I-75. Staff notes that an area has been designated on the Airport Layout Plan for a passenger multi-modal facility. Currently there are no plans to develop this facility. The designation on the Airport Layout Plan preserves the Port Authority's flexibility to develop a facility of this type if the opportunity arises.

POPULATION ACCOMMODATION

The request does not accommodate additional residential development on the Lee Plan's Future Land Use Map. The application provides the brief discussion:

> *The proposed development through the year 2020 for Southwest Florida International Airport will not affect Lee County population projections. The project is the result of increasing growth in the area in both population and tourism. Users of Southwest Florida International Airport will be those residing in and visiting the area who use air travel as a primary mode of transportation. The amendment will not require any revisions to Table 1(b) (Planning Community Year 2020 Allocations) or the Lee Plan Future Land Use Map.*

Staff concurs that the proposed amendment will not affect Lee County population projections. Continued expansion of the facility is the result of increased growth in the southwest Florida region as a whole.

ENVIRONMENTAL CONSIDERATIONS

The application includes a discussion, by Kevin L. Erwin, Consulting Ecologist, Inc. concerning major plant communities located on the subject site. The discussion includes a "Summary of Existing Conditions" Table. This Table includes the Florida Land Use, Forms and Cover Classification System (FLUCFCS) Code, a brief habitat description, percent cover of exotic species, and total acreage. The application materials also provide a detailed discussion by each FLUCFCS Code and provide wetlands information and mapping. A summary of listed animal and plant species observed on the subject property are set forth in the application in tabular form.

SOILS

The applicant has provided a soils map and information in the background materials (see Attachment C-2). The brief descriptions associated with the soil types depicted on the table prepared by the applicant are based on information provided in the Soil Survey of Lee County, Florida (U.S. Department of Agriculture, Soil Conservation Service, 1984).

HISTORIC RESOURCES

The application includes a letter, dated January 14, 1994, from the Division of Historical Resources and State Historic Preservation Officer, Florida Department of State. This letter provides the following:

> *A review of the Florida Site File indicates that no significant archaeological or historical sites are recorded for or likely to be present within the project area. Furthermore, because of the project location and/or nature it is unlikely that any such sites will be affected. Therefore, it is the opinion of this office that the proposed project will have no effect on historic properties listed, or eligible for listing, in the National Register of Historic Places, or otherwise of historical or architectural value. The project is also consistent with the historic preservation laws of Florida's Coastal Management Program.*

The application also includes two other letters, dated January 28, 2000 and April 6, 2001, from the Division of Historic Resources, Florida Department of State. Both of these letters indicate that, for Township 45 South, Range 24 East, Sections 23-26, 35-36, and Township 45 South, Range 26 East, Sections 17-20, and 30-32, the Florida Master Site File lists no archaeological sites, historical standing structures, or field surveys.

Lee County staff note that there are areas on the airport property designated in the "Area of archaeological sensitivity, Sensitivity Level 2. Chapter 22 of the Lee County Land Development Code defines the Sensitivity Level 2 as follows:

> *Those areas containing known archaeological sites that have not been assessed for significance but are likely to conform to the criteria for local designation, or* ***areas where there is a high likelihood that unrecorded sites of potential significance are present.*** (Bolding added for emphasis)

Staff is not aware of any historic or archaeological resources occurring on this site. The Port Authority will be required to obtain a "Certificate to dig" from Lee County prior to or in conjunction with the issuance of a final development order for activity within areas designated as being within the "Sensitivity Level 2" areas. "Activity" in this context means new construction, filling, digging, removal of trees or any other activity that may alter or reveal an interred archaeological site.

SCHOOL IMPACTS

Lee County School District staff reviewed the proposal and provided written comments dated October 17, 2002. This letter, signed by the then Superintendent, provides that "the expansion of the Southwest Florida International Airport will have no affect on the future plans for the growth or development of the Lee County School District." Staff concurs that the proposed amendment will have no affect on the School Board's plans to accommodate growth in the County.

PARKS, RECREATION AND OPEN SPACE

The proposed amendment will have minimal impacts on parks, recreation and open space. Lee County Public Works staff reviewed the request and provided a letter, dated April 14, 2003. The pertinent portion of this letter is reproduced below:

> *The applicant has indicated that they are requesting an amendment to incorporate the Airport Master Plan into the transportation element of the Lee County Comprehensive Land Use Plan. The underlying future land use designation of Airport will not change as a result of this amendment. Since the Airport land use category does not allow residential uses, it is our determination that existing and proposed support facilities provided by Lee County Parks and Recreation will not be impacted by the proposed amendment.*

The Port Authority has committed to maintain the LDC minimum open space requirement. The application confirms this:

> *The Lee County Port Authority has committed in (sic) providing the necessary open space requirements outlined in the Land Development Code. This requirement is easily met due to the large amount of open space required for the runway environment by the Federal Aviation*

Administration. Also included and allowed by the Land Development Code is the inclusion of the storm water management ponds located on site.

Lee County staff desires to clarify how open space, in regards to indigenous vegetation, will be handled concerning the non-aviation land uses. County and Port Authority staff agreed that non-aviation land uses will meet the indigenous vegetation requirements set forth in the LDC. New policy language concerning indigenous vegetation and non-aviation land uses is included in Policy 1.2.1.

EMERGENCY MEDICAL SERVICES (EMS)

Lee County EMS staff reviewed the request and provided written comments. This letter provides the following:

...Lee County EMS currently provides emergency medical services to the Southwest Florida International Airport. I anticipate any increased demand for EMS from the above named project to be addressed by budget plans for new ambulances and personnel.

As phases of this project are completed and the facilities grow, increasing traffic and heightened security will challenge our ability to maintain response time minimums. Lee County EMS will work with the Airport Fire Department to determine additional resources sufficient to meet these demands while maintaining our response time reliability standards.

SOLID WASTE

The subject property is within Lee County Solid Waste District #2. The collection company for District #2 is Florida Recycling Services, Inc. With the existing Gulf Coast Landfill, the Waste-to-Energy facility, and the Lee/Hendry Disposal facility all online, staff anticipates that there will be adequate capacity in the County's solid waste system to accommodate the additional waste that will likely accompany the expansion of the airport.

Lee County Solid Waste Division staff reviewed the request and provided written comments dated June 2, 2003. This letter, in part, provides the following:

The Lee County Solid Waste Division is planning the development of disposal facilities such that these facilities will have sufficient capacity to manage and dispose of the (Class I Municipal Solid Waste) materials anticipated to be generated by the expanded Regional Airport.

MASS TRANSIT

Lee Tran staff reviewed the request and provided comments dated June 10, 2003. This letter, in part, provides the following:

Lee Tran would like to provide future service for Lee County's residents and visitors once the new midfield terminal is completed at the airport, however, we were concerned that we had not yet been contacted by an airport representative to discuss the inclusion of transit amenities in the new terminal design. After discussions with Lee County Port Authority officials, we have been informed that further planning for ground transportation services to the new midfield terminal will not occur until 2004, and that we will be involved with that process at that time. We will be pleased to

provide continued service to the airport and look forward inclusion (sic) in the planning process next year.

POLICE

The Port Authority maintains an Airport Police Department that provides law enforcement and security services at the Southwest Florida International Airport. The Port Authority Police Department reviewed the request and provided written comments dated December 4, 2002. These comments are reproduced below:

We have been requested by your office to comment on the adequacy of providing law enforcement services at the Southwest Florida International Airport. As you may know, the Lee County Port Authority provides its own law enforcement at the airport. It is anticipated that we will continue to provide law enforcement services at the new Terminal complex in accordance with TSA SD 1542.

FIRE

The Port Authority maintains an Aircraft Rescue and Fire Fighting Department to provide fire and medical rescue services at the Southwest Florida International Airport. The Port Authority Aircraft Rescue and Fire Fighting Department reviewed the request and provided written comments dated November 19, 2002. These comments are reproduced below:

The Lee County Port Authority Aircraft Rescue and Fire Fighting Department operates under FAA Part 139 rules and regulations. We provide all fire protection and nonambulatory medical services to the Southwest Florida International Airport. The fire rescue personnel, vehicles and equipment are housed on airport property which allows for a minimal response time to any airport emergency.

The department is staffed with thirty-three (33) Emergency Medical Technicians (EMT). Ambulatory services are provided by the Lee County Emergency Medical Services (EMS) on an as-needed basis. By working within a network of local mutual aid responders, we provide excellent professional fire and medical rescue services to all passengers and operators at Southwest Florida International Airport.

UTILITIES

The application includes the required potable water and sanitary sewer analysis. The submitted analysis provides an estimation of demand for these services in 2020. Lee County Utilities staff reviewed the request and provided comments dated December 16, 2002. The relevant portion of this letter is reproduced below:

Lee County Utilities currently provides potable water and sanitary sewer service to the Southwest Florida International Airport. At the present time, the existing treatment plants, potable water transmission lines and sanitary sewer system serving this area have adequate capacity to provide potable water and sanitary sewer service to the proposed airport expansion to be completed in 2005.

Additionally, Lee County Utilities is actively involved in system enhancements to assure adequate potable water and sanitary sewer capacity to meet future demands within our service area.

These enhancements include expansion of Lee County Utilities' Corkscrew Water Treatment Plant which will increase permitted capacity from 10 Million Gallons per Day to 15 Million Gallons per Day. Also, the County is in the process of acquiring the Gateway Services District Wastewater Treatment Plant. This plant will provide for sewage treatment to the airport and it's surrounding areas. Currently sanitary sewer service is provided by Lee County Utilities transmissions system that conveys the sewage to the City of Fort Myers, South Wastewater Treatment Plant for treatment.

Lee County is proposing to expand the Gateway plant capacity from 1 Million Gallons per Day to a future capacity of 7 Million Gallons per Day in order to serve the existing and future developments within the area known as the Airport Sewer District. The acquisition of the existing facility and the first of three expansion phases is expected to be completed by the end of 2004 increasing the plant capacity to 3 Million Gallons per Day. The final phase is expected to be completed by the end of 2012 increasing the plant capacity to a total of 7 Million Gallons per Day.

Staff also notes that the County's concurrency system is applicable to the proposed non-aviation related uses. In other words, individual non-aviation related projects will have to demonstrate that there is adequate capacity in the potable water and sanitary sewer systems to address project impacts prior to a local development order approval.

TRADEPORT DESIGNATION

The current "Airport Commerce" designation is being revised to "Tradeport" at the request of the Port Authority. This change is necessary in order to eliminate the confusion created by the Airport Commerce designation during master planning and permitting process with the FAA and FDOT. It appears that "Airport Commerce" is a term of art that takes on a different connotation in the federal permitting process. The Port Authority consultants have informed staff that the term "Airport Commerce" creates ownership and responsibility confusion among these staffs. Staff believes that "Tradeport" more correctly identifies what is intended to occur within this land use category. In staff's opinion the term "Tradeport correctly identifies that these are areas for businesses involved in private enterprises, many of which are desirous of a location near the airport. Other than the name change, no substantive changes are being requested or recommended regarding the Airport Commerce/Tradeport land use category.

INTERNAL CONSISTENCY WITH THE LEE PLAN

The Airport is considered a Future Urban Area by the Lee Plan. The amendment is not proposing to make any adjustment to the "Airport" land use designation on Map 1. Objective 1.2 describes the "Southwest Florida International Airport Area." The amendment proposes additional language for Objective 1.2 and subsequent policies to incorporate the ongoing update to ~~the~~ Airport Master Plan.

Lee Plan Policy 1.7.6 discusses the Planning Communities Map (Map 16) and Acreage Allocation Table (Table 1(b)). This map and table depict the proposed distribution, extent, and location of generalized land uses for the year 2020. Acreage totals are provided for land in each Planning Community in unincorporated Lee County. No final development orders or extensions to final development orders will be issued or approved by Lee County that will allow the acreage totals for residential, commercial or

industrial uses contained in Table 1(b) to be exceeded. The proposed amendment is consistent with the allocations contained on Table 1(b) and will not affect established county population projections.

Goal 2 of the Lee Plan and its subsequent objectives and policies address growth management concerns. Goal 2 seeks to provide for an economically feasible plan, which coordinates the location and timing of new development with the provision of infrastructure by government agencies, private utilities, and other sources. The subject property has access to the arterial road network as well as to public water and sewer.

Objective 2.2 seeks to direct new growth to those portions of the Future Urban Areas where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created. Staff believes that a compact and contiguous growth pattern will be achieved through this plan amendment. The subject property is within an urbanizing area and is surrounded on three sides by existing or approved urban development. Staff finds that a compact growth pattern is preferable to urban development occurring more distant from existing urban areas and urban infrastructure. Staff finds that the proposed plan amendment promotes a compact growth pattern and minimizes urban sprawl.

Objective 2.4 of the Lee Plan requires regular examination of the Future Land Use Map in light of new information and changed conditions, and make necessary modifications or amendments to address these changes. Staff finds that conditions around the subject property have changed significantly since the property was designated as Airport and Open Lands as established by the 1984 Lee Plan. Since 1984, many new projects have been developed or approved in the immediate area including a significant amount of commercial and light industrial uses. When all of these projects are built out, the area will have a distinctly urban character.

Policy 2.4.4 states that Lee Plan amendment applications to expand employment centers recognized by the Plan, which include light industrial, commercial retail and office land uses, will be evaluated by the Board of County Commissioners in light of the locations and cumulative totals already designated for such uses, including the 1994 addition of 1400 acres to the Airport Commerce (proposed Tradeport) category just south of the Southwest Florida International Airport. Staff believes this area is emerging as an employment center due to the presence of the Southwest Florida International Airport, as well as the Florida Gulf Coast University located to the south. The inclusion of proposed Map 3F and Table 5 will allow the Port Authority an opportunity to enter into lease agreements with private developments that choose to be located in close proximity to the Southwest Florida International Airport. This is consistent with and furthers the County's desire to diversify the local economy. Establishment of non-aviation related uses advances or furthers the intent of the Lee Plan's Economic Element, including Goal 110 and Policy 110.4.4.

The proposed plan amendment furthers and advances Goal 31. Goal 31 seeks to provide a coordinated system of railways, aviation, ports, and roads. The amendment also furthers and advances Objective 32.6. Objective 32.6 seeks agency coordination to ensure that existing and future air system needs can be met safely and with a minimum of land use conflict by coordinating aviation facility plans with appropriate federal, state, regional, and local review and permitting agencies.

FLORIDA STATE COMPREHENSIVE PLAN

The application provides a discussion concerning consistency of the proposal with the Florida State Comprehensive Plan as contained in F.S. 187.201. The discussion highlights various areas in which the

plan amendment furthers and advances the State Comprehensive Plan. Staff concurs that the proposal is consistent with the State Comprehensive Plan.

AFFECT ON ADJACENT LOCAL GOVERNMENTS

The application provides that the proposed amendment "will not affect adjacent local governments and their comprehensive plans. Staff concurs that the amendment will not affect adjacent local governments and their comprehensive plans. Staff notes that the City of Fort Myers is annexing land north of the airport, but the amendment will not affect these lands or the City's Comprehensive Plan.

B. CONCLUSIONS

The proposed amendment provides sound planning coordination between Lee County staff and the Port Authority staff. The proposed amendment language provides the beginning of a continuous planning process between Lee County staff and Port Authority staff.

C. STAFF RECOMMENDATION

Staff recommends that the Board of County Commissioners adopt the proposed plan amendment. This recommendation includes incorporating 2 new maps, Maps 3F and 3M, into the Transportation Map series as well as the text changes included in Part I.C. Also, amend the Table 1(b) references to Airport Commerce to Tradeport.

PART III - LOCAL PLANNING AGENCY REVIEW AND RECOMMENDATION

DATE OF PUBLIC HEARING: October 27, 2003

A. LOCAL PLANNING AGENCY REVIEW

The plan amendment was presented for discussion purposes only, no formal recommendations were made by the Local Planning Agency. Staff provided a brief summary discussion as well as introducing the Port Authority's consultant. This consultant presented a PowerPoint presentation highlighting the request background. The consultant presentation also covered recent changes to Florida Statutes and the history of the Development of Regional Impact (DRI) approvals at the SWFIA.

One member of the LPA asked if the Airport would be required to go through a Comprehensive Plan Amendment "if things were moved around on the property and if it is different than what is shown on Map 3F." The consultant responded that "for minor changes the Airport staff did not feel it would be necessary to make a big map change. However, if new development is proposed such as increasing 300 hotel rooms to 600, it would require a comprehensive plan amendment."

Another LPA member asked if staff reviewed the water and sewer needs that would result if the amendment were adopted. The consultant responded that the amendment includes an overall analysis as far as demands over the next 20 years. The LPA member then asked if the Gateway Sewer Plant had adequate capacity to accommodate this additional development. The consultant stated that there was adequate capacity available and that a letter from Lee County Utilities confirming this was included in the LPA's packet.

One LPA member asked what would become of the Airport DRI. The consultant responded that once the Airport Master Plan was adopted into the local comprehensive plan, the DRI would be extinguished.

DATE OF PUBLIC HEARING: November 24, 2003

B. LOCAL PLANNING AGENCY REVIEW

Planning staff provided a summary discussion concerning the proposed text amendments. One LPA member questioned whether the Lee Plan was the proper place for some of the process specific policies such as those contained in proposed Objective 108.4 and subsequent policies and if the Port Authority agrees with these specifics being included in the Lee Plan. The consultant responded that the Port Authority staff was in agreement with the proposed text amendment. Staff also added that the specifics were added as assurance to the State that this is the process that is being established in lieu of continuing with the DRI.

One member of the LPA asked if the last sentence in proposed Policy 1.2.1 is necessary to indicate that non-aviation land use development will meet the indigenous vegetation requirements set forth in the Lee County Land Development Code. Staff responded that this language was for clarity as to how those individual requests will be reviewed by County staff. Staff also stated that part of the reason for this language is that these proposed uses are new uses that have not been mitigated by the airport mitigation lands. In other words, the mitigation lands that Lee County has provided is for impacts associated with the development of the airport and not for these proposed non-aviation related uses. Staff also added that

the amount of land allocated to the non-aviation related uses exceeds the amount needed to accommodate the physical development of these uses, so the requirement should not be burdensome and that the Port Authority staff is in agreement with this language.

One LPA member expressed concern with the extent of the procedures built into the proposed policies and that it would be difficult to change these procedures over time if the need arose. This member questioned whether the mandatory inter-agency coordination as contained in proposed Objective 108.4 and subsequent Policies needs to be in the plan. Staff responded that it is important to note that through this process, the airport is being relieved of the DRI process, the proposed language provides an alternative process. The Port Authority consultant stated that the Port Authority staff were in agreement with this language and that the language was trying to anticipate comments that DCA might have.

C. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. **RECOMMENDATION:** The LPA recommends that the Board of County Commissioners transmit the proposed amendment to the Florida Department of Community Affairs.

2. **BASIS AND RECOMMENDED FINDINGS OF FACT:** The LPA accepted the findings of fact as advanced by staff.

D. VOTE:

NOEL ANDRESS	AYE
MATT BIXLER	AYE
SUSAN BROOKMAN	AYE
DAN DELISI	ABSENT
RONALD INGE	AYE
ROBERT PRITT	AYE
GORDON REIGELMAN	ABSENT

PART IV - BOARD OF COUNTY COMMISSIONERS
HEARING FOR TRANSMITTAL OF PROPOSED AMENDMENT

DATE OF TRANSMITTAL HEARING: December 16, 2003

A. BOARD REVIEW: The Board of County Commissioners provided no discussion concerning the proposed plan amendment.

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

1. **BOARD ACTION:** The Board of County Commissioners voted to transmit the proposed plan amendment.

2. **BASIS AND RECOMMENDED FINDINGS OF FACT:** The Board accepted the findings of fact as advanced by staff and the LPA.

C. VOTE:

JOHN ALBION	**AYE**
ANDREW COY	**AYE**
BOB JANES	**AYE**
RAY JUDAH	**AYE**
DOUG ST. CERNY	**AYE**

PART V - DEPARTMENT OF COMMUNITY AFFAIRS OBJECTIONS, RECOMMENDATIONS, AND COMMENTS (ORC) REPORT

DATE OF ORC REPORT: March 5, 2004

A. DCA OBJECTIONS, RECOMMENDATIONS AND COMMENTS

The Florida Department of Community Affairs ORC Report for the Southwest Florida International Airport Lee Plan amendment are reproduced below:

A. Amendment CPA 2003-02 (Airport Master Plan):

OBJECTIONS:

Objective 1.2 and Policy 1.2.1, Future Land Use Element (FLUE), are proposed to be revised to incorporate the Airport Layout Plan (Map 3F) and Table 5, that outlines the proposed development to be constructed on Airport property. The proposal includes the construction of aviation and non-aviation related development. The following concerns have been identified with the proposed amendment:

1. ***FAA Approval of Airport Master Plan:*** *According to the information provided the Airport Master Plan, and the Airport Layout Plan are not approved by the FAA. In view of that, the current proposal is not consistent with the requirements of Chapter 163.3177(6)(k), F.S., regarding the incorporation of an Airport Master Plan into the comprehensive plan for the purpose of achieving DRI exemption. Chapter 163.3177(6)(k), F.S., and Rule 9J-5.005(2)(a) & (b), F.A.C.*

   Recommendation: *The County should ensure that the proposed Master Plan and Layout Plan are approved by the FAA before adopting the amendment, and include documentation of approval in the adoption package.*

2. ***The Provision of Regional Transportation Facilities:*** *Pursuant to Chapter 163.3177(6)(k), F.S., an Airport whose Master Plan has been incorporated into the comprehensive plan will be exempt from the development of regional impact review. In view of that, the statute specifies that an amendment incorporating the Airport Master Plan into the comprehensive plan shall address among other things, the provision of regional transportation facilities for efficient use and operation of the transportation system, and consistency with the local government's transportation element and applicable MPO's long-range plan. This issue has not been adequately addressed by the County for the following reasons:*

   1). The County has not provided an analysis of the impact of the proposed amendment on regional transportation facilities. The traffic analysis provided on page 42 of the supporting documentation show the number of trips projected to be generated by the airport in 2020 (the buildout date) as 52,960, based on the proposed development. This projection is believed to be one percent less than previous projections for the airport, and as a result it was concluded that no additional improvements are needed beyond what has

been planned in the MPO's long-range transportation plan. However, an analysis was not provided which distributes the trips on the roadway network in order to identify the regional roadways that will be adversely impacted by the phased level of development proposed to occur on the Airport, including non-aviation related development, and, if adversely impacted, a phased (sic) scheduled improvements to correct the deficiency, in order to ensure that the adopted level of service standards on the affected roadways will be achieved and maintained.

2). Department's (sic) staff has evaluated the MPO's Long Range Transportation Plan and identified certain items referenced to the Airport; but it has not been demonstrated that the items in the MPO's Long Range Transportation plan are the only improvements needed to maintain the adopted level of service standards on the roadways adversely impacted by the Airport. Furthermore, the fact that certain improvements are shown on the MPO's Long Range Plan does not mean that those projects will be funded or completed, since items in the MPO's Long Range Plan are not considered financially feasible until they are included on the County's Five Year Schedule of Capital Improvements, or in the FDOT's work plan. Chapter 163.3177(6)(k), (8), & Chapter 163.3180(2)c, F.S.; and Rule 9J-5.005(2)(a), (c), & (3); 9J-5.0055(1)(a), (b), (2)(a)1., & (3)(c); 9J-5.06(2)(a) & (3)(c)3.; 9J-5.016(4)1., 9J-5.019(1), (4)(b)1., & 2., & (4)(c)1., F.A.C.

Recommendation: *Include with the amendment traffic analysis that: 1) identifies the roadways that would be impacted by the development projected to occur on the airport's property at the buildout date of 2020; 2) the projected level of service standards on those roadways in 2020, with and without the airport; 3) the roadways that will be adversely impacted, i.e., the roadways whose level of service would fail due to the proposed development; and, 4) for the roadways that are failing, include a schedule of capital improvements that is fully funded and demonstrated to be financially feasible for, at least, the first five years. Long range improvements needed beyond the first five years should be included in the long range Capital Improvement Plan of the County's comprehensive plan if the project was not included within the MPO's Long Range Transportation Plan. In addition, include a policy linking future development at the airport to the provision of the necessary roadway improvements needed to achieve and maintain the adopted level of service standards.*

3. ***Site Suitability for Non-Aviation Related Uses:*** *The proposed non-aviation related development involves Hotel/Motel: 300 Rooms; Office: 225,000 square feet; Gas Station/Convenience Store: 3,500 square feet; Warehouse: 100,000 square feet; and Light Manufacturing: 100,000 square feet. It has not been demonstrated that all of the areas designated for non-aviation related development are suitable considering the environmentally sensitive nature of some of these sites, the most problematic of which is the area on the southeast of the airport. According to the information provided, these sites contain wetlands, and although mitigation of wetland impact is proposed, it is not appropriate to locate these uses on sites that are predominated by wetlands, and therefore, environmentally unsuitable for commercial and industrial uses.*

Also, Policy 1.2.1 is proposed to be revised, to delete the requirement for buffering for airport and non-airport related development in order protect environmentally sensitive resources, and instead, offset environmental impacts through off-site mitigation. This will not ensure the protection of environmentally sensitive resources including groundwater and it is inconsistent with the County's comprehensive plan. Lee Plan Goal 77, and Objectives 77.1, and 84.1, require that wetlands be protected on site so as to ensure that wetland functions are maintained. Furthermore, Policy 77.2.2 specifically states that the County shall "prevent incompatible developments in and around environmentally sensitive lands." The proposed amendments are inconsistent with, and do not further the above cited provisions of the Lee Plan because they direct incompatible land uses to environmentally sensitive resources including groundwater. Chapter 163.3177(2), (6)(a), (d), F.S.; 9J-5.005(2)(a), (5), & (6); 9J-5.006(2)(b), (3)(b)1., & (3)(c)6.; 9J-5.012(3)(c)1.; 9J-5.013(1)(a)1., (2)(b)3., & (2)(c)6., & 9., F.A.C.

Recommendation: *Revise the amendment to direct non-aviation related development away from areas that are environmentally sensitive. Policies controlling the amount, type, and extent of non-aviation related development should be included to ensure that land use suitability and compatibility are achieved, and environmentally sensitive areas be protected. Also, the existing requirement in Policy 1.2.1, for the buffering of aviation and non-aviation related development should not be removed.*

4. ***Amendments to the Airport Layout Plan:*** *The existing Transportation Element Policies 32.2.5, and 32.3.4 are proposed to be revised to require a comprehensive plan amendment whenever "a substantive change" is proposed to either the Airport Layout Plan or the Table of uses (Table 5). However, the extent of change that will be considered "a substantive change" which would trigger a comprehensive plan amendment is not stated; in the absence of which it will be difficult to ascertain when a comprehensive amendment is needed. Chapter 163.3187, F.S., and Rule 9J-5.003(90), & 9J-5.005(6), F.A.C.*

   Recommendation: *Revise the amendment to define the term "a substantive change" that will form the basis of a plan amendment to the Master Layout Plan Map (3F) and the table of uses (Table 5). The definition should be consistent with the requirements of Chapter 163, FS and Rule 9J-5, Florida Administrative Code, regarding amendments to the comprehensive plan.*

B. STAFF RESPONSE

Lee County staff, the Lee County Port Authority staff, and the Port Authority's consultants have discussed the DCA ORC Report and how to address the DCA concerns on several occasions. Lee County staff and the Port Authority staff are recommending several revisions to the proposed amendment to address the DCA recommendations. The Port Authority's consultants have compiled a comprehensive response package (see Attachment #3). This package responds to each DCA comment and recommendation.

Concerning the first DCA recommendation that the County should ensure that the proposed Master Plan and Layout Plan are approved by the FAA before adopting the amendment, staff is supplying documentation demonstrating the FAA and FDOT approval of the Airport Layout Plan.

Concerning the second DCA recommendation concerning the provision of regional transportation facilities, staff responds that the traffic generated by the proposed development at the airport is already accounted for in the MPO's modeling effort. In other words, the Lee County 2020 Long Range Transportation plan is based upon the level of traffic that is reasonably expected to be generated by the airport and associated developments. The MPO Staff Director, Glen H. Ahlert, has verified "that the forecasts of average daily peak season trip generation by Southwest Florida International Airport in 2010 and 2020 that the Lee County MPO used in the travel demand modeling upon which the MPO's long range transportation plan was based were consistent with those in the Lee County Port Authority's comprehensive plan amendment." Given the fact that the distributed airport trips are then pre-loaded into the model and assigned to the road network before other trips, therefore the requested analysis is not relevant. The County's long range plan, with planned improvements, includes the impacts from the airport. This DCA recommendation also specifies that the County should "include a policy linking future development at the airport to the provision of the necessary roadway improvements needed to achieve and maintain the adopted level of service standards." Given the previous discussion, the impacts associated with the development of the airport are addressed by the Lee County MPO's travel demand model, but to provide more certainty concerning the development of non-aviation related uses on airport property, Lee County and Port Authority staff are recommending adding a new policy to the Transportation Element of the Lee Plan:

> **POLICY 32.4.5:** Development of non-aviation related uses on airport property will be required to meet concurrency standards set forth in the Lee County Land Development Code.

The DCA's third recommendation revolves around revising the amendment to direct non-aviation related development away "from areas that are environmentally sensitive." Planning staff notes that the Lee Plan contains numerous provisions that address protecting wetlands and natural resources. These provisions include Objective 1.5, Policy 1.5.1, Goal 77, Objective 77.2, Policy 77.2.2, Policy 77.2.3, Policy 77.2.4, Policy 77.2.6, Policy 77.2.7, Objective 77.3, Policy 77.3.1, Objective 77.4, Policy 77.4.2, Policy 77.4.4, Goal 84, Objective 84.1, Policy 84.1.1, Goal 85, Policy 85.1.2, Goal 87, Policy 87.1.1, and Policy 87.1.4.

In order to specifically address the DCA's concerns, Lee County and Port Authority staff are recommending a revision to the Airport Layout Plan (ALP), Map 3F, as well as two new Policies, and a new footnote to Table 5. Map 3F has been amended to reflect a change in the "future non-aviation" use proposed for the parcel located in the southeast corner of the Airport lands. This parcel is now identified as "Potential Future Development Area" on the ALP (Map 3F) and a note added to Table 5, which reads as follows:

> Development within the "Potential Future Development Area" will require amendment of the Lee Plan prior to development.

Lee County and Port Authority staff, in order to address groundwater resources and recharge areas, recommend that the following policy be adopted:

> **POLICY 1.2.6:** Any future airport expansion or development of aviation related or non-aviation related uses will provide appropriate buffer areas, as determined by Lee County, for the protection of groundwater resources in the Southeast and Northeast quadrants of the airport property.

The DCA recommendation also specifies that "policies controlling the amount, type, and extent of non-aviation related development should be included to ensure that land use suitability and compatibility are achieved, and environmentally sensitive areas be protected. Staff notes that proposed uses and intensity of those uses are specified in proposed Table 5. Attachment #3 contains a discussion concerning the amount of existing upland areas, proposed non-aviation uses intensity, an estimated floor area ratio, and concludes that the proposed development can be fully accommodated on 100 acres. Given the proposed development, recognizing the Port Authority's commitment to maintain an environmental balance, while advancing the Airport, Lee County and Port Authority staff recommend that the following policy be adopted:

> **POLICY 1.2.7:** Future non-aviation areas depicted on the Airport Layout Plan (Map 3F) will be developed, to the greatest extent possible, only within existing upland areas. Impacts to wetlands in the future non-aviation areas will be minimized by site design, whenever possible, in compliance with the Lee County Land Development Code. Development within the future non-aviation area, as designated on Map 3F, is limited to a total of 100 acres. Development of additional acreage will require prior Lee Plan amendment approval.

The fourth and final DCA recommendation deals with the "a substantive change" phrase in Policies 32.2.5, and 32.3.4. The DCA recommendation is to "revise the amendment to define the term "a substantive change" that will form the basis of a plan amendment to the Master Layout Plan Map (3F) and the table of uses (Table 5). In order to clarify the meaning of this phrase as used in those Policies, Lee County and Port Authority staff recommend the following definition be added to the Glossary:

> **Substantive Change.** As used in Policies 32.2.5 and 32.3.4, the term "substantive change" means development not specifically stated or identified in Table 5 or depicted on Map 3F.

C. STAFF RECOMMENDATION

Lee County staff finds that the Port Authority's consultant response document addresses all of the concerns raised by the DCA ORC Report. Staff recommends that the proposed amendment be adopted with the modifications noted above. These modification have been included in Part I.C. of the staff report above.

PART VI - BOARD OF COUNTY COMMISSIONERS
HEARING FOR ADOPTION OF PROPOSED AMENDMENT

DATE OF ADOPTION HEARING: _____

A. BOARD REVIEW:

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

1. BOARD ACTION:

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

C. VOTE:

	_____
JOHN ALBION	_____
ANDREW COY	_____
BOB JANES	_____
RAY JUDAH	_____
DOUG ST. CERNY	_____

RS&H

Architectural, Engineering, Planning, and Environmental Services

Reynolds, Smith and Hills, Inc.
10748 Deerwood Park Blvd South
Jacksonville, Florida 32256
Voice 904 256 2500
Fax 904 256 2501

FL Cert. Nos. AAC001886 EB0005620 LCC0002!0

RECEIVED
MAY 27 2004
COMMUNITY DEVELOPMENT

May 26, 2004

Matthew A. Noble, AICP
Principle Planner
Lee County Department of Community Development, Division of Planning
P.O. Box 398
Fort Myers, Florida 33902-0398

Re: CPA 2003-02, Southwest Florida International Airport Plan Amendment
DCA Comments

MATT

Dear Mr. Noble:

Please find enclosed our revised response to the Florida Department of Community Affairs comments dated February 5, 2004. In addition, please find enclosed fifteen color 11" X 17" copies of the approved Airport Layout Plan. If you should have any additional comments or would like to discuss, please feel free to contact me at (904) 256-2468

Sincerely,
Reynolds Smith and Hills, Inc.

Jeffrey W. Breeden, AICP
Project Manager

Enclosure

Cc: Bill Horner – LCPA W/Encl.

ATTACHMENT 3

Responses to DCA Comments dated February 5, 2004

A. Amendment CPA 2003-02(Airport Master Plan):

OBJECTIONS:

Objective 1.2 and Policy 1.2.1, Future Land Use Element (FLUE), are proposed to be revised to incorporate the Airport Layout Plan (Map 3F) and Table 5, that outlines the proposed development to be constructed on Airport property. The proposal includes the construction of aviation and non-aviation related development. The following concerns have been identified with the proposed amendment:

1.FAA Approval of Airport Master Plan : According to the information provided the Airport Master Plan, and the Airport Layout Plan are not approved by the FAA. In view of that, the current proposal is not consistent with the requirements of Chapter 163.3177(6)(k), F.S., regarding the incorporation of an Airport Master Plan into the comprehensive plan for the purpose of achieving DRI exemption.

Chapter 163.3177(6)(k), F. S., and Rule 9J-5.005(2)(a) & (b), F.A.C.

Recommendation: The County should ensure that the proposed Master Plan and Layout Plan are approved by the FAA before adopting the amendment, and include documentation of approval in the adoption package.

Response: Lee County is requiring that the Airport Master Plan and the Airport Layout Plan Set proposed for inclusion in the Lee Plan be officially approved by the FAA prior to adoption of the Lee Plan Amendment. The statutory references noted in the objection (FS §163.3177(6)(k) noted below and FAC Rule 9J-5.005(a) and (b)) refer to an "adopted" master plan document, but do not refer to a specific approval entity.

(k) An airport master plan, and any subsequent amendments to the airport master plan, prepared by a licensed publicly owned and operated airport under s. 333.06 may be incorporated into local government comprehensive plan by the local government having jurisdiction under this act for the area in which the airport or projected airport development is located by the adoption of a comprehensive plan amendment. In the amendment to the local comprehensive plan that integrates the airport master plan, the comprehensive plan amendment shall address land use compatibility consistent with chapter 333 regarding airport zoning; the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport; consistency with the local government transportation circulation element and applicable metropolitan planning organization long-range transportation plans; and the execution of any necessary interlocal agreements for the purposes of the provision of public facilities and services to maintain the adopted level of service standards for facilities subject to concurrency; and may address airport-related or aviation-related development. Development or expansion of an airport consistent with the adopted airport master plan that has been incorporated into the local comprehensive plan in compliance with this part, and airport-related or aviation-related development that has been addressed in the comprehensive plan amendment that incorporates the airport master plan, shall not be a development of regional impact. Notwithstanding any other general law, an airport that has received a development-of-regional-impact development order pursuant to s. 380.06, but which is no longer required to undergo development-of-regional-impact review pursuant to this subsection, may abandon its development-of-regional-impact order upon written notification to the applicable local government. Upon receipt by the local government, the development-of-regional-impact development order is void.

We believe the intention was for FAA approval of the Airport Master Plan and Airport Layout Plan Set. The Lee County Port Authority (LCPA) has regularly and consistently coordinated with both the FAA and FDOT regarding the master plan update. It is also important to note that the Lee County Port Board of County Commissioners formally adopted and approved the Airport Master Plan Update and Plan Set, which is unusual for airport master plan updates. The LCPA has received approval of the Master Plan and Airport Layout Plan Set from both the FAA (see attached letter dated April 14, 2004) and FDOT (see attached letter dated May 7, 2004).

2.The Provision of Regional Transportation Facilities: Pursuant to Chapter 163.3177(6)(k), F.S., an Airport whose Master Plan has been incorporated into the comprehensive plan will be exempt from the development of regional impact review. In view of that, the statute specifies that an amendment incorporating the Airport Master Plan into the comprehensive plan shall address among other things, the provision of regional transportation facilities for efficient use and operation of the transportation system, and consistency with the local government's transportation element and applicable MPO 's long-range plan. This issue has not been adequately addressed by the County for the following reasons:

1). The County has not provided an analysis of the impact of the proposed amendment on regional transportation facilities. The traffic analysis provided on page 42 of the supporting documentation show the number of trips projected to be generated by the airport in 2020 (the buildout date) as 52,960, based on the proposed development. This projection is believed to be one percent less than previous projections for the airport, and as a result it was concluded that no additional improvements are needed beyond what has been planned in the MPO's long-range transportation plan. However, an analysis was not provided which distributes the trips on the roadway network in order to identify the regional roadways that will be adversely impacted by the phased level of development proposed to occur on the Airport, including non-aviation related development, and, if adversely impacted, a phased scheduled improvements to correct the deficiency, in order to ensure that the adopted level of service standards on the affected roadways will be achieved and maintained.

2) Department's staff has evaluated the MPO's Long Range Transportation Plan and identified certain items referenced to the Airport; but it has not been demonstrated that the items in the MPO's Long Range Transportation plan are the only improvements needed to maintain the adopted level of service standards on the roadways adversely impacted by the Airport. Furthermore, the fact that certain improvements are shown on the MPO's Long Range Plan does not mean that those projects will be funded or completed, since items in the MPO's Long Range Plan are not considered financially feasible until they are included on the County's Five Year Schedule of Capital Improvements, or in the FDOT's work plan.

Chapter 163.3177(6)(k), (8), & Chapter 163.3180(2)c, F.S.; and Rule 9J-5.005(2)(a), (c), & (3); 9J-5.0055(1)(a), (b), (2)(a)1., & (3)(c); 9J-5.06(2)(a) & (3)(c)3.; 9J-5.016(4)1., 9J-5.019(1), (4)(b)1., & 2., & (4)(c)1., F.A.C.

Recommendation: Include with the amendment traffic analysis that: 1) identifies the roadways that would be impacted by the development projected to occur on the airport's property at the buildout date of 2020; 2) the projected level of service standards on those roadways in 2020, with and without the airport; 3) the roadways that will be adversely impacted, i.e., the roadways whose level of service would fail due to the proposed development; and, 4) for the roadways that are failing, include a schedule of capital improvements that is fully funded and demonstrated to be financially feasible for, at least, the first five years. Long range improvements needed beyond the first five years should be included in the long range Capital Improvement Plan of the County's comprehensive plan if the project was not included within the MPOs' Long Range Transportation Plan. In addition, include a policy linking future development at the airport to the provision of the necessary roadway improvements needed to achieve and maintain the adopted level of service standards.

Response:

The Southwest Florida International Airport Master Plan is a consistent element in the regional aviation plan, the Florida Aviation System Plan (FDOT) and the National Plan of Integrated Airport Systems (FAA/USDOT), further it is a key element in the State of Florida's Strategic Intermodal System (SIS), being the only airport in Southwest Florida to have that distinction. The airport plan is also contained in and consistent with the SWFRPC Strategic Policy Plan, the Lee County Comprehensive Plan, the MPO Adopted Cost Feasible Plan and the FDOT Adopted State Transportation Plan. In fact, on-going capital improvement program coordination results in a significant portion of the revenue supporting continued development of the airport. The airport development is supported by user taxes and fees and is regulated by the aviation trust fund. Highway projects are similarly funded by user fees and taxes with proceeds regulated by a highway trust fund.

Close coordination between the modes and their long-range plans allows for the consistent and compatible development of each and facilitates budgeting and funding to implement these projects when needed to insure an efficient, seamlessly interconnected system.

The LCPA has worked diligently with local land-use and transportation planners, Lee County DOT, the MPO, the SWFRPC, FDOT and the FAA to make sure that all elements of the airports existing and future programs are consistent with various agency plans and programs.

The airport has been a major contributor to the success of the region for over 21 years and recognizes that proper planning will allow it to continue this service well into the next century. The LCPA serves as a voting member of the MPO and worked with the MPO and FDOT staff during several past urban model updates and calibrations to ensure the airport plans were properly documented in the urban model structure. During the recent update of the Airport Master Plan and Urban Area Plan Update staff worked to ensure that the airports Master Plan was properly included in development of the regional traffic model, creation of the highway needs plan, and the approved cost feasible plan. A letter from Glen Ahlert, MPO Staff Director, dated April 12,2004 which summarizes the consistency between the MPO model and the forecasts of vehicular trips generated by the Southwest Florida International Airport is attached for review.

The MPO recognized that the Southwest Florida International Airport is a unique and critical element of the transportation system for the region and therefore elected to place special emphasis on it to ensure modal compatibility. In preparing the recent update of the regional Florida Standard Urban Transportation Model Structure (FSUTMS) transportation model the MPO included the existing and proposed airport plans as a Z-data 3 file more commonly referred to as a special generator file within the model structure. A special generator file is essential to properly replicate the unique characteristics of the airport and numerous data and modeling assumptions are required to ensure a successfully calibrated model.

The supporting data for the FSUTMS model included collecting traffic volume counts on existing airport highway access routes. These traffic volumes were then correlated to concurrent aircraft passenger activity (enplaning passengers per ITE procedures) to establish and verify acceptable trip generation characteristics of the airport. After the trip generation characteristics were verified, a base year "calibration" was established to replicate existing airport activity. Prior to network assignment additional data was collected from passengers using the airport in the form of an origin/destination survey. This data effectively established the "market or service area" for the airport and provided logical trip assignment linkages for the service area and the model traffic analysis zones (TAZ). This data was combined with model land use and population data (Z-data 1 and Z-data 2 files) was utilized to create a pre-load assignment to the model network for all airport arriving and departing traffic. In addition, the traffic trip-generation characteristics for the non-aviation land use was established per ITE guidelines and included in the airport totals. However, network assignments and trip distributions within the TAZ structure of the model for this component was done consistent with other similar land-uses in the model.

In preparing the MPO model for future year applications the special generator files were expanded to include projections of future enplaning passenger activity consistent with the adopted regional Continuing Florida Aviation System Plan (CFASP) Plan and non-aviation land-use projections were included from the Airport Master Plan. Trip generation was assumed to be consistent with previous studies and ITE recommendations. The network pre-load assignments were updated consistent with future land-use and population projections contained in the model structure. The complete land-use, population and special generator files were loaded to the model to establish a fully loaded network assignment, and after further calibration and network linkage refinements to provide acceptable levels-of-service, a cost feasible plan was prepared and agreed upon by the MPO. The resulting adopted MPO plan and Airport Master Plan are completely consistent, compatible and interdependent.

The Airport Master Plan was developed consistent with the regional element of the CFASP and forecasts of future aviation activity contained in the Master Plan are consistent with this plan including projections of aviation demand. The MPO recognized the value of this transportation mode and again included the airport master plan in their transportation model and updated the existing special generator characteristics so the airport could continue to serve as a seamlessly interconnected component of the Southwest Florida

Transportation System, in-fact, several additions were made to the highway plan to ensure this on-going compatibility and the maintenance of acceptable levels-of-service on regional roadways.

We believe the analysis submitted meets the intent of Chapter 163.3177(6)(k), F.S. and ensures on-going modal compatibility thru enhanced coordination between the modes to achieve the "efficient use and operation of all modes" in the transportation system. In light of the above, the following policy is proposed to address non-aviation related development in regards to the Lee County Land Development Code.

Policy 32.4.5: Development of non-aviation related uses on airport property will be required to meet concurrency standards set forth in the Lee County Land Development Code.

3.Site Suitability for Non-Aviation Related Uses: The proposed non-aviation related development involves Hotel/Motel: 300 Rooms; Office: 225,000 square feet; Gas Station/Convenience Store: 3,500 square feet; Warehouse: 100,000 square feet; and Light Manufacturing: 100,000 square feet. It has not been demonstrated that all of the areas designated for non-aviation related development are suitable considering the environmentally sensitive nature of some of these sites, the most problematic of which is the area on the southeast of the airport. According to the information provided, these sites contain wetlands, and although mitigation of wetland impact is proposed, it is not appropriate to locate these uses on sites that are predominated by wetlands, and therefore, environmentally unsuitable for commercial and industrial uses.

Also, Policy 1.2.1 is proposed to be revised, to delete the requirement for buffering for airport and non-airport related development in order protect environmentally sensitive resources, and instead, offset environmental impacts through off-site mitigation. This will not ensure the protection of environmentally sensitive resources including groundwater and it is inconsistent with the County's comprehensive plan. Lee Plan Goal 77, and Objectives 77.1, and 84.1, require that wetlands be protected on site so as to ensure that wetland functions are maintained. Furthermore, Policy 77.2.2 specifically states that the County shall "prevent incompatible developments in and around environmentally sensitive lands". The proposed amendments are inconsistent with, and do not further the above cited provisions of the Lee Plan because they direct incompatible land uses to environmentally sensitive areas, and therefore, will not ensure the protection of environmentally sensitive resources including groundwater.
Chapter 163.3177(2), (6)(a); (d), F.S.; 9J-5.005(2)(a), (5), & (6); 9J-5.006(2)(b), (3)(b)1., & (3)(c)6.; 9J-5.012(3)(c)1.; 9J-5.013(1)(a)1., (2)(b)3., & (2)(c)6., & 9., F.A.C

Recommendation: Revise the amendment to direct non-aviation related development away from areas that are environmentally sensitive. Policies controlling the amount, type, and extent of non-aviation related development should be included to ensure that land use suitability and compatibility are achieved, and environmentally sensitive areas be protected. Also, the existing requirement in Policy 1.2.1, for the buffering of aviation and non-aviation related development should not be removed.

Response:

In order to address concerns about groundwater resources and recharge areas, the following policy is proposed. This policy is intended to reinstate the protection to groundwater resources lost in the initial proposed revision of Policy 1.2.1.

Policy 1.2.6. Any future airport expansion or development of aviation related or non-aviation related uses will provide appropriate buffer areas, as determined by Lee County, for the protection of groundwater resources in the Southeast and Northeast quadrants of the airport property.

The Airport Layout Plan (ALP), Map 3F, has been amended to reflect a change in the "future non-aviation" use proposed for the parcel located in the southeast corner of the Airport Lands. This parcel is now identified as "Potential Future Development Area" on the ALP (Map 3F) and a note added to Table 5, which reads as follows:

Development within the "Potential Future Development Area" will require amendment of the Lee Plan prior to development.

The Port Authority has consistently indicated a willingness to protect existing natural wetlands but not create additional wetlands on Airport property in accordance with FAA guidelines. These guidelines are set forth in FAA Advisory Circular 150/5200-33 and a Memorandum of Understanding between the EPA and various Federal agencies. A copy of each of these documents is attached. The Port Authority has also limited the square footage of the proposed development within the non-aviation land use areas in order to provide wetland protection and direct development to upland areas.

The proposed ALP (Map 3F) includes approximately 1,000 +/- acres of future non-aviation development area. Approximately 448 +/- acres of this area is uplands. Proposed Table 5 identifies 428,500 square feet, excluding the fuel pumps and hotel, of non-aviation-related development through 2020. Based upon a conservative floor area ratio of 25-30%, which allows for buffers, setbacks and compliance with Lee County Land Development Code requirements, the proposed development can be fully accommodated on 100 acres.

In light of the above, the following policy is proposed to further articulate the Port Authority's commitment to advance Airport needs while maintaining a balance with environmental considerations to the extent possible.

Policy 1.2.7. Future non-aviation areas depicted on the Airport Layout Plan (Map 3F) will be developed, to the greatest extent possible, only within existing upland areas. Impacts to wetlands in the future non-aviation areas will be minimized by site design, whenever possible, in compliance with the Lee County Land Development Code. Development within the future non-aviation area, as designated on Map 3F, is limited to a total of 100 acres. Development of additional acreage will require prior Lee Plan amendment approval.

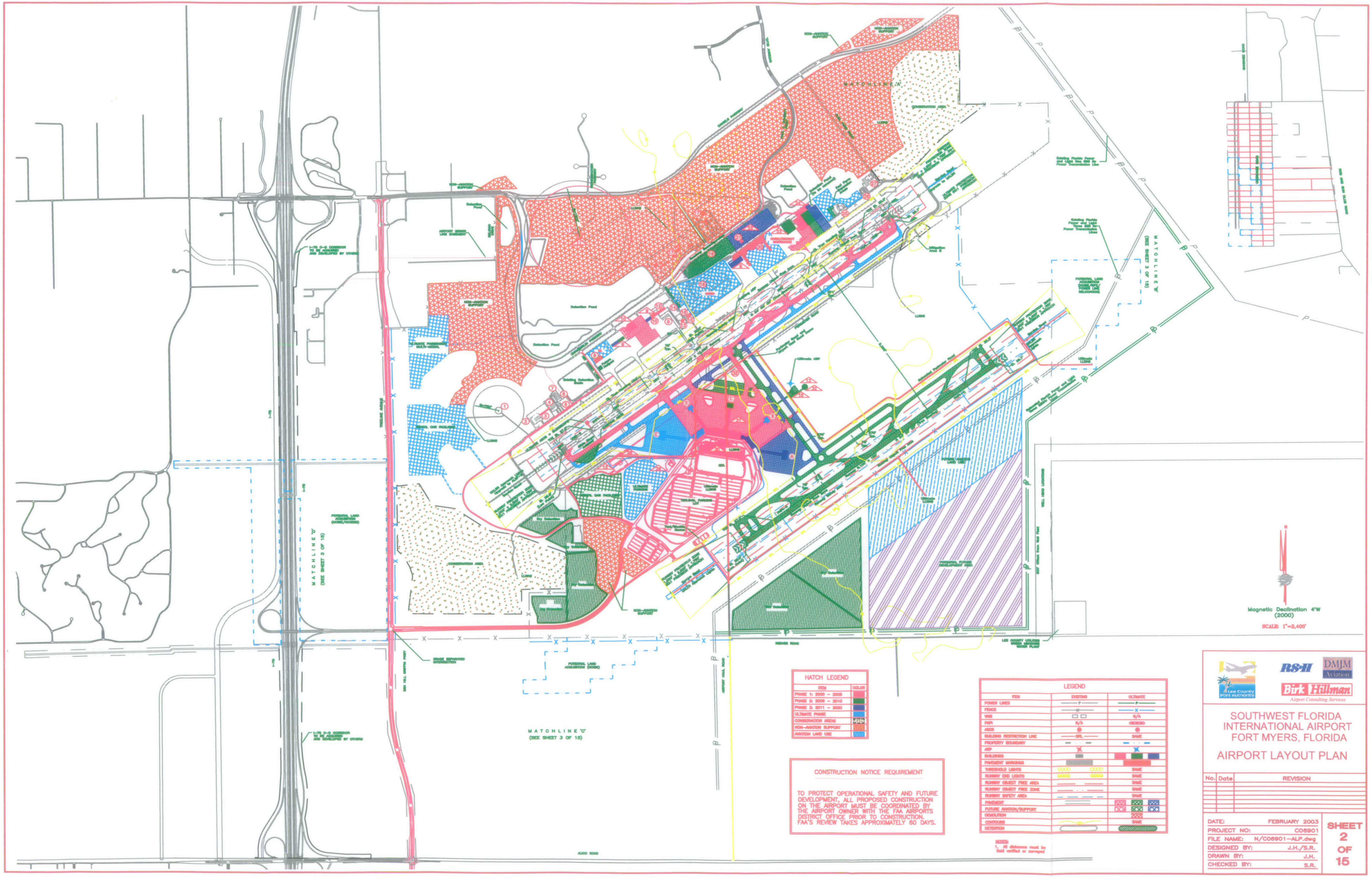
4.Amendments to the Airport Layout Plan: The existing Transportation Element Policies 32.2.5, and 32.3.4 are proposed to be revised to require a comprehensive plan amendment whenever "a substantive change" is proposed to either the Airport Layout Plan or the Table of uses (Table 5). However, the extent of change that will be considered "a substantive change" which would trigger a comprehensive plan amendment is not stated; in the absence of which it will be difficult to ascertain when a comprehensive amendment is needed. *Chapter 163.3187, F.S., and Rule 9J-5.003(90), & 9J-5.005(6), F.A.C.*

Recommendation: Revise the amendment to define the term "a substantive change" that will form the basis of a plan amendment to the Master Layout Plan Map (3F) and the table of uses (Table 5). The definition should be consistent with the requirements of Chapter 163, FS and Rule 9J-5, Florida Administrative Code, regarding amendments to the comprehensive plan.

Response: Airports typically update their master plan on a 6 to 10 year cycle with the average time between updates of 8 years.

In order to clarify the meaning of "substantive change" as used in proposed Policy 32.2.5 and 32.3.4, the following definition will be added to the Glossary.

Substantive Change. As used in Policies 32.2.5 and 32.3.4, the term "substantive change" means development not specifically stated or identified in Table 5 or depicted on Map 3F.


MATCHLINE 'A'
MATCHLINE 'B'
(SEE SHEET 3 OF 15)
MATCHLINE 'C'
(SEE SHEET 3 OF 15)
MATCHLINE 'D'
(SEE SHEET 3 OF 15)
NON-AVIATION SUPPORT
Detention Pond
Commercial Area
Cypress Detention Area
Terminal Parking
Rental Car Parking
Terminal Complex
Airport Entrance Road
Airport Hall Road
Treeline Avenue
Aviation Land Use
Future Aviation Support
Future Hotel
Future Terminal Area
Future Cargo Facility
Future Aviation Support
Future Aviation Land Use
Future Commercial Area
Future Detention Pond
Future Detention Area
Future Parking
Future Rental Car Parking
Future Terminal Complex
Future Airport Entrance Road
Future Airport Hall Road
Future Treeline Avenue
Future Cypress Detention Area
Future Rental Car Facility
Future Rental Car Parking
Future Terminal Parking
Future Terminal Building
Future Terminal Apron
Future Taxiway
Future Runway
Future Runway Safety Area
Future Runway Object Free Area
Future Runway Protection Zone
Future Runway Object Free Zone
Future Runway Protection Zone
Future Runway Safety Area
Future Runway Object Free Area
Future Runway Protection Zone
Future Runway Object Free

U.S. Department
of Transportation
Federal Aviation Administration

ORLANDO AIRPORTS DISTRICT OFFICE
5950 Hazeltine National Dr., Suite 400
Orlando, Florida 32822-5024
Phone: (407) 812-6331 Fax: (407) 812-6978

April 14, 2004

Mr. Robert M. Ball, A.A.E.
Executive Director
Lee County Port Authority
16000 Chamberlin Parkway
Suite 8671
Fort Myers, Florida 33913-8899

Dear Mr. Ball:

RE: Southwest Florida International Airport; Fort Myers, Florida
Master Plan Acceptance and ALP Approval

The Federal Aviation Administration (FAA) accepts your Airport Master Plan and conditionally approves your Airport Layout Plan (ALP) dated March 2004 for Southwest Florida International Airport with the exception of the following items of development, which were unconditionally approved in accordance with the Finding of No Significant Impact dated March 10, 1994:

> Construction of a 9,100 foot runway with an associated midfield development area, navigational aids, terminal access roadways, taxiways, marking, lighting, drainage and flood control systems, additional airport support service facilities (ATCT, ARFF, etc.), and land acquisition, necessary for the runway, midfield development complex, and related mitigation areas.

FAA approval of your ALP means that all existing and proposed airport development shown on the plan meets current FAA airport design standards or a currently approved modification of the design standards that provide an acceptable level of safety at your airport. It also means that we find the proposed airport development shown on the plan useful and efficient. However, our approval does not represent a commitment to provide federal financial assistance to implement any development or air navigation facilities shown on the plan, nor does it mean that we find funding of the proposed airport development justified.

FAA acceptance of your Airport Master Plan means that it complies with the scope of work. The contents of your Airport Master Plan reflect the views of the Lee County Port Authority, which is responsible for the facts and accuracy of the data presented. As with

the ALP approval, acceptance of your Airport Master Plan does not represent a commitment to provide federal financial assistance to implement any development or air navigation facilities shown on the plan, nor does it mean that we find funding of the proposed airport development justified.

Please note that the Airport Master Plan forecast is not within 10 percent of FAA's Terminal Area Forecast (TAF). The justification for the forecast in the Airport Master Plan report does not support a revision of the TAF. Therefore, please understand that FAA's future decisions regarding federal funding of development on your airport will be based on the TAF rather than the Airport Master Plan forecast.

Please be aware that you are required to notify this office at least 60 days prior to the start of construction of any facilities on the airport. Also, this conditional ALP approval does not constitute airspace approval for aircraft parking aprons or structures. Prior to the start of construction of these facilities, you must submit proper notification to our office and receive FAA airspace approval.

We look forward to working with you in the continued development of your airport.

Sincerely,

[illegible] By

Bart Vernace, P.E.
Assistant Manager

Enclosure (1 ALP)

cc:
ASO-520 (with 1 ALP)
ATL-FPO (with 2 ALPs)
ASO-472 (with 1 ALP)
ASO-620 (with 1 ALP)
FDOT/1
Steven Ritter, ESA

ORL-623:Jbrown:alb:4/15/04 P:/Juan/rsw udated alp.doc

Florida Department of Transportation

JEB BUSH
GOVERNOR

JOSE ABREU
SECRETARY

May 7, 2004

Ms. Juliet Iglesias
Lee County Port Authority
16000 Chamberlin Parkway
Ft. Myers, FL 33913-8899

Re: FM: 206603-1-94-01 Southwest Florida International Airport Master Plan

Dear Ms. Iglesias:

We have reviewed the Southwest Florida International Airport Master Plan Update and ALP. It has been determined to be in substantial compliance with the FDOT Guidebook for Airport Master Planning and is approved for use.

Sincerely,

Terry W. Beacham
Aviation/Intermodal Agency Liaison

TWB/twb
cc: Wayne L. Chewning, Aviation/Intermodal Administrator

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4/14/04

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E-Mail: mpo@swfrpc.org

Lee County Electric Co-op Building, 4th floor, 4980 Bayline Drive, 33917

April 12, 2004

Bill Horner
Southwest Florida International Airport
16000 Chamberlin Parkway, Suite 8671
Fort Myers, FL 33913-8899

RE: Airport-generated trips in the MPO's travel demand model

Dear Bill:

Federal and state law created metropolitan planning organizations (MPOs) to be multimodal transportation planning agencies, and particularly stress that they must plan for efficient connections among the various transportation modes, including shipping and aviation. Recognizing the fundamental importance of the Southwest Florida International Airport to this region's economy, the Lee County MPO's long range transportation plan treats it as a crucial intermodal facility that is an integral part of the region's transportation system. Since aviation system and facility planning are not part of the metropolitan transportation planning process under the state and federal laws governing aviation and MPOs, the Lee County MPO treats the airport master plan for Southwest Florida International Airport and its forecast of aviation activity as givens that the MPO's transportation plan is obliged to accommodate by planning for the most efficient access to the airport, considering financial, environmental, and community impact constraints. The MPO plan includes a number of projects particularly intended to facilitate access to the new midfield terminal, although the plan does count on winning state and federal discretionary funding in order to implement some of these projects.

We have verified that the forecasts of average daily peak season trip generation by Southwest Florida International Airport in 2010 and 2020 that the Lee County MPO used in the travel demand modeling upon which the MPO's long range transportation plan was based were consistent with those in the Lee County Port Authority's comprehensive plan amendment.

Since Southwest Florida International Airport is a uniquely regional generator, the Lee County MPO's travel model distributes airport trips separately from other trips rather than with the gravity model algorithm used for other internal trips. The airport trips are distributed based on the population and number of hotel/motel units forecast for each traffic analysis zone (TAZ) among all the TAZs in the modeling area, which includes all of Lee and Charlotte Counties lying southeast of Charlotte Harbor and the Peace River, plus Collier County south to the intersection of US 41 and SR 951 and east to the interchange of I 75 with SR 29. The distributed airport trips are then preloaded into the model and assigned to the road network before other trips.

Sincerely,

LEE COUNTY METROPOLITAN PLANNING ORGANIZATION

Glen H. Ahlert
MPO Staff Director

cc: Matt Noble, Lee County Planning Department

U.S. Department
of Transportation

**Federal Aviation
Administration**

Advisory Circular

Subject: HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS

Date: 5/1/97
Initiated by:
AAS-310 and APP-600

AC No: 150/5200-33
Change:

1. PURPOSE. This advisory circular (AC) provides guidance on locating certain land uses having the potential to attract hazardous wildlife to or in the vicinity of public-use airports. It also provides guidance concerning the placement of new airport development projects (including airport construction, expansion, and renovation) pertaining to aircraft movement in the vicinity of hazardous wildlife attractants. Appendix 1 provides definitions of terms used in this AC.

2. APPLICATION. The standards, practices, and suggestions contained in this AC are recommended by the Federal Aviation Administration (FAA) for use by the operators and sponsors of all public-use airports. In addition, the standards, practices, and suggestions contained in this AC are recommended by the FAA as guidance for land use planners, operators, and developers of projects, facilities, and activities on or near airports.

3. BACKGROUND. Populations of many species of wildlife have increased markedly in the last few years. Some of these species are able to adapt to human-made environments, such as exist on and around airports. The increase in wildlife populations, the use of larger turbine engines, the increased use of twin-engine aircraft, and the increase in air-traffic, all combine to increase the risk, frequency, and potential severity of wildlife-aircraft collisions.

Most public-use airports have large tracts of open, unimproved land that are desirable for added margins of safety and noise mitigation. These areas can present potential hazards to aviation because they often attract hazardous wildlife. During the past century, wildlife-aircraft strikes have resulted in the loss of hundreds of lives world-wide, as well as billions of dollars worth of aircraft damage. Hazardous wildlife attractants near airports could jeopardize future airport expansion because of safety considerations.

DAVID L. BENNETT
Director, Office of Airport Safety and Standards

SECTION 1. HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS.

1-1. TYPES OF HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS. Human-made or natural areas, such as poorly-drained areas, retention ponds, roosting habitats on buildings, landscaping, putrescible-waste disposal operations, wastewater treatment plants, agricultural or aquacultural activities, surface mining, or wetlands, may be used by wildlife for escape, feeding, loafing, or reproduction. Wildlife use of areas within an airport's approach or departure airspace, aircraft movement areas, loading ramps, or aircraft parking areas may cause conditions hazardous to aircraft safety.

All species of wildlife can pose a threat to aircraft safety. However, some species are more commonly involved in aircraft strikes than others. Table 1 lists the wildlife groups commonly reported as being involved in damaging strikes to U.S. aircraft from 1993 to 1995.

Table 1. Wildlife Groups Involved in Damaging Strikes to Civilian Aircraft, USA, 1993-1995.

Wildlife Groups	Percent involvement in reported damaging strikes
Gulls	28
Waterfowl	28
Raptors	11
Doves	6
Vultures	5
Blackbirds-Starlings	5
Corvids	3
Wading birds	3
Deer	11
Canids	1

1-2. LAND USE PRACTICES. Land use practices that attract or sustain hazardous wildlife populations on or near airports can significantly increase the potential for wildlife-aircraft collisions. FAA recommends against land use practices, within the siting criteria stated in 1-3, that attract or sustain populations of hazardous wildlife within the vicinity of airports or cause movement of hazardous wildlife onto, into, or across the approach or departure airspace, aircraft movement area, loading ramps, or aircraft parking area of airports.

Airport operators, sponsors, planners, and land use developers should consider whether proposed land uses, including new airport development projects, would increase the wildlife hazard. Caution should be exercised to ensure that land use practices on or near airports do not enhance the attractiveness of the area to hazardous wildlife.

1-3. SITING CRITERIA. FAA recommends separations when siting any of the wildlife attractants mentioned in Section 2 or when planning new airport development projects to accommodate aircraft movement. The distance between an airport's aircraft movement areas, loading ramps, or aircraft parking areas and the wildlife attractant should be as follows:

a. Airports serving piston-powered aircraft. A distance of 5,000 feet is recommended.

b. Airports serving turbine-powered aircraft. A distance of 10,000 feet is recommended.

c. Approach or Departure airspace. A distance of 5 statute miles is recommended, if the wildlife attractant may cause hazardous wildlife movement into or across the approach or departure airspace.

SECTION 2. LAND USES THAT ARE INCOMPATIBLE WITH SAFE AIRPORT OPERATIONS.

2-1. GENERAL. The wildlife species and the size of the populations attracted to the airport environment are highly variable and may depend on several factors, including land-use practices on or near the airport. It is important to identify those land use practices in the airport area that attract hazardous wildlife. This section discusses land use practices known to threaten aviation safety.

2-2. PUTRESCIBLE-WASTE DISPOSAL OPERATIONS. Putrescible-waste disposal operations are known to attract large numbers of wildlife that are hazardous to aircraft. Because of this, these operations, when located within the separations identified in the siting criteria in 1-3 are considered incompatible with safe airport operations.

FAA recommends against locating putrescible-waste disposal operations inside the separations identified in the siting criteria mentioned above. FAA also recommends against new airport development projects that would increase the number of aircraft operations or that would accommodate larger or faster aircraft, near putrescible-waste disposal operations located within the separations identified in the siting criteria in 1-3.

2-3. WASTEWATER TREATMENT FACILITIES. Wastewater treatment facilities and associated settling ponds often attract large numbers of wildlife that can pose a threat to aircraft safety when they are located on or near an airport.

a. New wastewater treatment facilities. FAA recommends against the construction of new wastewater treatment facilities or associated settling ponds within the separations identified in the siting criteria in 1-3. During the siting analysis for wastewater treatment facilities, the potential to attract hazardous wildlife should be considered if an airport is in the vicinity of a proposed site. Airport operators should voice their opposition to such sitings. In addition, they should consider the existence of wastewater treatment facilities when evaluating proposed sites for new airport development projects and avoid such sites when practicable.

b. Existing wastewater treatment facilities. FAA recommends correcting any wildlife hazards arising from existing wastewater treatment facilities located on or near airports without delay, using appropriate wildlife hazard mitigation techniques. Accordingly, measures to minimize hazardous wildlife attraction should be developed in consultation with a wildlife damage management biologist. FAA recommends that wastewater treatment facility operators incorporate appropriate wildlife hazard mitigation techniques into their operating practices. Airport operators also should encourage those operators to incorporate these mitigation techniques in their operating practices.

c. Artificial marshes. Waste-water treatment facilities may create artificial marshes and use submergent and emergent aquatic vegetation as natural filters. These artificial marshes may be used by some species of flocking birds, such as blackbirds and waterfowl, for breeding or roosting activities. FAA recommends against establishing artificial marshes within the separations identified in the siting criteria stated in 1-3.

d. Wastewater discharge and sludge disposal. FAA recommends against the discharge of wastewater or sludge on airport property. Regular spraying of wastewater or sludge disposal on unpaved areas may improve soil moisture and quality. The resultant turf growth requires more frequent mowing, which in turn may mutilate or flush insects or small animals and produce straw. The maimed or flushed organisms and the straw can attract hazardous wildlife and jeopardize aviation safety. In addition, the improved turf may attract grazing wildlife such as deer and geese.

Problems may also occur when discharges saturate unpaved airport areas. The resultant soft, muddy conditions can severely restrict or prevent emergency vehicles from reaching accident sites in a timely manner.

e. Underwater waste discharges. The underwater discharge of any food waste, e.g., fish processing offal, that could attract scavenging wildlife is not recommended within the separations identified in the siting criteria in 1-3.

2-4. WETLANDS.

a. *Wetlands on or near Airports.*

(1) Existing Airports. Normally, wetlands are attractive to many wildlife species. Airport operators with wetlands located on or nearby airport property should be alert to any wildlife use or habitat changes in these areas that could affect safe aircraft operations.

(2) Airport Development. When practicable, the FAA recommends siting new airports using the separations identified in the siting criteria in 1-3. Where alternative sites are not practicable or when expanding existing airports in or near wetlands, the wildlife hazards should be evaluated and minimized through a wildlife management plan prepared by a wildlife damage management biologist, in consultation with the U.S. Fish and Wildlife Service (USFWS) and the U.S. Army Corps of Engineers (COE).

NOTE: If questions exist as to whether or not an area would qualify as a wetland, contact the U.S. Army COE, the Natural Resource Conservation Service, or a wetland consultant certified to delineate wetlands.

b. Wetland mitigation. Mitigation may be necessary when unavoidable wetland disturbances result from new airport development projects. Wetland mitigation should be designed so it does not create a wildlife hazard.

(1) FAA recommends that wetland mitigation projects that may attract hazardous wildlife be sited outside of the separations identified in the siting criteria in 1-3. Wetland mitigation banks meeting these siting criteria offer an ecologically sound approach to mitigation in these situations.

(2) Exceptions to locating mitigation activities outside the separations identified in the siting criteria in 1-3 may be considered if the affected wetlands provide unique ecological functions, such as critical habitat for threatened or endangered species or ground water recharge. Such mitigation must be compatible with safe airport operations. Enhancing such mitigation areas to attract hazardous wildlife should be avoided. On-site mitigation plans may be reviewed by the FAA to determine compatibility with safe airport operations.

(3) Wetland mitigation projects that are needed to protect unique wetland functions (see 2-4.b.(2)), and that must be located in the siting criteria in 1-3 should be identified and evaluated by a wildlife damage management biologist before implementing the mitigation. A wildlife damage management plan should be developed to reduce the wildlife hazards.

NOTE: AC 150/5000-3, *Address List for Regional Airports Division and Airports District/Field Offices*, provides information on the location of these offices.

2-5. DREDGE SPOIL CONTAINMENT AREAS. FAA recommends against locating dredge spoil containment areas within the separations identified in the siting criteria in 1-3, if the spoil contains material that would attract hazardous wildlife.

SECTION 3. LAND USES THAT MAY BE COMPATIBLE WITH SAFE AIRPORT OPERATIONS.

3-1. GENERAL. Even though they may, under certain circumstances, attract hazardous wildlife, the land use practices discussed in this section have flexibility regarding their location or operation and may even be under the airport operator's or sponsor's control. In general, the FAA does not consider the activities discussed below as hazardous to aviation if there is no apparent attraction to hazardous wildlife, or wildlife hazard mitigation techniques are implemented to deal effectively with any wildlife hazard that may arise.

3-2. ENCLOSED WASTE FACILITIES. Enclosed trash transfer stations or enclosed waste handling facilities that receive garbage indoors; process it via compaction, incineration, or similar manner; and remove all residue by enclosed vehicles, generally would be compatible, from a wildlife perspective, with safe airport operations, provided they are not located on airport property or within the runway protection zone (RPZ). No putrescible-waste should be handled or stored outside at any time, for any reason, or in a partially enclosed structure accessible to hazardous wildlife.

Partially enclosed operations that accept putrescible-waste are considered to be incompatible with safe airport operations. FAA recommends these operations occur outside the separations identified in the siting criteria in 1-3.

3-3. RECYCLING CENTERS. Recycling centers that accept previously sorted, non-food items such as glass, newspaper, cardboard, or aluminum are, in most cases, not attractive to hazardous wildlife.

3-4. COMPOSTING OPERATIONS ON AIRPORTS. FAA recommends against locating composting operations on airports. However, when they are located on an airport, composting operations should not be located closer than the greater of the following distances: 1,200 feet from any aircraft movement area, loading ramp, or aircraft parking space; or the distance called for by airport design requirements. This spacing is intended to prevent material, personnel, or equipment from penetrating any Obstacle Free Area (OFA), Obstacle Free Zone (OFZ), Threshold Siting Surface (TSS), or Clearway (see AC 150/5300-13, *Airport Design*). On-airport disposal of compost by-products is not recommended for the reasons stated in 2-3.d.

a. Composition of material handled. Components of the compost should never include any municipal solid waste. Non-food waste such as leaves, lawn clippings, branches, and twigs generally are not considered a wildlife attractant. Sewage sludge, wood-chips, and similar material are not municipal solid wastes and may be used as compost bulking agents.

b. Monitoring on-airport composting operations. If composting operations are to be located on airport property, FAA recommends that the airport operator monitor composting operations to ensure that steam or thermal rise does not affect air traffic in any way. Discarded leaf disposal bags or other debris must not be allowed to blow onto any active airport area. Also, the airport operator should reserve the right to stop any operation that creates unsafe, undesirable, or incompatible conditions at the airport.

3-5. ASH DISPOSAL. Fly ash from resource recovery facilities that are fired by municipal solid waste, coal, or wood, is generally considered not to be a wildlife attractant because it contains no putrescible matter. FAA generally does not consider landfills accepting only fly ash to be wildlife attractants, if those landfills: are maintained in an orderly manner; admit no putrescible-waste of any kind; and are not co-located with other disposal operations.

Since varying degrees of waste consumption are associated with general incineration, FAA classifies the ash from general incinerators as a regular waste disposal by-product and, therefore, a hazardous wildlife attractant.

3-6. CONSTRUCTION AND DEMOLITION (C&D) DEBRIS LANDFILLS. C&D debris (Class IV) landfills have visual and operational characteristics similar to putrescible-waste disposal sites. When co-located with putrescible-waste disposal operations, the probability of hazardous wildlife attraction to C&D landfills increases because of the similarities between these disposal activities.

FAA generally does not consider C&D landfills to be hazardous wildlife attractants, if those landfills: are maintained in an orderly manner; admit no putrescible-waste of any kind; and are not co-located with other disposal operations.

3-7. WATER DETENTION OR RETENTION PONDS. The movement of storm water away from runways, taxiways, and aprons is a normal function on most airports and is necessary for safe aircraft operations. Detention ponds hold storm water for short periods, while retention ponds hold water indefinitely. Both types of ponds control runoff, protect water quality, and can attract hazardous wildlife. Retention ponds are more attractive to hazardous wildlife than detention ponds because they provide a more reliable water source.

To facilitate hazardous wildlife control, FAA recommends using steep-sided, narrow, linearly-shaped, rip-rap lined, water detention basins rather than retention basins. When possible, these ponds should be placed away from aircraft movement areas to minimize aircraft-wildlife interactions. All vegetation in or around detention or retention basins that provide food or cover for hazardous wildlife should be eliminated.

If soil conditions and other requirements allow, FAA encourages the use of underground storm water infiltration systems, such as French drains or buried rock fields, because they are less attractive to wildlife.

3-8. LANDSCAPING. Wildlife attraction to landscaping may vary by geographic location. FAA recommends that airport operators approach landscaping with caution and confine it to airport areas not associated with aircraft movements. All landscaping plans should be reviewed by a wildlife damage management biologist. Landscaped areas should be monitored on a continuing basis for the presence of hazardous wildlife. If hazardous wildlife is detected, corrective actions should be implemented immediately.

3-9. GOLF COURSES. Golf courses may be beneficial to airports because they provide open space that can be used for noise mitigation or by aircraft during an emergency. On-airport golf courses may also be a concurrent use that provides income to the airport.

Because of operational and monetary benefits, golf courses are often deemed compatible land uses on or near airports. However, waterfowl (especially Canada geese) and some species of gulls are attracted to the large, grassy areas and open water found on most golf courses. Because waterfowl and gulls occur throughout the U.S., FAA recommends that airport operators exercise caution and consult with a wildlife damage management biologist when considering proposals for golf course construction or expansion on or near airports. Golf courses should be monitored on a continuing basis for the presence of hazardous wildlife. If hazardous wildlife is detected, corrective actions should be implemented immediately.

3-10. AGRICULTURAL CROPS. As noted above, airport operators often promote revenue-generating activities to supplement an airport's financial viability. A common concurrent use is agricultural crop production. Such use may create potential hazards to aircraft by attracting wildlife. Any proposed on-airport agricultural operations should be reviewed by a wildlife damage management biologist. FAA generally does not object to agricultural crop production on airports when: wildlife hazards are not predicted; the guidelines for the airport areas specified in 3-10.a-f. are observed; and the agricultural operation is closely monitored by the airport operator or sponsor to ensure that hazardous wildlife are not attracted.

NOTE: If wildlife becomes a problem due to on-airport agricultural operations, FAA recommends undertaking the remedial actions described in 3-10 f

a. Agricultural activities adjacent to runways. To ensure safe, efficient aircraft operations, FAA recommends that no agricultural activities be conducted in the Runway Safety Area (RSA), OFA, and the OFZ (see AC 150/5300-13).

b. Agricultural activities in areas requiring minimum object clearances. Restricting agricultural operations to areas outside the RSA, OFA, OFZ, and Runway Visibility Zone (RVZ) (see AC 150/5300-13) will normally provide the minimum object clearances required by FAA's airport design standards. FAA recommends that farming operations not be permitted within areas critical to the proper operation of localizers, glide slope indicators, or other visual or electronic navigational aids. Determinations of minimal areas that must be kept free of farming operations should be made on a case-by-case basis. If navigational aids are present, farm leases for on-airport agricultural activities should be coordinated with FAA's Airway Facilities Division, in accordance with FAA Order 6750.16, *Siting Criteria for Instrument Landing Systems*.

NOTE: Crop restriction lines conforming to the dimensions set forth in Table 2 will normally provide the minimum object clearance required by

FAA airport design standards. The presence of navigational aids may require expansion of the restricted area.

c. Agricultural activities within an airport's approach areas. The RSA, OFA, and OFZ all extend beyond the runway shoulder and into the approach area by varying distances. The OFA normally extends the farthest and is usually the controlling surface. However, for some runways, the TSS (see AC 150/5300-13, Appendix 2) may be more controlling than the OFA. The TSS may not be penetrated by any object. The minimum distances shown in Table 2 are intended to prevent penetration of the OFA, OFZ, or TSS by crops or farm machinery.

NOTE: Threshold Siting standards should not be confused with the approach areas described in Title 14, Code of Federal Regulations, Part 77, (14 CFR 77), *Objects Affecting Navigable Airspace*

d. Agricultural activities between intersecting runways. FAA recommends that no agricultural activities be permitted within the RVZ. If the terrain is sufficiently below the runway elevation, some types of crops and equipment may be acceptable. Specific determinations of what is permissible in this area requires topographical data. For example, if the terrain within the RVZ is level with the runway ends, farm machinery or crops may interfere with a pilot's line-of-sight in the RVZ.

e. Agricultural activities in areas adjacent to taxiways and aprons. Farming activities should not be permitted within a taxiway's OFA. The outer portions of aprons are frequently used as a taxilane and farming operations should not be permitted within the OFA. Farming operations should not be permitted between runways and parallel taxiways.

f. Remedial actions for problematic agricultural activities. If a problem with hazardous wildlife develops, FAA recommends that a professional wildlife damage management biologist be contacted and an on-site inspection be conducted. The biologist should be requested to determine the source of the hazardous wildlife attraction and suggest remedial action. Regardless of the source of the attraction, prompt remedial actions to protect aviation safety are recommended. The remedial actions may range from choosing another crop or farming technique to complete termination of the agricultural operation.

Whenever on-airport agricultural operations are stopped due to wildlife hazards or annual harvest, FAA recommends plowing under all crop residue and harrowing the surface area smooth. This will reduce or eliminate the area's attractiveness to foraging wildlife. FAA recommends that this requirement be written into all on-airport farm use contracts and clearly understood by the lessee.

Table 2. Minimum Distances Between Certain Airport Features And Any On-Airport Agriculture Crops.

Aircraft Approach Category And Design Group [1]	Distance In Feet From Runway Centerline To Crop		Distance In Feet From Runway End To Crop		Distance In Feet From Centerline Of Taxiway To Crop	Distance In Feet From Edge Of Apron To Crop
	Visual & ≥ ¾ mile	< ¾ mile	Visual & ≥ ¾ mile	< ¾ mile		
Category A & B Aircraft						
Group I	200 [2]	400	300 [3]	600	45	40
Group II	250	400	400 [3]	600	66	58
Group III	400	400	600	800	93	81
Group IV	400	400	1,000	1,000	130	113
Category C, D & E Aircraft						
Group I	530 [3]	575 [3]	1,000	1,000	45	40
Group II	530 [3]	575 [3]	1,000	1,000	66	58
Group III	530 [3]	575 [3]	1,000	1,000	93	81
Group IV	530 [3]	575 [3]	1,000	1,000	130	113
Group V	530 [3]	575 [3]	1,000	1,000	160	138
Group VI	530 [3]	575 [3]	1,000	1,000	193	167

1. Design Groups are based on wing span, and Category depends on approach speed of the aircraft.

Group I: Wing span up to 49 ft.	Category A: Speed less than 91 knots
Group II: Wing span 49ft. up to 78 ft.	Category B: Speed 91 knots up to 120 knots
Group III: Wing span 79 ft. up to 117 ft.	Category C: Speed 121 knots up to 140 knots
Group IV: Wing span 118 ft. up to 170 ft.	Category D: Speed 141 knots up to 165 knots
Group V: Wing span 171 ft. up to 213 ft.	Category E: Speed 166 knots or more
Group VI: Wing span 214 ft. up to 261 ft.	

2. If the runway will only serve small airplanes (12,500 lb. And under) in Design Group I, this dimension may be reduced to 125 feet; however, this dimension should be increased where necessary to accommodate visual navigational aids that may be installed. For example farming operations should not be allowed within 25 feet of a Precision Approach Path Indicator (PAPI) light box.

3. These dimensions reflect the TSS as defined in AC 150/5300-13, Appendix 2. The TSS cannot be penetrated by any object. Under these conditions, the TSS is more restrictive than the OFA, and the dimensions shown here are to prevent penetration of the TSS by crops and farm machinery.

SECTION 4. NOTIFICATION OF FAA ABOUT HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AN AIRPORT.

4-1. GENERAL. Airport operators, land developers, and owners should notify the FAA in writing of known or reasonably foreseeable land use practices on or near airports that either attract or may attract hazardous wildlife. This section discusses those notification procedures.

4-2. NOTIFICATION REQUIREMENTS FOR WASTE DISPOSAL SITE OPERATIONS. The Environmental Protection Agency (EPA) requires any operator proposing a new or expanded waste disposal operation within 5 statute miles of a runway end to notify the appropriate FAA Regional Airports Division Office and the airport operator of the proposal (40 CFR 258, *Criteria for Municipal Solid Waste Landfills*, section 258.10, *Airport Safety*). The EPA also requires owners or operators of new municipal solid waste landfill (MSWLF) units, or lateral expansions of existing MSWLF units that are located within 10,000 feet of any airport runway end used by turbojet aircraft or within 5,000 feet of any airport runway end used only by piston-type aircraft, to demonstrate successfully that such units are not hazards to aircraft.

a. Timing of Notification. When new or expanded MSWLFs are being proposed near airports, MSWLF operators should notify the airport operator and the FAA of this as early as possible pursuant to 40 CFR Part 258. Airport operators should encourage the MSWLF operators to provide notification as early as possible.

NOTE: AC 150/5000-3 provides information on these FAA offices.

b. Putrescible-Waste Facilities. In their effort to satisfy the EPA requirement, some putrescible-waste facility proponents may offer to undertake experimental measures to demonstrate that their proposed facility will not be a hazard to aircraft. To date, the ability to sustain a reduction in the numbers of hazardous wildlife to levels that existed before a putrescible-waste landfill began operating has not been successfully demonstrated. For this reason, demonstrations of experimental wildlife control measures should not be conducted in active aircraft operations areas.

c. Other Waste Facilities. To claim successfully that a waste handling facility sited within the separations identified in the siting criteria in 1-3 does not attract hazardous wildlife and does not threaten aviation, the developer must establish convincingly that the facility will not handle putrescible material other than that as outlined in 3-2. FAA requests that waste site developers provide a copy of an official permit request verifying that the facility will not handle putrescible material other than that as outlined in 3-2. FAA will use this information to determine if the facility will be a hazard to aviation.

4-3. NOTIFYING FAA ABOUT OTHER WILDLIFE ATTRACTANTS. While U. S. EPA regulations require landfill owners to provide notification, no similar regulations require notifying FAA about changes in other land use practices that can create hazardous wildlife attractants. Although it is not required by regulation, FAA requests those proposing land use changes such as those discussed in 2-3, 2-4, and 2-5 to provide similar notice to the FAA as early in the development process as possible. Airport operators that become aware of such proposed development in the vicinity of their airports should also notify the FAA. The notification process gives the FAA an opportunity to evaluate the effect of a particular land use change on aviation safety.

The land use operator or project proponent may use FAA Form 7460-1, *Notice of Proposed Construction or Alteration*, or other suitable documents to notify the appropriate FAA Regional Airports Division Office.

It is helpful if the notification includes a 15-minute quadrangle map of the area identifying the location of the proposed activity. The land use operator or project proponent should also forward specific details of the proposed land use change or operational change or expansion. In the case of solid waste landfills, the information should include the type of waste to be handled, how the waste will be processed, and final disposal methods.

4-5. FAA REVIEW OF PROPOSED LAND USE CHANGES.

a. The FAA discourages the development of facilities discussed in section 2 that will be located within the 5,000/10,000-foot criteria in 1-3.

b. For projects which are located outside the 5,000/10,000-foot criteria, but within 5 statute miles of the airport's aircraft movement areas, loading ramps, or aircraft parking areas, FAA may review development plans, proposed land use changes, operational changes, or wetland mitigation plans to determine if such changes present potential wildlife hazards to aircraft operations. Sensitive airport areas will be identified as those that lie under or next to approach or departure airspace. This brief examination should be sufficient to determine if further investigation is warranted.

c. Where further study has been conducted by a wildlife damage management biologist to evaluate a site's compatibility with airport operations, the FAA will use the study results to make its determination.

d. FAA will discourage the development of any excepted sites (see Section 3) within the criteria specified in 1-3 if a study shows that the area supports hazardous wildlife species.

4-6. AIRPORT OPERATORS. Airport operators should be aware of proposed land use changes, or modification of existing land uses, that could create hazardous wildlife attractants within the separations identified in the siting criteria in 1-3. Particular attention should be given to proposed land uses involving creation or expansion of waste water treatment facilities, development of wetland mitigation sites, or development or expansion of dredge spoil containment areas.

a. AIP-funded airports. FAA recommends that operators of AIP-funded airports, to the extent practicable, oppose off-airport land use changes or practices (within the separations identified in the siting criteria in 1-3) that may attract hazardous wildlife. Failure to do so could place the airport operator or sponsor in noncompliance with applicable grant assurances. FAA recommends against the placement of airport development projects pertaining to aircraft movement in the vicinity of hazardous wildlife attractants. Airport operators, sponsors, and planners should identify wildlife attractants and any associated wildlife hazards during any planning process for new airport development projects.

b. Additional coordination. If, after the initial review by FAA, questions remain about the existence of a wildlife hazard near an airport, the airport operator or sponsor should consult a wildlife damage management biologist. Such questions may be triggered by a history of wildlife strikes at the airport or the proximity of the airport to a wildlife refuge, body of water, or similar feature known to attract wildlife.

c. Specialized assistance. If the services of a wildlife damage management biologist are required, FAA recommends that land use developers or the airport operator contact the appropriate state director of the United States Department of Agriculture/Animal Damage Control (USDA/ADC), or a consultant specializing in wildlife damage management. Telephone numbers for the respective USDA/ADC state offices may be obtained by contacting USDA/ADC's Operational Support Staff, 4700 River Road, Unit 87, Riverdale, MD, 20737-1234, Telephone (301) 734-7921, Fax (301) 734-5157. The ADC biologist or consultant should be requested to identify and quantify wildlife common to the area and evaluate the potential wildlife hazards.

d. Notifying airmen. If an existing land use practice creates a wildlife hazard, and the land use practice or wildlife hazard cannot be immediately eliminated, the airport operator should issue a Notice to Airmen (NOTAM) and encourage the land owner or manager to take steps to control the wildlife hazard and minimize further attraction.

APPENDIX 1. DEFINITIONS OF TERMS USED IN THIS ADVISORY CIRCULAR.

1. GENERAL. This appendix provides definitions of terms used throughout this AC.

a. Aircraft movement area. The runways, taxiways, and other areas of an airport which are used for taxiing or hover taxiing, air taxiing, takeoff, and landing of aircraft exclusive of loading ramps and aircraft parking areas.

b. Airport operator. The operator (private or public) or sponsor of a public use airport.

c. Approach or departure airspace. The airspace, within 5 statute miles of an airport, through which aircraft move during landing or takeoff.

d. Concurrent use. Aeronautical property used for compatible non-aviation purposes while at the same time serving the primary purpose for which it was acquired; and the use is clearly beneficial to the airport. The concurrent use should generate revenue to be used for airport purposes (see Order 5190.6A, *Airport Compliance Requirements*, sect. 5h).

e. Fly ash. The fine, sand-like residue resulting from the complete incineration of an organic fuel source. Fly ash typically results from the combustion of coal or waste used to operate a power generating plant.

f. Hazardous wildlife. Wildlife species that are commonly associated with wildlife-aircraft strike problems, are capable of causing structural damage to airport facilities, or act as attractants to other wildlife that pose a wildlife-aircraft strike hazard.

g. Piston-use airport. Any airport that would primarily serve FIXED-WING, piston-powered aircraft. Incidental use of the airport by turbine-powered, FIXED-WING aircraft would not affect this designation. However, such aircraft should not be based at the airport.

h. Public-use airport. Any publicly owned airport or a privately-owned airport used or intended to be used for public purposes.

i. Putrescible material. Rotting organic material.

j. Putrescible-waste disposal operation. Landfills, garbage dumps, underwater waste discharges, or similar facilities where activities include processing, burying, storing, or otherwise disposing of putrescible material, trash, and refuse.

k. Runway protection zone (RPZ). An area off the runway end to enhance the protection of people and property on the ground (see AC 150/5300-13). The dimensions of this zone vary with the design aircraft, type of operation, and visibility minimum.

l. Sewage sludge. The de-watered effluent resulting from secondary or tertiary treatment of municipal sewage and/or industrial wastes, including sewage sludge as referenced in U.S. EPA's *Effluent Guidelines and Standards*, 40 C.F.R. Part 401.

m. Shoulder. An area adjacent to the edge of paved runways, taxiways, or aprons providing a transition between the pavement and the adjacent surface, support for aircraft running off the pavement, enhanced drainage, and blast protection (see AC 150/5300-13).

n. Turbine-powered aircraft. Aircraft powered by turbine engines including turbojets and turboprops but excluding turbo-shaft rotary-wing aircraft.

o. Turbine-use airport. Any airport that ROUTINELY serves FIXED-WING turbine-powered aircraft.

p. Wastewater treatment facility. Any devices and/or systems used to store, treat, recycle, or reclaim municipal sewage or liquid industrial wastes, including Publicly Owned Treatment Works (POTW), as defined by Section 212 of the Federal Water Pollution Control Act (P.L. 92-500) as amended by the Clean Water Act of 1977 (P.L. 95-576) and the Water Quality Act of 1987 (P.L. 100-4). This definition includes any pretreatment involving the reduction of the amount of pollutants, the elimination of pollutants, or the alteration of the nature of pollutant properties in wastewater prior to or in lieu of discharging or otherwise introducing such pollutants into a POTW. (See 40 C.F. R. Section 403.3 (o), (p), & (q)).

q. Wildlife. Any wild animal, including without limitation any wild mammal, bird, reptile, fish, amphibian, mollusk, crustacean, arthropod, coelenterate, or other invertebrate, including any part, product, egg, or offspring there of (50 CFR 10.12, *Taking, Possession, Transportation, Sale, Purchase, Barter, Exportation, and Importation of Wildlife and Plants*). As used in this AC, WILDLIFE includes feral animals and domestic animals while out of the control of their owners (14 CFR 139.3, *Certification and Operations: Land Airports Serving CAB-Certificated Scheduled Air Carriers Operating Large Aircraft (Other Than Helicopters)*).

r. Wildlife attractants. Any human-made structure, land use practice, or human-made or natural geographic feature, that can attract or sustain hazardous wildlife within the landing or departure airspace, aircraft movement area, loading ramps, or aircraft parking areas of an airport. These attractants can include but are not limited to architectural features, landscaping, waste disposal sites, wastewater treatment facilities, agricultural or aquacultural activities, surface mining, or wetlands.

s. Wildlife hazard. A potential for a damaging aircraft collision with wildlife on or near an airport (14 CFR 139.3).

2. RESERVED.

Memorandum of Agreement Between the Federal Aviation Administration, the U.S. Air Force, the U.S. Army, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, and the U.S. Department of Agriculture to Address Aircraft-Wildlife Strikes

PURPOSE

The signatory agencies know the risks that aircraft-wildlife strikes pose to safe aviation.

This Memorandum of Agreement (MOA) acknowledges each signatory agency's respective missions. Through this MOA, the agencies establish procedures necessary to coordinate their missions to more effectively address existing and future environmental conditions contributing to aircraft-wildlife strikes throughout the United States. These efforts are intended to minimize wildlife risks to aviation and human safety, while protecting the Nation's valuable environmental resources.

BACKGROUND

Aircraft-wildlife strikes are the second leading causes of aviation-related fatalities. Globally, these strikes have killed over 400 people and destroyed more than 420 aircraft. While these extreme events are rare when compared to the millions of annual aircraft operations, the potential for catastrophic loss of human life resulting from one incident is substantial. The most recent accident demonstrating the grievous nature of these strikes occurred in September 1995, when a U.S. Air Force reconnaissance jet struck a flock of Canada geese during takeoff, killing all 24 people aboard.

The Federal Aviation Administration (FAA) and the United States Air Force (USAF) databases contain information on more than 54,000 United States civilian and military aircraft-wildlife strikes reported to them between 1990 and 1999[1]. During that decade, the FAA received reports indicating that aircraft-wildlife strikes, damaged 4,500 civilian U.S. aircraft (1,500 substantially), destroyed 19 aircraft, injured 91 people, and killed 6 people. Additionally, there were 216 incidents where birds struck two or more engines on civilian aircraft, with damage occurring to 26 percent of the 449 engines involved in these incidents. The FAA estimates that during the same decade, civilian U.S. aircraft sustained $4 billion worth of damages and associated losses and 4.7 million hours of aircraft downtime due to aircraft-wildlife strikes. For the same period,

[1] FAA estimates that the 28,150 aircraft-wildlife strike reports it received represent less than 20% of the actual number of strikes that occurred during the decade.

USAF planes colliding with wildlife resulted in 10 Class A Mishaps[2], 26 airmen deaths, and over $217 million in damages.

Approximately 97 percent of the reported civilian aircraft-wildlife strikes involved common, large-bodied birds or large flocks of small birds. Almost 70 percent of these events involved gulls, waterfowl, and raptors (Table 1).

About 90 percent of aircraft-wildlife strikes occur on or near airports, when aircraft are below altitudes of 2,000 feet. Aircraft-wildlife strikes at these elevations are especially dangerous because aircraft are moving at high speeds and are close to or on the ground. Aircrews are intently focused on complex take-off or landing procedures and monitoring the movements of other aircraft in the airport vicinity. Aircrew attention to these activities while at low altitudes often compromises their ability to successfully recover from unexpected collisions with wildlife and to deal with rapidly changing flight procedures. As a result, crews have minimal time and space to recover from aircraft-wildlife strikes.

Increasing bird and wildlife populations in urban and suburban areas near airports contribute to escalating aircraft-wildlife strike rates. FAA, USAF, and Wildlife Services (WS) experts expect the risks, frequencies, and potential severities of aircraft-wildlife strikes to increase during the next decade as the numbers of civilian and military aircraft operations grow to meet expanding transportation and military demands.

SECTION I.

SCOPE OF COOPERATION AND COORDINATION

Based on the preceding information and to achieve this MOA's purpose, the signatory agencies:

A. Agree to strongly encourage their respective regional and local offices, as appropriate, to develop interagency coordination procedures necessary to effectively and efficiently implement this MOA. Local procedures should clarify time frames and other general coordination guidelines.

B. Agree that the term "airport" applies only to those facilities as defined in the attached glossary.

C. Agree that the three major activities of most concern include, but are not limited to:

   1. airport siting and expansion;

[2] See glossary for the definition of a Class A Mishap and similar terms.

2. development of conservation/mitigation habitats or other land uses that could attract hazardous wildlife to airports or nearby areas; and

3. responses to known wildlife hazards or aircraft-wildlife strikes.

D. Agree that "hazardous wildlife" are those animals, identified to species and listed in FAA and USAF databases, that are most often involved in aircraft-wildlife strikes. Many of the species frequently inhabit areas on or near airports, cause structural damage to airport facilities, or attract other wildlife that pose an aircraft-wildlife strike hazard. Table 1 lists many of these species. It is included solely to provide information on identified wildlife species that have been involved in aircraft-wildlife strikes. It is not intended to represent the universe of species concerning the signatory agencies, since more than 50 percent of the aircraft-wildlife strikes reported to FAA or the USAF did not identify the species involved.

E. Agree to focus on habitats attractive to the species noted in Table 1, but the signatory agencies realize that it is imperative to recognize that wildlife hazard determinations discussed in Paragraph L of this section may involve other animals.

F. Agree that not all habitat types attract hazardous wildlife. The signatory agencies, during their consultative or decisionmaking activities, will inform regional and local land use authorities of this MOA's purpose. The signatory agencies will consider regional, local, and site-specific factors (e.g., geographic setting and/or ecological concerns) when conducting these activities and will work cooperatively with the authorities as they develop and implement local land use programs under their respective jurisdictions. The signatory agencies will encourage these stakeholders to develop land uses within the siting criteria noted in Section 1-3 of FAA Advisory Circular (AC) 150.5200-33 (Attachment A) that do not attract hazardous wildlife. Conversely, the agencies will promote the establishment of land uses attractive to hazardous wildlife outside those siting criteria. Exceptions to the above siting criteria, as described in Section 2.4.b of the AC, will be considered because they typically involve habitats that provide unique ecological functions or values (e.g., critical habitat for federally-listed endangered or threatened species, ground water recharge).

G. Agree that wetlands provide many important ecological functions and values, including fish and wildlife habitats; flood protection; shoreline erosion control; water quality improvement; and recreational, educational, and research opportunities. To protect jurisdictional wetlands, Section 404 of the Clean Water Act (CWA) establishes a program to regulate dredge and/or fill activities in these wetlands and navigable waters. In recognizing Section 404 requirements and the Clean Water Action Plan's goal to annually increase the Nation's net wetland acreage by 100,000 acres through 2005, the signatory agencies agree to resolve aircraft-wildlife conflicts. They will do so by

avoiding and minimizing wetland impacts to the maximum extent practicable, and will work to compensate for all associated unavoidable wetland impacts. The agencies agree to work with landowners and communities to encourage and support wetland restoration or enhancement efforts that do not increase aircraft-wildlife strike potentials.

H. Agree that the: U.S. Army Corps of Engineers (ACOE) has expertise in protecting and managing jurisdictional wetlands and their associated wildlife; U.S. Environmental Protection Agency (EPA) has expertise in protecting environmental resources; and the U.S. Fish and Wildlife Service (USFWS) has expertise in protecting and managing wildlife and their habitats, including migratory birds and wetlands. Appropriate signatory agencies will cooperatively review proposals to develop or expand wetland mitigation sites, or wildlife refuges that may attract hazardous wildlife. When planning these sites or refuges, the signatory agencies will diligently consider the siting criteria and land use practice recommendations stated in FAA AC 150/5200-33. The agencies will make every effort to undertake actions that are consistent with those criteria and recommendations, but recognize that exceptions to the siting criteria may be appropriate (see Paragraph F of this section).

I. Agree to consult with airport proponents during initial airport planning efforts. As appropriate, the FAA or USAF will initiate signatory agency participation in these efforts. When evaluating proposals to build new civilian or military aviation facilities or to expand existing ones, the FAA or the USAF, will work with appropriate signatory agencies to diligently evaluate alternatives that may avoid adverse effects on wetlands, other aquatic resources, and Federal wildlife refuges. If these or other habitats support hazardous wildlife, and there is no practicable alternative location for the proposed aviation project, the appropriate signatory agencies, consistent with applicable laws, regulations, and policies, will develop mutually acceptable measures, to protect aviation safety and mitigate any unavoidable wildlife impacts.

J. Agree that a variety of other land uses (e.g., storm water management facilities, wastewater treatment systems, landfills, golf courses, parks, agricultural or aquacultural facilities, and landscapes) attract hazardous wildlife and are, therefore, normally incompatible with airports. Accordingly, new, federally-funded airport construction or airport expansion projects near habitats or other land uses that may attract hazardous wildlife must conform to the siting criteria established in the FAA Advisory Circular (AC) 150/5200-33, Section 1-3.

K. Agree to encourage and advise owners and/or operators of non-airport facilities that are known hazardous wildlife attractants (See Paragraph J) to follow the siting criteria in Section 1-3 of AC 150/5200-33. As appropriate, each signatory agency will inform proponents of these or other land uses about the land use's potential to attract hazardous species to airport areas.

The signatory agencies will urge facility owners and/or operators about the critical need to consider the land uses' effects on aviation safety.

L. Agree that FAA, USAF, and WS personnel have the expertise necessary to determine the aircraft-wildlife strike potentials of various land uses. When there is disagreement among signatory agencies about a particular land use and its potential to attract hazardous wildlife, the FAA, USAF, or WS will prepare a wildlife hazard assessment. Then, the appropriate signatory agencies will meet at the local level to review the assessment. At a minimum, that assessment will:

1. identify each species causing the aviation hazard, its seasonal and daily populations, and the population's local movements;

2. discuss locations and features on and near the airport or land use attractive to hazardous wildlife; and

3. evaluate the extent of the wildlife hazard to aviation.

M. Agree to cooperate with the airport operator to develop a specific, wildlife hazard management plan for a given location, when a potential wildlife hazard is identified. The plan will meet applicable FAA, USAF, and other relevant requirements. In developing the plan, the appropriate agencies will use their expertise and attempt to integrate their respective programmatic responsibilities, while complying with existing laws, regulations, and policies. The plan should avoid adverse impacts to wildlife populations, wetlands, or other sensitive habitats to the maximum extent practical. Unavoidable impacts resulting from implementing the plan will be fully compensated pursuant to all applicable Federal laws, regulations, and policies.

N. Agree that whenever a significant aircraft-wildlife strike occurs or a potential for one is identified, any signatory agency may initiate actions with other appropriate signatory agencies to evaluate the situation and develop mutually acceptable solutions to reduce the identified strike probability. The agencies will work cooperatively, preferably at the local level, to determine the causes of the strike and what can and should be done at the airport or in its vicinity to reduce potential strikes involving that species.

O. Agree that information and analyses relating to mitigation that could cause or contribute to aircraft-wildlife strikes should, whenever possible, be included in documents prepared to satisfy the National Environmental Policy Act (NEPA). This should be done in coordination with appropriate signatory agencies to inform the public and Federal decision makers about important ecological factors that may affect aviation. This concurrent review of environmental issues will promote the streamlining of the NEPA review process.

P. Agree to cooperatively develop mutually acceptable and consistent guidance, manuals, or procedures addressing the management of habitats attractive to

hazardous wildlife, when those habitats are or will be within the siting criteria noted in Section 1-3 of FAA AC 5200-33. As appropriate, the signatory agencies will also consult each other when they propose revisions to any regulations or guidance relevant to the purpose of this MOA, and agree to modify this MOA accordingly.

SECTION II.
GENERAL RULES AND INFORMATION

A. Development of this MOA fulfills the National Transportation Safety Board's recommendation of November 19, 1999, to form an inter-departmental task force to address aircraft-wildlife strike issues.

B. This MOA does not nullify any obligations of the signatory agencies to enter into separate MOAs with the USFWS addressing the conservation of migratory birds, as outlined in Executive Order 13186, *Responsibilities of Federal Agencies to Protect Migratory Birds*, dated January 10, 2001 (66 *Federal Register*, No. 11, pg. 3853).

C. This MOA in no way restricts a signatory agency's participation in similar activities or arrangements with other public or private agencies, organizations, or individuals.

D. This MOA does not alter or modify compliance with any Federal law, regulation or guidance (e.g., Clean Water Act; Endangered Species Act; Migratory Bird Treaty Act; National Environmental Policy Act; North American Wetlands Conservation Act; Safe Drinking Water Act; or the "no-net loss" policy for wetland protection). The signatory agencies will employ this MOA in concert with the Federal guidance addressing wetland mitigation banking dated March 6, 1995 (60 *Federal Register*, No. 43, pg. 12286).

E. The statutory provisions and regulations mentioned above contain legally binding requirements. However, this MOA does not substitute for those provisions or regulations, nor is it a regulation itself. This MOA does not impose legally binding requirements on the signatory agencies or any other party, and may not apply to a particular situation in certain circumstances. The signatory agencies retain the discretion to adopt approaches on a case-by-case basis that differ from this MOA when they determine it is appropriate to do so. Such decisions will be based on the facts of a particular case and applicable legal requirements. Therefore, interested parties are free to raise questions and objections about the substance of this MOA and the appropriateness of its application to a particular situation.

F. This MOA is based on evolving information and may be revised periodically without public notice. The signatory agencies welcome public comments on this MOA at any time and will consider those comments in any future revision of this MOA.

G. This MOA is intended to improve the internal management of the Executive Branch to address conflicts between aviation safety and wildlife. This MOA does not create any right, benefit, or trust responsibility, either substantively or procedurally. No party, by law or equity, may enforce this MOA against the United States, its agencies, its officers, or any person.

H. This MOA does not obligate any signatory agency to allocate or spend appropriations or enter into any contract or other obligations.

I. This MOA does not reduce or affect the authority of Federal, State, or local agencies regarding land uses under their respective purviews. When requested, the signatory agencies will provide technical expertise to agencies making decisions regarding land uses within the siting criteria in Section 1-3 of FAA AC 150/5200-33 to minimize or prevent attracting hazardous wildlife to airport areas.

J. Any signatory agency may request changes to this MOA by submitting a written request to any other signatory agency and subsequently obtaining the written concurrence of all signatory agencies.

K. Any signatory agency may terminate its participation in this MOA within 60 days of providing written notice to the other agencies. This MOA will remain in effect until all signatory agencies terminate their participation in it.

SECTION III. PRINCIPAL SIGNATORY AGENCY CONTACTS

The following list identifies contact offices for each signatory agency.

Federal Aviation Administration
Office Airport Safety and Standards
Airport Safety and
Compliance Branch (AAS-310)
800 Independence Ave., S.W.
Washington, D.C. 20591
V: 202-267-1799
F: 202-267-7546

U.S. Air Force
HQ AFSC/SEFW
9700 Ave., G. SE, Bldg. 24499
Kirtland AFB, NM 87117
V: 505-846-5679
F: 505-846-0684

U.S. Army
Directorate of Civil Works
Regulatory Branch (CECW-OR)
441 G St., N.W.
Washington, D.C. 20314
V: 202-761-4750
F: 202-761-4150

U.S. Environmental Protection Agy.
Office of Water
Wetlands Division
Ariel Rios Building, MC 4502F
1200 Pennsylvania Ave., SW
Washington, D.C. 20460
V: 202-260-1799
F: 202-260-7546

U.S. Fish and Wildlife Service
Division of Migratory Bird Management
4401 North Fairfax Drive, Room 634
Arlington, VA 22203
V: 703-358-1714
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U.S. Department of Agriculture
Animal and Plant Inspection Service
Wildlife Services
Operational Support Staff
4700 River Road, Unit 87
Riverdale, MD 20737
V: 301-734-7921
F: 301-734-5157

Signature Page

Associate Administrator for Airports,
Federal Aviation Administration

12/17/02
Date

Chief of Safety,
U. S. Air Force

27 May 2003
Date

Acting Assistant Secretary of the Army
(Civil Works)
Department of the Army

December 9, 2002
Date

Assistant Administrator, Office of Water,
U.S. Environmental Protection Agency

1/17/03

Assistant Director, Migratory Birds
and State Programs,
U.S. Fish and Wildlife Service

7/29/03
Date

Acting Deputy Administrator, Wildlife Services
U.S. Department of Agriculture

07 January 2003
Date

GLOSSARY

This glossary defines terms used in this MOA.

Airport. All USAF airfields or all public use airports in the FAA's National Plan of Integrated Airport Systems (NPIAS). Note: There are over 18,000 civil-use airports in the U.S., but only 3,344 of them are in the NPIAS and, therefore, under FAA's jurisdiction.

Aircraft-wildlife strike. An aircraft-wildlife strike is deemed to have occurred when:

1. a pilot reports that an aircraft struck 1 or more birds or other wildlife;
2. aircraft maintenance personnel identify aircraft damage as having been caused by an aircraft-wildlife strike;
3. personnel on the ground report seeing an aircraft strike 1 or more birds or other wildlife;
4. bird or other wildlife remains, whether in whole or in part, are found within 200 feet of a runway centerline, unless another reason for the animal's death is identified; or
5. the animal's presence on the airport had a significant, negative effect on a flight (i.e., aborted takeoff, aborted landing, high-speed emergency stop, aircraft left pavement area to avoid collision with animal)

(Source: *Wildlife Control Procedures Manual*, Technical Publication 11500E, 1994).

Aircraft-wildlife strike hazard. A potential for a damaging aircraft collision with wildlife on or near an airport (14 CFR 139.3).

Bird Sizes. Title 40, Code of Federal Regulations, Part 33.76 classifies birds according to weight:

small birds weigh less than 3 ounces (oz).
medium birds weigh more than 3 oz and less than 2.5 lbs.
large birds weigh greater than 2.5 lbs.

Civil aircraft damage classifications. The following damage descriptions are based on the *Manual on the International Civil Aviation Organization Bird Strike Information System*:

Minor: The aircraft is deemed airworthy upon completing simple repairs or replacing minor parts and an extensive inspection is not necessary.

Substantial: Damage or structural failure adversely affects an aircraft's structural integrity, performance, or flight characteristics. The damage normally requires major repairs or the replacement of the entire affected component. Bent fairings or cowlings; small dents; skin punctures; damage to wing tips, antenna, tires or brakes, or engine blade damage not requiring blade replacement are specifically excluded.

Destroyed: The damage sustained makes it inadvisable to restore the aircraft to an airworthy condition.

Significant Aircraft-Wildlife Strikes. A significant aircraft-wildlife strike is deemed to have occurred when any of the following applies:

1. a civilian, U.S. air carrier aircraft experiences a multiple aircraft-bird strike or engine ingestion;
2. a civilian, U.S. air carrier aircraft experiences a damaging collision with wildlife other than birds; or
3. a USAF aircraft experiences a Class A, B, or C mishap as described below:

    A. **Class A Mishap:** Occurs when at least one of the following applies:
        1. total mishap cost is $1,000,000 or more;
        2. a fatality or permanent total disability occurs; and/or
        3. an Air Force aircraft is destroyed.
    B. **Class B Mishap:** Occurs when at least one of the following applies:
        1. total mishap cost is $200,000 or more and less than $1,000,000; and/or
        2. a permanent partial disability occurs and/or 3 or more people are hospitalized;
    C. **Class C Mishap:** Occurs when at least one of the following applies:
        1. cost of reported damage is between $20,000 and $200,000;
        2. an injury causes a lost workday (i.e., duration of absence is at least 8 hours beyond the day or shift during which mishap occurred); and/or
        3. an occupational illness causing absence from work at any time.

Wetlands. An ecosystem requiring constant or recurrent, shallow inundation or saturation at or near the surface of the substrate. The minimum essential characteristics of a wetland are recurrent, sustained inundation or saturation at or

near the surface and the presence of physical, chemical, and biological features indicating recurrent, sustained inundation, or saturation. Common diagnostic wetland features are hydric soils and hydrophytic vegetation. These features will be present, except where specific physiochemical, biotic, or anthropogenic factors have removed them or prevented their development.

(Source the 1987 Delineation Manual; 40 CFR 230.3(t)).

Wildlife. Any wild animal, including without limitation any wild mammal, bird, reptile, fish, amphibian, mollusk, crustacean, arthropod, coelenterate, or other invertebrate, including any part, product, egg, or offspring there of (50 CFR 10.12, *Taking, Possession, Transportation, Sale, Purchase, Barter, Exportation, and Importation of Wildlife and Plants*). As used in this MOA, "wildlife" includes feral animals and domestic animals while out of their owner's control (14 CFR 139.3, *Certification and Operations: Land Airports Serving CAB-Certificated Scheduled Air Carriers Operating Large Aircraft (Other Than Helicopters)*)

Table 1. Identified wildlife species, or groups, that were involved in two or more aircraft-wildlife strikes, that caused damage to one or more aircraft components, or that had an adverse effect on an aircraft's flight. Data are for 1990-1999 and involve only civilian, U.S. aircraft.

Birds	No. reported strikes
Gulls (all spp.)	874
Geese (primarily, Canada geese)	458
Hawks (primarily, Red-tailed hawks)	182
Ducks (primarily Mallards.)	166
Vultures (primarily, Turkey vulture)	142
Rock doves	122
Doves (primarily, mourning doves)	109
Blackbirds	81
European starlings	55
Sparrows	52
Egrets	41
Shore birds (primarily, Killdeer & Sandpipers)	40
Crows	31
Owls	24
Sandhill cranes	22
American kestrels	15
Great blue herons	15
Pelicans	14
Swallows	14
Eagles (Bald and Golden)	14
Ospreys	13
Ring-necked pheasants	11
Herons	11
Barn-owls	9
American robins	8
Meadowlarks	8
Buntings (snow)	7
Cormorants	6
Snow buntings	6
Brants	5
Terns (all spp.)	5
Great horned owls	5
Horned larks	4
Turkeys	4
Swans	3
Mockingbirds	3
Quails	3
Homing pigeons	3
Snowy owls	3
Anhingas	2

Birds	No. reported strikes
Ravens	2
Kites	2
Falcons	2
Peregrine falcons	2
Merlins	2
Grouse	2
Hungarian partridges	2
Spotted doves	2
Thrushes	2
Mynas	2
Finches	2
Total known birds	2,612

Mammals	No. reported strikes
Deer (primarily, White-tailed deer)	285
Coyotes	16
Dogs	10
Elk	6
Cattle	5
Bats	4
Horses	3
Pronghorn antelopes	3
Foxes	2
Raccoons	2
Rabbits	2
Moose	2
Total known mammals	340

Ring-billed gulls were the most commonly struck gulls. The U.S. ring-billed gull population increased steadily at about 6% annually from 1966-1988. Canada geese were involved in about 90% of the aircraft-goose strikes involving civilian, U.S. aircraft from 1990-1998. Resident (non-migratory) Canada goose populations increased annually at 13% from 1966-1998. Red-tailed hawks accounted for 90% of the identified aircraft-hawk strikes for the 10-year period. Red-tailed hawk populations increased annually at 3% from 1966 to 1998. Turkey vultures were involved in 93% of he identified aircraft-vulture strikes. The U.S. Turkey vulture populations increased at annually at 1% between 1966 and 1998. Deer, primarily white-tailed deer, have also adapted to urban and airport areas and their populations have increased dramatically. In the early 1900's, there were about 100,000 white-tailed deer in the U.S. Current estimates are that the U.S. population is about 24 million.

Southwest Florida International Airport
TABLE 5
Existing vs. Proposed Development 2005-2020

Development	Existing	2005	2010	2020
Landside				
Midfield Terminal Complex	28 gates 761,193 S.F.	No improvements planned	Expand to 32-33 gates 771,193 S.F.	Expand to 43-47 gates 978,362 S.F.
Auto Access	Main entrance at intersection of Daniels and Chamberlin Parkway. Access also from Daniels via Treeline and Alico via Ben Hill Griffin Parkway.	Cargo Road improvements from Chamberlin Connector road for maintenance facilities	Rehab perimeter, service and fuel farm roads Expand entrance road to 6 lanes Construct I-75 access	Miscellaneous roadway improvements
Parking Passenger Hourly Daily Employee Taxi/Limo/Toll Booth Rental Cars	14,399 total existing spaces 11,461 spaces 2,519 spaces 8,942 spaces 1,288 spaces 150 spaces 1,500 spaces	No improvements planned	Construct 750 additional employee spaces	Ultimately 5,126 total hourly spaces Ultimately 9,342 total daily spaces Ultimately 200 total Taxi/Limo spaces Ultimately 3,000 total rental car spaces
Airside				
Existing Runway 6-24	12,000 ft. X 150 ft. runway	Rehabilitate 6-24, using taxiway as a temporary runway	No improvements planned	No improvements planned
Parallel Runway 6R-24L	No improvements planned	No improvements planned	Begin construction on 9,100ft. X 150ft. runway (5,385 ft. separation between runways)	No improvements planned
Taxiways	Taxiway A-parallel taxiway to Rnwy 6-24, 12,000 ft. long X 75 ft. wide; Taxilane B-apron taxilane that runs parallel to terminal for transitioning aircraft going from gates to Taxiway A for approximately 1,580 ft.	No improvements planned	Construct parallel taxiway north of Rnwy 6R-24L (9,100ft. X 75ft. wide) If NLA , then 100ft. wide. Hold bay & by-pass improvements to Rnwy 6R-24L parallel taxiway	Construct dual cross-field connector taxiway (Approx. 4,215 ft. long and 75ft. wide) If NLA, then 100ft. wide.
Terminal Apron	165,000 S.Y.	253,700 SY*	No improvements planned	No improvements planned
Air Cargo	Total of 39,500 S.F. cargo building 69,000 S.Y. apron area	Rehabilitate existing cargo ramp (69,000 S.F.) New freight forwarding facility 15,000 S.F. Expand cargo facilities to 41,189 S.F.	Expand building cargo facilities to 45,389 S.F.	Expand cargo building facilities to 58,314 S.F.
Belly Cargo	15,000 S.F.	No improvements planned	No improvements planned	No improvements planned
General Aviation	8,000 S.F. facility 26,180 S.F. hangar space 48,650 S.Y. apron area	Construct multi-use hangars (12,500 S.F.)	Infrastructure for second FBO Construct multi-use hangars (41,000 S.F.)	Construct multi-use hangars (75,500 S.F.) Expand GA apron to 49,700 S.Y.
Aircraft Maintenance General Aviation Large Aircraft	Approximately 13,000 S.F.	Construct one hangar to accommodate aircraft including the Boeing 747. Land to accommodate an additional three hangars should be set aside, should it be needed in the future.	26,000 S.F. (using existing facilities)	Expand to 36,000 S.F. necessary
Air Traffic Control Tower (ATCT)	Height 76.91 ft., 8,600 S.F.	-	Relocate to midfield-same S.F. as existing 8,600 ft. or more. New height must be greater than 80 ft.**	No improvements planned
Fuel Farm	Commercial (3)420,000 gallon tanks Jet A General Aviation (4) 15,000 gallon Jet A tanks (1) 12,000 gallon 100LL tank	Fuel to be pumped from existing fuel farm area by a hydrant fueling system to the new midfield area	No improvements planned	No improvements planned

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Table 5 (Continued)
Southwest Florida International Airport
Existing vs. Proposed Development 2005-2020

Development	Existing	2005	2010	2020
Airside (Continued)				
Miscellaneous	No improvements planned		Relocate high voltage power lines Upgrade airfield emergency generator Helipad (11,000 S.F.) Develop multi-modal center	
Rental Car Expansion		Rental car fuel farm		
Non-Aviation Related Land Uses Hotel[3] Light Manufacturing/Assembly Gas Station/Convenience Store Warehouse/Distribution Office[3]		- Construct 25,000 S.F. Construct 3,500 S.F. w/ 12 pumps Construct 25,000 S.F. Construct 75,000 S.F.	Construct 300 Rooms Additional 25,000 S.F. Additional 25,000 S.F. Additional 75,000 S.F.	- -Additional 50,000 S.F. - Additional 50,000 S.F. Additional 75,000 S.F.

1. This table is for general phasing and major development items only. More specific detail is available in the annual Capital Improvement Plan (CIP) prepared by the Lee County Port Authority for the Southwest Florida International Airport.
2. All non-aviation related development will meet local land development code requirements such as open space requirements listed in LDC Sec. 10-415 and Wetland Impacts requirements listed in LDC Sec. 14-293. All development will be required to undergo local site and zoning review prior to local development order issuance.
3. This Development includes 10% retail
4. Development within the "Potential Future Development Area" will require amendment of the Lee Plan prior to development.

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MAY 28 2004
COMMUNITY DEVELOPMENT

LEE COUNTY
SOUTHWEST FLORIDA

BOARD OF COUNTY COMMISSIONERS

Writer's Direct Dial Number: (941) 479-8585

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Douglas R. St. Cerny
District Two

Ray Judah
District Three

Andrew W. Coy
District Four

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Donald D. Stilwell
County Manager

James G. Yaeger
County Attorney

Diana M. Parker
County Hearing Examiner

December 22, 2003

Ray Eubanks, Administrator, Plan Review and Processing
Florida Department of Community Affairs
Bureau of State Planning
Plan Processing Section
2555 Shumard Oak Boulevard
Tallahassee, FL. 32399-2100

Re: Amendments to the Lee Plan
Transmittal Submission Package for the 2003 Special Amendment Cycle

Dear Mr. Eubank:

In accordance with the provisions of F.S. Chapter 163.3184 and of 9J-11.006, this submission package constitutes the transmittal of the proposed 2003 Special Amendment Cycle to the Lee Plan. The Local Planning Agency held public hearings for these plan amendments on the following dates: October 27, 2003; and November 24, 2003. The Board of County Commissioners transmittal hearing for the plan amendments was held on December 16, 2003. Per 9J-11.006(1)(a)(3), Lee County is requesting that the Department review the proposed amendments and provide an Objections, Recommendations, and Comments (ORC) Report. The proposed amendments are not applicable to an area of critical state concern. The Board of County Commissioners has stated its intent to hold an adoption hearing upon receipt of the ORC Report.

A summary of the plan amendment content and effect is attached to this letter. The Special Amendment Cycle includes two amendments, the Southwest Florida International Airport Amendment (CPA2003-02) and the Water Supply Facilities Work Plan (CPA2003-07). The first amendment incorporates the results of the ongoing Airport Master Plan process and anticipates the abandonment of the Southwest Florida International Airport DRI. The second amendment incorporates a ten year Water Supply Facilities Work Plan as required by s. 163.3177 (6)(c), F.S. The name, title, address, telephone number, facsimile number, and email address of the person for the local government who is most familiar with the proposed amendments is as follows:

Mr. Paul O'Connor, AICP
Lee County Planning Division Director
P.O. Box 398
Fort Myers, Florida 33902-0398
(941)479-8585
Fax (941)479-8319
Email: oconnops@leegov.com

Included with this package, per 9J-11.006, are six copies of the proposed amendments, and supporting data and analysis. By copy of this letter and its attachments, I certify that these amendments have been sent to the Regional Planning Council, the Florida Department of Transportation (FDOT), the Department of Environmental Protection, Florida Department of State, Florida Fish and Wildlife Conservation Commission, the Department of Agriculture and Consumer Services, Division of Forestry, and the South Florida Water Management District.

Sincerely,
DEPT. OF COMMUNITY DEVELOPMENT
Division of Planning

Paul O'Connor, AICP
Director

All documents and reports attendant to this transmittal are also being sent, by copy of this cover, to:

David Burr
Interim Director
Southwest Florida Regional Planning Council

Mike Rippe, District Director
FDOT District One

Executive Director
South Florida Water Management District

Plan Review Section
Department of Environmental Protection

Florida Department of State

Florida Fish and Wildlife Conservation Commission

The Department of Agriculture and Consumer Services, Division of Forestry

2003 LEE PLAN SPECIAL AMENDMENT CYCLE

SUMMARY OF PLAN AMENDMENT CONTENT AND EFFECT

CPA2003-02 amends the various elements of the Lee Plan including: the Vision Statement; Future Land Use Element; Transportation Element; Intergovernmental Coordination Element; and, Glossary to incorporate the "Southwest Florida International Airport Layout Plan" proposed Map 3F and the "Southwest Florida International Airport Proposed Development Schedule" proposed Table 5 as adopted through the Airport Master Plan process. The amendment also incorporates proposed Map 3M, "the Airport Mitigation Lands Overlay" depicting lands owned by Lee County that were acquired for the purpose of mitigating environmental impacts attributable to development of the Southwest Florida International Airport. In addition, the amendment amends the Lee Plan to rename references to the "Airport Commerce" Future Land Use Category to the "Tradeport" Future Land Use Category.

CPA2003-07 amends the Community Facilities and Services, Potable Water sub-element, the Conservation and Coastal Management Element, and the Intergovernmental Coordination Element of the Lee Plan coordinating appropriate aspects of the comprehensive plan with the South Florida Water Management District Water Supply Plan. The amendment also includes a ten year Water Supply Facilities Work Plan as required by s. 163.3177 (6)(c), F.S. Staff is proposing new text and text changes to several elements of the Lee Plan as well as proposing a Water Supply Facilities Work Plan and a new Table based on the Work Plan for adoption in order to comply with the expanded requirements.

CPA 2003-02
SOUTHWEST FLORIDA INTERNATIONAL AIRPORT
PORT BOARD SPONSORED AMENDMENT
TO THE

LEE COUNTY COMPREHENSIVE PLAN

THE LEE PLAN

Lee County Port Authority Sponsored Application and Staff Analysis

DCA Transmittal Document

Lee County Planning Division
1500 Monroe Street
P.O. Box 398
Fort Myers, FL 33902-0398
(239) 479-8585

December 16, 2003

LEE COUNTY
DIVISION OF PLANNING
STAFF REPORT FOR
COMPREHENSIVE PLAN AMENDMENT
CPA 2003-02

✓ **Text Amendment** ✓ **Map Amendment**

✓	This Document Contains the Following Reviews:
✓	**Staff Review**
✓	**Local Planning Agency Review and Recommendation**
✓	**Board of County Commissioners Hearing for Transmittal**
	Staff Response to the DCA Objections, Recommendations, and Comments (ORC) Report
	Board of County Commissioners Hearing for Adoption

STAFF REPORT PREPARATION DATE: November 19, 2003

PART I - BACKGROUND AND STAFF RECOMMENDATION

A. SUMMARY OF APPLICATION

1. APPLICANT:

The Lee County Port Authority, represented by Jeffrey W. Breeden, Reynolds, Smith, & Hills, Inc.

2. REQUEST:

Amend the various elements of the Lee Plan including: the Vision Statement; Future Land Use Element; Transportation Element; Intergovernmental Coordination Element; and, Glossary to incorporate the "Southwest Florida International Airport Layout Plan" proposed Map 3F and the "Southwest Florida International Airport Proposed Development Schedule" proposed Table 5 as adopted through the Airport Master Plan process. Incorporate proposed Map 3M, "the Airport Mitigation Lands Overlay" depicting lands owned by Lee County that were acquired for the purpose of mitigating environmental impacts attributable to development of the Southwest Florida International Airport. In addition, amend the Lee Plan to rename references to the "Airport Commerce" Future Land Use Category to the "Tradeport" Future Land Use Category.

B. STAFF RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. **RECOMMENDATION:** Planning staff recommends that the Board of County Commissioners transmit the proposed amendment to the Lee Plan. This recommendation includes incorporating 2 new maps, Maps 3F and 3M, into the Transportation Map series. The recommended text changes are included in Section C. below. Also, amend the Table 1(b) references to Airport Commerce to Tradeport.

2. **BASIS AND RECOMMENDED FINDINGS OF FACT:**

- The proposed plan amendment is being undertaken for the specific purpose of incorporating the results of the ongoing Airport Master Plan Update process.

- The proposed amendment does not affect the Airport boundaries as contained on the Lee Plan's Future Land Use Map.

- FS 163.3177(6)(j) and (k) allow local jurisdictions, like Lee County, to incorporate an airport master plan for a licensed publicly owned and operated airport into the local comprehensive plan. This section also a provides that any subsequent amendments to the airport master plan can also be incorporated into the local comprehensive plan.

- The Southwest Florida International Airport (SWFIA) is licensed by the Florida Department of Transportation as a publicly owned and operated airport per FS 333.06.

- FS 163.3177(6)(k) provides that development or expansion of an airport consistent with the adopted airport master plan as incorporated into the local comprehensive plan "shall not be a development of regional impact."

- The proposed amendment provides sound planning coordination between Lee County staff and the Port Authority staff.

- The Southwest Florida International Airport is one of the main economic engines in the community.

- The size, complexity and volume of projects planned and constructed at Southwest Florida International Airport, in addition to new statutory requirements relating to airport master plans and comprehensive plan elements, makes it prudent and appropriate to establish a system of coordinated review between the Airport and various County departments. The proposed revisions to the Intergovernmental Coordination Element adequately address this need for increased coordination.

- The plan amendment does not cause a need to modify any of the FSUTMS model data. The request does not require any transportation network modifications due to traffic. The request does reflect the desire to increase access to the airport by providing access to I-75.

- A compact and contiguous development pattern will be maintained through this amendment. The proposed amendment will not promote urban sprawl, as the subject property is located adjacent to a significant amount of existing and approved urban development. An examination of the surrounding land uses shows that the area surrounding the subject property is rapidly urbanizing, with the exception of the lands to the east.

- The proposed amendment does not accommodate additional residential development on the Lee Plan's Future Land Use Map. The proposed amendment will not affect Lee County population projections. Continued expansion of the facility is the result of increased growth in the southwest Florida region.

- A review of the Florida Site File indicates that no significant archaeological or historical sites are recorded for or likely to be present within the project area.

- The proposed amendment will have no affect on the School Board's plans to accommodate growth in the County.

- The proposed amendment will have minimal impacts on parks, recreation and open space.

- Lee County EMS currently provides emergency medical services to the Southwest Florida International Airport. Any increased demand for EMS from airport expansions will be addressed by budget plans for new ambulances and personnel.

- The Lee County Solid Waste Disposal System will have sufficient capacity to manage and dispose of the (Class I Municipal Solid Waste) materials anticipated to be generated by the expanded Southwest Florida International Airport.

- The Lee County Utilities system has adequate existing or planned capacity to provide an adequate level of service to accommodate the expanded airport.

C. RECOMMENDED LEE PLAN TEXT AMENDMENT

The following changes to the adopted text of the Lee Plan are proposed to incorporate the "Southwest Florida International Airport Layout Plan" (Map 3F) and the "Southwest Florida International Airport Proposed Development Schedule" (Table 5) as adopted through the ongoing Airport Master Plan process. In addition, this amendment incorporates a new "Airport Mitigation Lands Overlay" (Map 3M) and renames the "Airport Commerce" Future Land Use Category as the "Tradeport" Future Land Use Category. The specific proposed language changes are included below:

VISION STATEMENT:

10. Gateway/Airport - This Community is located South of SR 82, generally east of I-75, and north of Alico Road including those portions of the Gateway development ~~which~~ that either have not been or are not anticipated to be annexed into the City of Fort Myers, the Southwest Florida International Airport and the properties ~~it is expected~~ the airport expects to ~~will~~ use for its

expansion, the lands designated as ~~Airport-Commerce~~ Tradeport, and the land designated as Industrial Development west of I-75 north of Alico Road. In addition to these two land use designations, properties in this community are designated New Community (the Gateway development), Airport, Density Reduction/Groundwater Resource (primarily the anticipated airport expansion areas), Rural, and General Interchange. The road network in this community is planned to change dramatically over time creating access to and from this community to the north, south, and east without relying on I-75.

There are three distinct areas within this community. The Gateway portion of this community is the area where residential uses will occur. Gateway will be a thriving, nearly built-out, mixed-use community in 2020. The population of this community is anticipated to grow from 1,500 permanent residents in 1996 to approximately 8,000 in 2020 and is expected to have fewer than 1,000 units remaining to be built in the year 2020. The Gateway/Airport community will continue ~~remain~~ to have an average seasonal resident influx for the Lee County area with an expected 2020 functional population of 10,000.

The second area in this community is the Southwest Florida International Airport. The airport will be greatly expanded by 2020. The expanded airport will have a second parallel runway and a new terminal building ~~which~~ that will more than double the existing capacity of the airport. Development will be guided by the Airport Layout Plan (as established through the airport master plan process) consistent with the Southwest Florida International Airport Proposed Development Schedule (Table 5) and all other Lee Plan provisions.

The airport expansion and the completion of Florida Gulf Coast University are expected to energize the remaining area in this community, including the commercial and industrial components ~~of this community~~. This portion of the community is to the south and west of Gateway and the airport and extends west of I-75 along Alico Road. While this segment of the community is not expected to build out during the timeframe of this plan, the area will be much more urbanized with hi-tech/clean industry businesses.

FUTURE LAND USE ELEMENT:

OBJECTIVE 1.2: SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AREA. Designate on the Future Land Use Map adequate land in appropriate locations to accommodate the projected growth needs of the Southwest Florida International Airport and the business and industrial areas related to it, as well as research and development activities and other non-aviation related development that is not necessarily related to the airport, through the year 2020. The Lee County Port Authority desires to establish non-aviation related uses to provide a supplementary revenue source as well as providing an opportunity for businesses that desire a location on airport property. Designate on the Airport Layout Plan suitable areas to accommodate these desired uses and provide general policy guidance as to how these uses will be developed. These categories are also considered Future Urban Areas.

POLICY 1.2.1: Airport lands include the Southwest Florida International Airport's existing facility and projected growth areas through the year 2020. These areas will include airport and airport-related development as well as non-aviation land uses as proposed in the approved 2003 Airport Master Plan update and as depicted on the Airport Layout Plan sheet (Map 3F) and the

Southwest Florida International Airport Proposed Development Schedule (Table 5). This mix of uses is intended to support the continued development of the Southwest Florida International Airport. Future development at the Southwest Florida International Airport will also include non-aviation related land uses such as hotels/motels, light industrial, service stations, ancillary retail/shopping, and office development. Any future airport expansion or development of aviation-related and non-aviation uses will ~~also include extensive environmental buffer areas for the protection of groundwater resources and wildlife habitat~~ offset environmental impacts through the Airport Mitigation Lands Overlay (Map 3M) or other appropriate mitigation acceptable to the permitting agencies and to Lee County. The physical design of the airport expansion will minimize any degradation of the recharge capability of land ~~in the expansion area~~ being developed. ~~Any~~ Aairport expansion beyond the present boundaries will be subject to ~~appropriate modifications to the DRI development order and~~ necessary amendments to the Lee Plan.

All development on Airport lands must be consistent with Map 3F and Table 5. Map 3F depicts the planned expansion of the Southwest Florida International Airport through 2020. If the airport master planning process precipitates a substantive change to the Airport Layout Plan (Map 3F), then the Port Authority must amend Map 3F prior to obtaining local development approval.

The non-aviation related development areas have been depicted on the approved Airport Layout Plan sheet (Map 3F). These uses will be constructed upon Airport lands with long term leases. All development within the non-aviation land use areas will be subject to mitigation requirements for wetland impacts. Mitigation of wetland impacts will be in accordance with the U.S. Army Corps of Engineers and South Florida Water Management District requirements. To the greatest extent reasonably possible, development of non-aviation land use areas must avoid wetland impacts. All non-aviation land use development will meet the indigenous vegetation requirements set forth in the Lee County Land Development Code.

POLICY 1.2.2: The ~~Airport Commerce~~ Tradeport areas are commercial and industrial lands adjacent to the airport needed to accommodate projected growth through the year 2020. These areas will include developments consisting of light manufacturing or assembly, warehousing, and distribution facilities; offices; research and development activities; ground transportation and airport-related terminals or transfer facilities; and hotels/motels, meeting facilities; and retail uses ~~are permitted~~ within hotels/motels. Ancillary retail commercial uses, intended to support the surrounding business and industrial land uses, are allowed if they are part of a Planned Development of 10 or more acres in size and are limited to 1,000 square feet per acre of ~~Airport Commerce~~ Tradeport land within the Planned Development. Residential uses, other than bona fide caretaker residences, are not permitted in this category except to the extent provided in Chapter XIII of the Plan. Caretaker residences are not permitted in the Airport Noise Zone 3. Because this area is located within the Six Mile Cypress Basin and is also a primary point of entry into Lee County, special environmental and design review guidelines will be applied to its development to maintain the appearance of this area as a primary point of entry into Lee County. Property in Section 1 and the east ½ of Section 2, Township 46 South, Range 25 East, and in Section 6, Township 46 South, Range 26 East, must be rezoned to a planned development zoning category prior to any development other than the construction of essential public services. During the rezoning process, the best environmental management practices identified on pages 43 and 44 of

the July 28, 1993 Henigar & Ray study entitled, "Groundwater Resource Protection Study" will be rebuttably presumed to be necessary to protect potential groundwater resources in the area.

POLICY 1.2.4: The Airport AOPD zoning resolution must be amended before any non-aviation related uses can be developed at the Southwest Florida International Airport. The intensity of the proposed aviation and non-aviation land uses must be consistent with Lee Plan Table 5.

POLICY 1.2.5: Map 3F, as currently incorporated into the Lee Plan includes transportation improvements that exceed those shown on the balance of the Transportation Map Series maps. The direct access improvements to I-75 depicted on Map 3F, which are being pursued by the Port Authority to benefit the midfield terminal, include an interchange at I-75 and grade separation at Treeline Avenue/Ben Hill Griffin Parkway. These future improvements are the Port Authority's desired access to the airport. The Port Authority will be responsible for achieving consistency between Map 3F and the balance of the Transportation Map Series concerning access to I-75. The Port Authority will serve as the lead agency for achieving direct access to I-75.

POLICY 1.7.11: The Airport Mitigation Lands Overlay (Map 3M) depicts lands owned by Lee County that were acquired for the purpose of mitigating environmental impacts attributable to development of the Southwest Florida International Airport. Activities performed in these areas must be in accordance with state and federal permitting agency requirements. This Overlay is intended soley as an informational tool designed to identify the location of the lands and the purpose for which the land was acquired. The Overlay does not restrict the use of the land in and of itself. Use of these lands will be determined by permit requirements. In all cases, the use of this land will be consistent with the underlying Future Land Use category.

POLICY 2.4.4: Lee Plan amendment applications to expand the Lee Plan's employment centers, which include light industrial, commercial retail and office land uses, will be evaluated by the Board of County Commissioners in light of the locations and cumulative totals already designated for such uses, including the 1994 addition of 1400 acres to the ~~Airport Commerce~~ Tradeport category just south of the Southwest Florida International Airport.

POLICY 7.1.6: Land that is located outside of the Industrial Development, ~~Airport Commerce~~ Tradeport, and Industrial Interchange areas but within the designated Future Urban Areas may be developed for light industrial purposes so long as adequate services and facilities are available, the use will not adversely impact surrounding land uses, and natural resources are protected, if one of the following conditions is met:

a. The parcel is located in the Intensive Development, Central Urban, or Urban Community land use categories, was zoned IL or IG prior to the adoption of the 1984 Lee Plan, and does not exceed 50 acres in size (unless it is adjacent to other existing or designated industrial lands); or

b. The parcel is located in the Intensive Development, Central Urban, Urban Community, General Interchange, Industrial Commercial Interchange, Mixed Use Interchange, or University Village Interchange land use categories, and is zoned as a Planned Development.

TRANSPORTATION ELEMENT:

OBJECTIVE 32.1: ECONOMIC GROWTH. The capacity and long term development of the Southwest Florida International Airport will be expanded in compliance with ~~the adopted Airport Master Plan~~ Map 3F and Table 5 to aid in the diversification of the county's economic growth. Specific ~~P~~project implementation and approval of the proposed development will be coordinated through the annual Capital Improvement Program process and be consistent with the Airport Layout Plan (Map 3F). These expansions will be funded through user fees, airline contributions, and other funding sources not involving general county tax dollars. The Port Authority will strive to minimize impacts to surrounding land uses while maintaining a safe and efficient facility for airport operations.

POLICY 32.1.1: The Port Authority will coordinate the implementation of scheduled infrastructure and facility improvements for the Southwest Florida International Airport; consistent with the approved Airport Layout Plan sheet (Map 3F) and the Southwest Florida International Airport Proposed Development Schedule (Table 5) ~~Airport Master Plan. The first phase priority will be the implementation of the new midfield terminal and its supporting infrastructure.~~

POLICY 32.1.3: The Port Authority will continue to expand ~~such~~ existing and proposed aviation facilities such as the ~~as its~~ terminal building, airport aprons, cargo facilities, roadways and parking in order to meet the forecasted demand.

POLICY 32.1.5: The Port Authority will capitalize on its Port of Entry and Foreign Trade Zone status to encourage economic diversification. ~~, and~~ This will be accomplished by actively: (1) seeking to increase international commerce movement; ~~and tourist related functions by~~ (2) implementing an international marketing program designed to increase tourist activity; ~~and by~~ (3) continuing planning efforts to ~~increase~~ ensure availability of adequate airport facilities ~~so that these facilities can adequately~~ to accommodate increases in international air traffic; and, (4) pursing development ~~create a climate~~ of international corporate ~~development~~ activity.

POLICY 32.2.1: The Port Authority will coordinate efforts with aviation and other transportation interests at the Southwest Florida International Airport to ~~provide~~ establish multi-modal transfer facilities ~~as well as other economically beneficial uses~~.

POLICY 32.2.3: Future updates of the Page Field and Southwest Florida International Airport Master Plans will monitor and incorporate development of non-aviation ~~commercial~~ uses at the airports and suggest aviation-related ~~and industrial~~ uses as appropriate.

POLICY 32.2.5: The County will utilize the approved Airport Master Plan and FAR Part 150 Study, including updates, as a basis to amend the comprehensive land use plan and the land development code to prohibit development that is incompatible with the Southwest Florida International Airport; and to ensure future economic enhancement consistent with Objective 31.2. Future updates of the Southwest Florida International Airport Master Plan that precipitate substantive changes to the Airport Layout Plan (Map 3F) will require a Lee Plan Amendment prior to local permitting approval. In accordance with FAA requirements, the Southwest Florida

International Airport Master Plan and corresponding Airport Layout Plan (Map 3F) will be comprehensively updated at least once every 5 to 8 years.

POLICY 32.3.4: The proposed development schedule for the Southwest Florida International Airport through the year 2020 is depicted in Table 5 of the Lee Plan. This Table includes both aviation and non-aviation related development. If the FAA/FDOT mandate navigational improvements (NAVAIDS) or require improvements related to Airport security or safety at Southwest Florida International Airport, then the Port Authority may pursue installation of the improvement even though the improvement is not specifically identified on Table 5. However, the Port Authority must obtain all appropriate approvals and permits prior to installation, including approval from Lee County. If these improvements precipitate a substantive change to either Table 5 or Map 3F, then the Port Authority must pursue a Lee Plan amendment incorporating the changes in the next available amendment cycle.

POLICY 32.4.1: The County and Port Authority will coordinate aviation facility expansion and demand, consistent with the Airport Layout Plan, through the County's annual Capital Improvement Program ~~and through the adoption~~ in conjunction with regular briefings by Port Authority staff to County staff ~~and update of the Airport Master Plan~~.

POLICY 32.4.4: The County and Port Authority recognize the significance and value of the Southwest Florida International Airport. The Lee County Port Authority will aggressively pursue Federal and State funding for access roadway improvements as identified on the Airport Layout Plan.

POLICY 32.5.7: The County will protect ~~its~~ existing and proposed aviation facilities from the encroachment of incompatible land uses by updating ~~of~~ the Future Land Use Map as needed ~~to reflect the preferred Port Authority expansion alternative layout (including necessary environmental mitigation acreage)~~ to achieve consistency with revisions to the respective FAR Part 150 Studies (if applicable), and Airport Layout Plans for Southwest Florida International Airport and Page Field, as proposed by the Port Authority.

POLICY 32.6.1: The Port Authority will coordinate and obtain approval for airport ~~expansion plans~~ development from the County through the annual capital improvement planning and programming process; local permitting process; Airport Master Plan Update process; and, the Lee Plan amendment process to ensure compatibility with other County programs. The Port Authority will provide Lee County copies of the annual capital improvement plan or other similar document for the Southwest Florida International Airport. Additional specific coordination requirements are contained in Objective 108.4 and subsequent policies.

INTERGOVERNMENTAL COORDINATION ELEMENT:

OBJECTIVE 108.4: COORDINATION OF AIRPORT DEVELOPMENT AND IMPROVEMENTS AT THE SOUTHWEST FLORIDA INTERNATIONAL AIRPORT WITH ALL PERMITTING AGENCIES. The Port Authority will coordinate with Lee County, the Southwest Florida Regional Planning Council, the Florida Department of Community Affairs,

Federal Aviation Administration, and the Florida Department of Transportation to ensure that the development of the Southwest Florida International Airport is consistent with the Lee Plan.

POLICY 108.4.1: Port Authority staff will ensure that Lee County staff is directly involved in the review and approval process related to the ongoing update of the Airport Master Plan. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Layout Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments to the Airport zoning approvals and compliance with the Lee County Land Development Code.

POLICY 108.4.2: The Port Authority will submit and County staff will review and provide comments regarding the following:

(1) Scope and content of ongoing updates to the Airport Master Plan pursued in accordance with Federal Aviation Administration Advisory Circular 150/5070-6A and the Florida Department of Transportation Guidebook for Airport Master Planning.

(2) Consistency of proposed amendments to the Airport Master Plan and resulting Airport Layout Plan (Map 3F) with the Lee Plan, Land Development Code (LDC) and local zoning approvals.

(3) Compatibility and compliance of Individual CIP projects with the Lee Plan, LDC regulations, zoning approvals and other applicable regulations.

(4) Proposed Lee Plan Amendments necessary to support revisions to the Airport Layout Plan (Map 3F), the Southwest Florida International Airport Proposed Development Schedule (Table 5), the Airport Master Plan, or CIP project list.

POLICY 108.4.3: Prior to submittal of any application to amend the Lee Plan, the Port Authority staff must obtain an endorsement of the proposed plan amendment application package, including the Airport Layout Plan, from the Board of Port Commissioners. Written evidence of this endorsement must be included in the plan amendment application package. The Port Authority staff will coordinate the date and time the endorsement request will be presented to the Port Commissioners with the County in order to provide County staff with ample opportunity to attend the meeting and address the Port Commissioners as necessary.

POLICY 108.4.4: Prior to formal submittal of any Lee Plan amendment package, rezoning request, or development order application, the Port Authority staff will informally present the proposed application to Lee County staff for initial comments and input regarding consistency with the Lee Plan and County regulations.

POLICY 108.4.5: The Port Authority is the lead agency in coordinating efforts to obtain approval for Southwest Florida International Airport access improvements with agencies participating in the Lee County Metropolitan Planning Organization. This includes the incorporation of improvements

into the Financially Feasible Transportation Plan (Map 3A) and the Lee County Metropolitan Planning Organization Financially Feasible Highway Plan and Needs Assessment. The Port Authority will work with local, State, and Federal transportation agencies to identify and obtain funding for access improvements to the airport.

GLOSSARY:

AIRPORT (PUBLIC USE). Is defined as any area of land or water designed and set aside for the landing and taking off of aircraft and utilized or to be utilized in the interest of the public for such purpose. Airport Facilities (Commercial or General Aviation) typically include areas for shelter, servicing, or repair of aircraft, or for receiving and discharging passengers or cargo, and areas used for access to airport facilities or buildings.

AIRPORT LAYOUT PLAN. A map of existing and proposed airport property, facilities and development that is created as a result of the Airport Master Planning process. The Airport Layout Plan for Southwest Florida International Airport is adopted as Map 3F.

AIRPORT MASTER PLAN. A plan of development applicable to an airport that is prepared and approved in accordance with FAA Advisory Circular 150/5070-6A and FDOT Guidebook for Airport Master Planning. By design, the Airport Master Plan process is ongoing and allows an airport to address operational and development needs as they arise. The overall development scheme or concept is depicted in the Airport Layout Plan.

AIRPORT SUPPORT LAND USES. Airport Support land uses include land uses that provide support facilities to other airport operations, including the air traffic control tower, aircraft rescue and firefighting, airport maintenance, airport utilities, rental car service and storage, fuel farms, aircraft maintenance areas, airline in-flight catering kitchens, airport police department gun range, airport auto repair facility, and Port Authority training facility.

AVIATION RELATED INDUSTRY. Aviation-Related Industry land uses include manufacturing, fabrication, or assembly activities relating to aviation. Examples of Aviation-Related Industry uses include fuel storage and transfer facilities, aircraft parts/instrument manufacture, facilities for processing large air cargo shipments, and warehousing.

AVIATION RELATED LAND USES. Aviation related land uses are necessary for the safe operation of the airport. These uses include: all uses necessary to support airfield operations such as runway and taxiway safety areas, runway approaches, taxiways and taxiway exits, areas where NAVAIDS will be located, and areas within the building restriction lines and the runway protection zones; all facilities associated with Airline Passenger Terminal areas and Air Cargo areas, including the Federal Inspection Station/customs, aircraft aprons, and terminal auto parking areas, cargo buildings and truck ramps for transshipping cargo between air and ground transportation; all uses associated with General Aviation operations, including aircraft aprons, fixed base operator offices and hangars, and auto parking areas. This term also includes all Airport Support and Aviation-Related Industry.

FUTURE URBAN AREAS. Those categories on the Future Land Use Map ~~which~~ that are designated for urban activities: Intensive Development, Central Urban, Urban Community, Suburban, Outlying Suburban, Industrial Development, Public Facilities, Airport, ~~Airport Commerce~~ Tradeport, Industrial Interchange, General Interchange, General Commercial Interchange, Industrial Commercial Interchange, University Village Interchange, Mixed Use Interchange, University Community, and New Community.

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT PROPOSED DEVELOPMENT SCHEDULE (TABLE 5). This Table depicts the proposed development schedule for the Southwest Florida International Airport through the year 2020.

NAVAID - AIR NAVIGATION FACILITY. A facility designed for use as an aid to air navigation, including landing areas, lights, any apparatus or equipment for disseminating weather information, for signaling, for radio direction-finding, or for radio or other electronic communication, and any other structure or mechanism having a similar purpose for guiding and controlling flight in the air or the landing or takeoff of aircraft.

NON-AVIATION RELATED USES. This phrase refers to the commercial and industrial land uses identified on the Airport Layout Plan (Map 3F) and Table 5. Non-aviation related uses are typically developed in non-aviation settings. Non-aviation uses may be enhanced by proximity to an airport, but these uses are not dependent on access to an airport. These uses could be developed in other locations within the County. Non-aviation related uses will be established on Airport lands through lease agreements with the Port Authority. The areas identified to accomodate these non-aviation uses are not necessary to support the primary aviation facilities comprising the Southwest Florida International Airport. Use of Airport lands for non-aviation use is intended to provide a revenue stream that may be used to enhance airport operations. Though located on airport property, the establishment of non-aviation uses is not necessary for the continued function of the primary aviation facilities associated with the airport.

PROCEDURES AND ADMINISTRATION:

B. Standards for Administrative Interpretations

4. Single-Family Residence Provision:

a. Applicability

Notwithstanding any other provision of this plan, any entity owning property or entering or participating in a contract for purchase agreement of property, which property is not in compliance with the density requirements of the Lee Plan, will be allowed to construct one single-family residence on said property PROVIDED THAT:

(1) through (3) no change.

(4) Interchange, ~~Airport—Commerce~~ Tradeport, and Industrial Development land use categories: In addition to the requirements set forth above, a residential use must be the only reasonable use of the lot or parcel. The existence of a reasonable commercial or industrial use will be determined by reference to all of the applicable facts and circumstances, including, but not limited to, the nature of the surrounding uses, the adequacy of the lot size (pursuant to Chapter 34 of the Land Development Code) for commercial or industrial uses, and whether adequate infrastructure exists or can reasonably be provided to serve a commercial or industrial use at the location in question.

D. BACKGROUND INFORMATION

1. EXISTING CONDITIONS:

SIZE OF PROPERTY: Airport property is 6,372 ± Acres; Mitigation Overlay property is 6,986 ± Acres.

PROPERTY LOCATION: The airport property is generally located on the east side of U.S. I-75, south of Daniels Parkway and north of Alico Road. The Airport Mitigation Overlay lands are located east of Alico Road and North of Corkscrew Road.

EXISTING USE OF LAND: The airport property is developed as an operating airport; The Airport Mitigation Overlay lands are used for mitigating environment impacts attributable to development of the Southwest Florida International Airport.

CURRENT ZONING: The airport property is zoned AOPD; the Airport Mitigation Overlay lands are zoned AG-2.

CURRENT FUTURE LAND USE CATEGORY: The airport property has two Future Land Use designations: Airport and Wetlands. The Mitigation Overlay property has three Future Land Use designations: Density Reduction/Groundwater Resources, Wetlands, and Public Facilities.

2. BACKGROUND DISCUSSION:

The Lee County Port Authority has the responsibility of managing the planning, development and operation of the Southwest Florida International Airport and Page Field. These airports are the only publically funded and maintained airports in Lee County. These airports provide service for the rapidly growing aviation needs of the region. This amendment is concerned with the Southwest Florida International Airport.

As the application indicates, the Southwest Florida International Airport (SWFIA) is an integral component of the regional transportation infrastructure system. The Port Authority prepares a plan, the Airport Master Plan, with periodic updates to provide a comprehensive analysis of current airport facilities and a determination of trends and activities affecting the Airport and its

environment. The Airport Master Plan and updates are based on the criteria and standards set forth by both the Federal Aviation Administration (FAA) and the Florida Department of Transportation (FDOT).

The current "Southwest Florida International Airport Draft Final Master Plan Update 2003" is based on the criteria and standards set forth in the FAA Advisory Circulars (AC) 150/5070-6A, "Airport Master Plans," AC 150/5300-13, Change 6, "Airport Design," as well as the FDOT's "Guidebook for Airport Master Planning." An Airport Master Plan Update includes updated aviation forecasts, facility requirements, demand/capacity analyses, airside and landside alternative analyses, a financial plan, an environmental overview, and an Airport Layout Plan set that meets FAA and FDOT criteria to guide future development on and around the Airport.

Concerning the current effort to incorporate the ongoing updates to the Airport Master Plan into the Lee Plan and increasing coordination, the application provides the following:

> *The size, complexity and volume of projects planned and constructed at the airports, in addition to new statutory requirements relating to airport master plans and comprehensive plan elements, makes it prudent and appropriate to establish a system of coordinated review between the Airport and various County departments. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments to the Airport zoning approvals and compliance with the Lee County Land Development Code.*

SWFIA is currently being developed under a Development of Regional Impact (DRI) Development Order (DO) adopted pursuant to Florida Statutes (FS) Chapter 380. Concerning the fourth DRI DO amendment, the Lee Plan application materials provide the following:

> *The Airport amended the DRI Development Order a fourth time in December 2000. Condition II.H.6.c of the amended DRI Development Order provides that if the Florida Legislature adopts statutory amendments excusing airports from compliance with the development of regional impact regulations set forth in FS Ch. 380, then the County would assist the Airport in terminating or abandoning the DRI Development Order while maintaining the Airport's ability to continue construction of the Airport consistent with the Airport Master Plan and local development order approvals.*
>
> *Chapter 2002-20, Laws of Florida (HB 261), revising FS Chapters 163 and 380, became effective on July 1, 2002. This legislation provides development or expansion of an airport, consistent with an adopted master plan that has been incorporated into the local comprehensive plan, will not be considered a development of regional impact.*

The Florida Legislature adopted Chapter 2002-20, Laws of Florida, which amends FS 163.3177(6) to create a new subsection (k) specifically allowing incorporation of an Airport Master Plan into the comprehensive plan as part of the transportation element. This portion of the Florida Statutes reads as follows:

(k) An airport master plan, and any subsequent amendments to the airport master plan, prepared by a licensed publicly owned and operated airport under s. 333.06 may be incorporated into local government comprehensive plan by the local government having jurisdiction under this act for the area in which the airport or projected airport development is located by the adoption of a comprehensive plan amendment. In the amendment to the local comprehensive plan that integrates the airport master plan, the comprehensive plan amendment shall address land use compatibility consistent with chapter 333 regarding airport zoning; the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport; consistency with the local government transportation circulation element and applicable metropolitan planning organization long-range transportation plans; and the execution of any necessary interlocal agreements for the purposes of the provision of public facilities and services to maintain the adopted level of service standards for facilities subject to concurrency; and may address airport-related or aviation-related development. Development or expansion of an airport consistent with the adopted airport master plan that has been incorporated into the local comprehensive plan in compliance with this part, and airport-related or aviation-related development that has been addressed in the comprehensive plan amendment that incorporates the airport master plan, shall not be a development of regional impact. Notwithstanding any other general law, an airport that has received a development-of-regional-impact development order pursuant to s. 380.06, but which is no longer required to undergo development-of-regional-impact review pursuant to this subsection, may abandon its development-of-regional-impact order upon written notification to the applicable local government. Upon receipt by the local government, the development-of-regional-impact development order is void.

FS 163.3177(6)(k) allows local jurisdictions, like Lee County, to incorporate an airport master plan for a licensed publicly owned and operated airport, like Southwest Florida International Airport, into the local comprehensive plan. The Southwest Florida International Airport (SWFIA) is licensed by the Florida Department of Transportation as a publicly owned and operated airport per FS 333.06. FS 163.3177(6)(k) also provides that any subsequent amendments to the airport master plan can also be incorporated into the local comprehensive. In addition, FS 163.3177(6)(k) provides that development or expansion of an airport consistent with the adopted airport master plan as incorporated into the local comprehensive plan "shall not be a development of regional impact."

In response to these recent statutory changes the Board of County Commissioners initiated this publically sponsored amendment providing for the incorporation of the Airport Master Plan into the Lee Plan. The Board of County Commissioners has stated its intention that once this Lee Plan amendment has been adopted, it will be appropriate to extinguish or abandon the SWFIA DRI DO.

PART II - STAFF ANALYSIS

A. STAFF DISCUSSION

INTRODUCTION

The applicant, the Lee County Port Authority, on March 6, 2003, filed a Lee Plan map and text amendment to incorporate the Airport Master Plan into the Lee Plan. The application provides the following summary concerning the proposed change for the subject property:

> *The proposed change for this application is to allow the Lee County Port Authority to benefit from the recent changes in the Florida Statutes that allow Airports to be excused from DRI requirements as long as they meet certain criteria. These criteria include a provision that in order for airports to be granted relief from DRI requirements, the Airport Master Plan and resulting Airport Layout Plan Sheet must be adopted into the local comprehensive plan to allow for local government coordination. By adopting the Airport Master Plan and Airport Layout Plan sheet into the Lee Plan, it allows the Lee County Port Authority the necessary flexibility to meet the aviation needs of Southwest Florida.*
>
> *The proposed Lee Plan Amendment does not change the future land use definition of Airport nor does it change the boundaries currently shown on the Lee County Future Land Use Map. However, the application proposes additional land (sic) allowable land uses within the future Airport land use category. These future land uses deal primarily with non-aviation land use activities such as hotel, industrial, office and limited retail land uses and is explained in greater detail in section J of this application. These additional land uses are compatible and similar to those land uses allowed within the future land use category Airport Commerce area which is located to the North and West of the subject property. A table presenting proposed development for the Southwest Florida International Airport has also been generated for inclusion in the Lee Plan.*

Lee County staff recognizes the importance of this effort and has worked cooperatively to achieve the best possible integration of the Port Authority plans and the County's Comprehensive Plan, the Lee Plan. County staff recognizes that the international airport is one of the main economic engines in the region. A recent economic impact study, completed by the Cincinnati-based consulting firm Ricondo & Associates for the Lee County Port Authority analyzed the airport's direct and indirect contributions to the area's economy. Data showed that the airport generated $2 billion in economic output, almost 44,000 jobs, and salaries of $885 million in Southwest Florida during 1999. The airport provides almost 1,400 full-time jobs. The Southwest Florida International Airport has served more than 4 million passengers each year since 1994.

County staff also recognize that the size, complexity and volume of projects planned and constructed at Southwest Florida International Airport, in addition to new statutory requirements relating to airport master plans and comprehensive plan elements, makes it prudent and appropriate to establish a system of coordinated review between the Airport and various County departments. As the application notes, this mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments

to the Airport zoning approvals and compliance with the Lee County Land Development Code. This amendment, in part, establishes the process framework to make this coordinated effort possible. The framework requires dialogue prior to formal submittal of any Lee Plan amendment package, rezoning request, or development order application. The purpose of this requirement is to involve County staff earlier in the process and for the Port Authority staff to obtain initial comments and input regarding consistency with the Lee Plan and County regulations.

The amendment proposes to replace existing Map 3F "Runway Protection Zones (Clear Zones) Southwest Florida International Airport" with a new Map 3F "Southwest Florida International Airport Layout Plan." The amendment also proposes to incorporate a new Table, Table 5 "Southwest Florida International Airport Proposed Development Schedule." Both of these new additions to the Lee Plan will guide future development on the Airport property.

Proposed Table 5 includes the opportunity for the Port Authority to establish non-aviation related land uses. Table 5 includes a summary of these possible land uses:

Hotel: 300 rooms
Light Manufacturing/Assembly: 100,000 square feet
Gas Station/Convenience Store: 3,500 square feet with 12 pumps
Warehouse/Distribution: 100,000 square feet
Office: 225,000 square feet

The parameters listed above are the upper limits of non-aviation related land uses that could be developed at SWFIA before the year 2020. The Port Authority will enter into leases with proposed end users, and the uses will still have to be approved through normal local processes such as rezoning, development orders, and building permit approvals.

The Airport Layout Plan sheet (Map 3F) and the Southwest Florida International Airport Proposed Development Schedule (Table 5) are the result of the latest "Southwest Florida International Airport Draft Final Master Plan Update 2003." The Port Authority's consultant has provided the following update concerning the status of the Master Plan Update:

> *The Southwest Florida International Airport Master Plan Update final draft has been submitted to the FAA and FDOT for final comments. Comments have been received from both agencies and are under review by the consulting team. The Lee County Port Authority anticipates that the comments will be addressed and the final master plan documents will be approved by the FAA and FDOT within the next 90 days. No substantive changes are anticipated.*

COMPREHENSIVE PLAN BACKGROUND

The subject property was designated "Airport," "Open Lands," and "Resource Protection and Transition Zones" by the original Lee County Future Land Use Map, adopted in 1984. "Open Lands" was established as a non-urban future land use category with a maximum density of one dwelling unit per acre. Subsequent Lee Plan amendments changed this designation to the Density Reduction/Groundwater Resource category and then to "Airport." The "Resource Protection and Transition Zones" land use categories were consolidated into the "Wetlands" land use category. Currently the property is designated "Airport" and "Wetlands."

SURROUNDING ZONING, LAND USES, AND FUTURE LAND USE DESIGNATIONS

The application materials include an extensive discussion of surrounding zoning and land uses. An examination of the surrounding land uses shows that the area surrounding the subject property is rapidly urbanizing, with the exception of the lands to the east. The surrounding Future Land Use categories consist of Airport Commerce, New Community and Density Reduction/Groundwater Resources. Airport Commerce designated lands occur to the north, west, and south of airport lands. The New Community designation is located north of airport lands. Density Reduction/Groundwater Resource lands are located south and east of airport lands. The application materials reveal a variety of DRIs, Developments of County Impacts, and planned developments in close proximity to the airport. Staff refers to the Airport Commerce areas in this section of the report, but notes that the amendment proposes to rename these areas to the Tradeport designation.

North of the subject property is Daniels Parkway and then a variety of planned development and DRI approvals with significant amounts of existing and planned uses. These include the Gateway DRI/PUD, the Worthington Commerce Park MPD, the Airside Plaza DRI/CPD, the Treeline Park IPD, and Airport Woods IPD. The Future Land Use designations for the area immediately north of the subject property include lands with the Airport Commerce, Wetlands, and New Community designations. There are also vacant properties located to the north of the subject property.

East of the subject property are lands within the Density Reduction/Groundwater Resource Future Land Use Category. The majority of these lands are zoned AG-2 and are either vacant or used for agricultural purposes.

To the south are several existing or proposed DRIs and planned developments with significant amounts of existing and planned uses. These include the Rockett 44 IPD, the Ledo Lines IPD, the Airport South Interchange IPD, the Coca Cola Bottling IPD, the Jetway Tradeport MPD, and the Airport Technology Center. Also south of Alico Road, several developments are occurring or are planned including the Florida Gulf Coast Town Center Mall, Miromar Lakes DRI, and Florida Gulf Coast University. The Future Land Use designation for the area south of the subject property is Airport Commerce and Density Reduction/Groundwater Resource and then the University Community land use designation south of Alico Road.

The majority of the lands to the west of the airport are zoned AG-2. Along Daniels Parkway, between I-75 and the airport property, a variety of commercial zoning districts such as CT, CG, CH, and CP are present. Within the area south of Daniels Parkway is the Jetport Interstate Commerce Park DRI. This DRI is mainly zoned IL with some commercial zoning such as CT. A portion of this DRI is located within the General Interchange Future Land Use category. This category is located at the I-75 and Daniels Parkway interstate interchange area.

A public rest area for I-75, accessed from Daniels Parkway, is located north of Daniels Parkway and east of I-75. The rest area is designated "Public Facilities" on the Lee Plan's Future Land Use Map.

TRANSPORTATION/TRAFFIC CIRCULATION IMPACTS

The subject property currently has access from Daniels Parkway via Chamberlin Parkway and Paul J. Doherty Parkway. With the expansion of the airport with the development of the new mid-field terminal, main access will be from Treeline Avenue/Ben Hill Griffin Parkway. The Port Authority's desire is to

have a direct connection to I-75. Proposed Map 3F includes these improvements as well as grade separation of the I-75 connector from Treeline Avenue/Ben Hill Griffin Parkway. These desired improvements are not currently depicted on the Transportation Map Series maps. Staff is recommending that a new policy (Policy 1.2.5) be added to the Lee Plan to clarify the desired improvements and the need over time to amend the balance of the map series.

The Lee Plan amendment application requires a traffic circulation analysis to determine the proposed effect of the amendment on Map 3A, the Financially Feasible Transportation Plan Map, and on the Capital Improvements Element. Applicants must identify the traffic analysis zone (TAZ) and the socio-economic forecasts for that zone or zones. The required analysis includes determining whether or not the requested amendment requires modification to the socio-economic data forecasts for the TAZ or zones.

The Port Authority submitted the required traffic circulation analysis. The application identifies the correct TAZ:

> *TAZ 1142 is the zone that represents RSW in the 2020 FSUTMS model. The airport TAZ (1142) does not contain socio-economic data, as it uses a special trip generation module to generate trips in the model (not socio-economic data). Therefore, trip generation is used for the purposes of this analysis.*

The application then compares the projected trip generation for the airport as a result of the amendment with the existing trip generation assumed for TAZ 1142. The application provides the following discussion:

> *The total trip generation from TAZ 1142 in the adopted 2020 FSUTMS model is 53,254 trip ends. The projected airport trip generation for the airport in 2020 is outlined in Table 1. As the table shows, the total proposed trip generation for the airport by 2020 is 52,960 trip ends. The Less (sic) than 1% difference in the two numbers is the result of the new master plan update forecasts which reflect a more even distribution of peak enplanements as enplanement levels grow throughout the 20 year planning horizon. In other words, the peak month of enplanements during the month of March which coincides with the peak tourism season will be more balanced over the year as the airport will be used a (sic) greater percentage of business travelers and year round residents. The LCPA typically updates the Airport Master Plan every five to ten years and will re-coordinate this data with Lee DOT and the MPO. As a result of this analysis, no modification of the forecasts or socio-economic data is required.*

The Lee County Department of Transportation (LCDOT) has reviewed the request and has provided written comments dated April 8, 2003. These comments are reproduced below:

> *We have reviewed the above application which requests to amend Map 3F of the Lee Plan to reflect the latest Master Plan update for the airport. We concur with the applicant's conclusion that the total proposed trip generation for the airport by 2020 is about 1% less than the airport trip generation in the adopted MPO's 2020 FSUTMS model and have no objection to the application.*

Staff concludes that the plan amendment does not cause a need to modify any of the FSUTMS model data. The request does not require any transportation network modifications due to traffic. The request does

reflect the desire to increase access to the airport by providing access to I-75. Staff notes that an area has been designated on the Airport Layout Plan for a passenger multi-modal facility. Currently there are no plans to develop this facility. The designation on the Airport Layout Plan preserves the Port Authority's flexibility to develop a facility of this type if the opportunity arises.

POPULATION ACCOMMODATION

The request does not accommodate additional residential development on the Lee Plan's Future Land Use Map. The application provides the brief discussion:

> *The proposed development through the year 2020 for Southwest Florida International Airport will not affect Lee County population projections. The project is the result of increasing growth in the area in both population and tourism. Users of Southwest Florida International Airport will be those residing in and visiting the area who use air travel as a primary mode of transportation. The amendment will not require any revisions to Table 1(b) (Planning Community Year 2020 Allocations) or the Lee Plan Future Land Use Map.*

Staff concurs that the proposed amendment will not affect Lee County population projections. Continued expansion of the facility is the result of increased growth in the southwest Florida region as a whole.

ENVIRONMENTAL CONSIDERATIONS

The application includes a discussion, by Kevin L. Erwin, Consulting Ecologist, Inc. concerning major plant communities located on the subject site. The discussion includes a "Summary of Existing Conditions" Table. This Table includes the Florida Land Use, Forms and Cover Classification System (FLUCFCS) Code, a brief habitat description, percent cover of exotic species, and total acreage. The application materials also provide a detailed discussion by each FLUCFCS Code and provide wetlands information and mapping. A summary of listed animal and plant species observed on the subject property are set forth in the application in tabular form.

SOILS

The applicant has provided a soils map and information in the background materials (see Attachment C-2). The brief descriptions associated with the soil types depicted on the table prepared by the applicant are based on information provided in the Soil Survey of Lee County, Florida (U.S. Department of Agriculture, Soil Conservation Service, 1984).

HISTORIC RESOURCES

The application includes a letter, dated January 14, 1994, from the Division of Historical Resources and State Historic Preservation Officer, Florida Department of State. This letter provides the following:

> *A review of the Florida Site File indicates that no significant archaeological or historical sites are recorded for or likely to be present within the project area. Furthermore, because of the project location and/or nature it is unlikely that any such sites will be affected. Therefore, it is the opinion of this office that the proposed project will have no effect on historic properties listed, or eligible for listing, in the National Register of Historic Places, or otherwise of historical or architectural value. The project is also consistent with the historic preservation laws of Florida's Coastal Management Program.*

The application also includes two other letters, dated January 28, 2000 and April 6, 2001, from the Division of Historic Resources, Florida Department of State. Both of these letters indicate that, for Township 45 South, Range 24 East, Sections 23-26, 35-36, and Township 45 South, Range 26 East, Sections 17-20, and 30-32, the Florida Master Site File lists no archaeological sites, historical standing structures, or field surveys.

Lee County staff note that there are areas on the airport property designated in the "Area of archaeological sensitivity, Sensitivity Level 2. Chapter 22 of the Lee County Land Development Code defines the Sensitivity Level 2 as follows:

> *Those areas containing known archaeological sites that have not been assessed for significance but are likely to conform to the criteria for local designation, or* ***areas where there is a high likelihood that unrecorded sites of potential significance are present.*** (Bolding added for emphasis)

Staff is not aware of any historic or archaeological resources occurring on this site. The Port Authority will be required to obtain a "Certificate to dig" from Lee County prior to or in conjunction with the issuance of a final development order for activity within areas designated as being within the "Sensitivity Level 2" areas. "Activity" in this context means new construction, filling, digging, removal of trees or any other activity that may alter or reveal an interred archaeological site.

SCHOOL IMPACTS

Lee County School District staff reviewed the proposal and provided written comments dated October 17, 2002. This letter, signed by the then Superintendent, provides that "the expansion of the Southwest Florida International Airport will have no affect on the future plans for the growth or development of the Lee County School District." Staff concurs that the proposed amendment will have no affect on the School Board's plans to accommodate growth in the County.

PARKS, RECREATION AND OPEN SPACE

The proposed amendment will have minimal impacts on parks, recreation and open space. Lee County Public Works staff reviewed the request and provided a letter, dated April 14, 2003. The pertinent portion of this letter is reproduced below:

> *The applicant has indicated that they are requesting an amendment to incorporate the Airport Master Plan into the transportation element of the Lee County Comprehensive Land Use Plan. The underlying future land use designation of Airport will not change as a result of this amendment. Since the Airport land use category does not allow residential uses, it is our determination that existing and proposed support facilities provided by Lee County Parks and Recreation will not be impacted by the proposed amendment.*

The Port Authority has committed to maintain the LDC minimum open space requirement. The application confirms this:

> *The Lee County Port Authority has committed in (sic) providing the necessary open space requirements outlined in the Land Development Code. This requirement is easily met due to the large amount of open space required for the runway environment by the Federal Aviation*

Administration. Also included and allowed by the Land Development Code is the inclusion of the storm water management ponds located on site.

Lee County staff desires to clarify how open space, in regards to indigenous vegetation, will be handled concerning the non-aviation land uses. County and Port Authority staff agreed that non-aviation land uses will meet the indigenous vegetation requirements set forth in the LDC. New policy language concerning indigenous vegetation and non-aviation land uses is included in Policy 1.2.1.

EMERGENCY MEDICAL SERVICES (EMS)

Lee County EMS staff reviewed the request and provided written comments. This letter provides the following:

...Lee County EMS currently provides emergency medical services to the Southwest Florida International Airport. I anticipate any increased demand for EMS from the above named project to be addressed by budget plans for new ambulances and personnel.

As phases of this project are completed and the facilities grow, increasing traffic and heightened security will challenge our ability to maintain response time minimums. Lee County EMS will work with the Airport Fire Department to determine additional resources sufficient to meet these demands while maintaining our response time reliability standards.

SOLID WASTE

The subject property is within Lee County Solid Waste District #2. The collection company for District #2 is Florida Recycling Services, Inc. With the existing Gulf Coast Landfill, the Waste-to-Energy facility, and the Lee/Hendry Disposal facility all online, staff anticipates that there will be adequate capacity in the County's solid waste system to accommodate the additional waste that will likely accompany the expansion of the airport.

Lee County Solid Waste Division staff reviewed the request and provided written comments dated June 2, 2003. This letter, in part, provides the following:

The Lee County Solid Waste Division is planning the development of disposal facilities such that these facilities will have sufficient capacity to manage and dispose of the (Class I Municipal Solid Waste) materials anticipated to be generated by the expanded Regional Airport.

MASS TRANSIT

Lee Tran staff reviewed the request and provided comments dated June 10, 2003. This letter, in part, provides the following:

Lee Tran would like to provide future service for Lee County's residents and visitors once the new midfield terminal is completed at the airport, however, we were concerned that we had not yet been contacted by an airport representative to discuss the inclusion of transit amenities in the new terminal design. After discussions with Lee County Port Authority officials, we have been informed that further planning for ground transportation services to the new midfield terminal will not occur until 2004, and that we will be involved with that process at that time. We will be pleased to

provide continued service to the airport and look forward inclusion (sic) in the planning process next year.

POLICE

The Port Authority maintains an Airport Police Department that provides law enforcement and security services at the Southwest Florida International Airport. The Port Authority Police Department reviewed the request and provided written comments dated December 4, 2002. These comments are reproduced below:

We have been requested by your office to comment on the adequacy of providing law enforcement services at the Southwest Florida International Airport. As you may know, the Lee County Port Authority provides its own law enforcement at the airport. It is anticipated that we will continue to provide law enforcement services at the new Terminal complex in accordance with TSA SD 1542.

FIRE

The Port Authority maintains an Aircraft Rescue and Fire Fighting Department to provide fire and medical rescue services at the Southwest Florida International Airport. The Port Authority Aircraft Rescue and Fire Fighting Department reviewed the request and provided written comments dated November 19, 2002. These comments are reproduced below:

The Lee County Port Authority Aircraft Rescue and Fire Fighting Department operates under FAA Part 139 rules and regulations. We provide all fire protection and nonambulatory medical services to the Southwest Florida International Airport. The fire rescue personnel, vehicles and equipment are housed on airport property which allows for a minimal response time to any airport emergency.

The department is staffed with thirty-three (33) Emergency Medical Technicians (EMT). Ambulatory services are provided by the Lee County Emergency Medical Services (EMS) on an as-needed basis. By working within a network of local mutual aid responders, we provide excellent professional fire and medical rescue services to all passengers and operators at Southwest Florida International Airport.

UTILITIES

The application includes the required potable water and sanitary sewer analysis. The submitted analysis provides an estimation of demand for these services in 2020. Lee County Utilities staff reviewed the request and provided comments dated December 16, 2002. The relevant portion of this letter is reproduced below:

Lee County Utilities currently provides potable water and sanitary sewer service to the Southwest Florida International Airport. At the present time, the existing treatment plants, potable water transmission lines and sanitary sewer system serving this area have adequate capacity to provide potable water and sanitary sewer service to the proposed airport expansion to be completed in 2005.

Additionally, Lee County Utilities is actively involved in system enhancements to assure adequate potable water and sanitary sewer capacity to meet future demands within our service area.

These enhancements include expansion of Lee County Utilities' Corkscrew Water Treatment Plant which will increase permitted capacity from 10 Million Gallons per Day to 15 Million Gallons per Day. Also, the County is in the process of acquiring the Gateway Services District Wastewater Treatment Plant. This plant will provide for sewage treatment to the airport and it's surrounding areas. Currently sanitary sewer service is provided by Lee County Utilities transmissions system that conveys the sewage to the City of Fort Myers, South Wastewater Treatment Plant for treatment.

Lee County is proposing to expand the Gateway plant capacity from 1 Million Gallons per Day to a future capacity of 7 Million Gallons per Day in order to serve the existing and future developments within the area known as the Airport Sewer District. The acquisition of the existing facility and the first of three expansion phases is expected to be completed by the end of 2004 increasing the plant capacity to 3 Million Gallons per Day. The final phase is expected to be completed by the end of 2012 increasing the plant capacity to a total of 7 Million Gallons per Day.

Staff also notes that the County's concurrency system is applicable to the proposed non-aviation related uses. In other words, individual non-aviation related projects will have to demonstrate that there is adequate capacity in the potable water and sanitary sewer systems to address project impacts prior to a local development order approval.

TRADEPORT DESIGNATION

The current "Airport Commerce" designation is being revised to "Tradeport" at the request of the Port Authority. This change is necessary in order to eliminate the confusion created by the Airport Commerce designation during master planning and permitting process with the FAA and FDOT. It appears that "Airport Commerce" is a term of art that takes on a different connotation in the federal permitting process. The Port Authority consultants have informed staff that the term "Airport Commerce" creates ownership and responsibility confusion among these staffs. Staff believes that "Tradeport" more correctly identifies what is intended to occur within this land use category. In staff's opinion the term "Tradeport correctly identifies that these are areas for businesses involved in private enterprises, many of which are desirous of a location near the airport. Other than the name change, no substantive changes are being requested or recommended regarding the Airport Commerce/Tradeport land use category.

INTERNAL CONSISTENCY WITH THE LEE PLAN

The Airport is considered a Future Urban Area by the Lee Plan. The amendment is not proposing to make any adjustment to the "Airport" land use designation on Map 1. Objective 1.2 describes the "Southwest Florida International Airport Area." The amendment proposes additional language for Objective 1.2 and subsequent policies to incorporate the ongoing update to the Airport Master Plan.

Lee Plan Policy 1.7.6 discusses the Planning Communities Map (Map 16) and Acreage Allocation Table (Table 1(b)). This map and table depict the proposed distribution, extent, and location of generalized land uses for the year 2020. Acreage totals are provided for land in each Planning Community in unincorporated Lee County. No final development orders or extensions to final development orders will be issued or approved by Lee County that will allow the acreage totals for residential, commercial or

industrial uses contained in Table 1(b) to be exceeded. The proposed amendment is consistent with the allocations contained on Table 1(b) and will not affect established county population projections.

Goal 2 of the Lee Plan and its subsequent objectives and policies address growth management concerns. Goal 2 seeks to provide for an economically feasible plan, which coordinates the location and timing of new development with the provision of infrastructure by government agencies, private utilities, and other sources. The subject property has access to the arterial road network as well as to public water and sewer.

Objective 2.2 seeks to direct new growth to those portions of the Future Urban Areas where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created. Staff believes that a compact and contiguous growth pattern will be achieved through this plan amendment. The subject property is within an urbanizing area and is surrounded on three sides by existing or approved urban development. Staff finds that a compact growth pattern is preferable to urban development occurring more distant from existing urban areas and urban infrastructure. Staff finds that the proposed plan amendment promotes a compact growth pattern and minimizes urban sprawl.

Objective 2.4 of the Lee Plan requires regular examination of the Future Land Use Map in light of new information and changed conditions, and make necessary modifications or amendments to address these changes. Staff finds that conditions around the subject property have changed significantly since the property was designated as Airport and Open Lands as established by the 1984 Lee Plan. Since 1984, many new projects have been developed or approved in the immediate area including a significant amount of commercial and light industrial uses. When all of these projects are built out, the area will have a distinctly urban character.

Policy 2.4.4 states that Lee Plan amendment applications to expand employment centers recognized by the Plan, which include light industrial, commercial retail and office land uses, will be evaluated by the Board of County Commissioners in light of the locations and cumulative totals already designated for such uses, including the 1994 addition of 1400 acres to the Airport Commerce (proposed Tradeport) category just south of the Southwest Florida International Airport. Staff believes this area is emerging as an employment center due to the presence of the Southwest Florida International Airport, as well as the Florida Gulf Coast University located to the south. The inclusion of proposed Map 3F and Table 5 will allow the Port Authority an opportunity to enter into lease agreements with private developments that choose to be located in close proximity to the Southwest Florida International Airport. This is consistent with and furthers the County's desire to diversify the local economy. Establishment of non-aviation related uses advances or furthers the intent of the Lee Plan's Economic Element, including Goal 110 and Policy 110.4.4.

The proposed plan amendment furthers and advances Goal 31. Goal 31 seeks to provide a coordinated system of railways, aviation, ports, and roads. The amendment also furthers and advances Objective 32.6. Objective 32.6 seeks agency coordination to ensure that existing and future air system needs can be met safely and with a minimum of land use conflict by coordinating aviation facility plans with appropriate federal, state, regional, and local review and permitting agencies.

FLORIDA STATE COMPREHENSIVE PLAN

The application provides a discussion concerning consistency of the proposal with the Florida State Comprehensive Plan as contained in F.S. 187.201. The discussion highlights various areas in which the

plan amendment furthers and advances the State Comprehensive Plan. Staff concurs that the proposal is consistent with the State Comprehensive Plan.

AFFECT ON ADJACENT LOCAL GOVERNMENTS

The application provides that the proposed amendment "will not affect adjacent local governments and their comprehensive plans. Staff concurs that the amendment will not affect adjacent local governments and their comprehensive plans. Staff notes that the City of Fort Myers is annexing land north of the airport, but the amendment will not affect these lands or the City's Comprehensive Plan.

B. CONCLUSIONS

The proposed amendment provides sound planning coordination between Lee County staff and the Port Authority staff. The proposed amendment language provides the beginning of a continuous planning process between Lee County staff and Port Authority staff.

C. STAFF RECOMMENDATION

Staff recommends that the Board of County Commissioners transmit the proposed plan amendment. This recommendation includes incorporating 2 new maps, Maps 3F and 3M, into the Transportation Map series as well as the text changes included in Part I.C. Also, amend the Table 1(b) references to Airport Commerce to Tradeport.

PART III - LOCAL PLANNING AGENCY REVIEW AND RECOMMENDATION

DATE OF PUBLIC HEARING: October 27, 2003

A. LOCAL PLANNING AGENCY REVIEW

The plan amendment was presented for discussion purposes only, no formal recommendations were made by the Local Planning Agency. Staff provided a brief summary discussion as well as introducing the Port Authority's consultant. This consultant presented a PowerPoint presentation highlighting the request background. The consultant presentation also covered recent changes to Florida Statutes and the history of the Development of Regional Impact (DRI) approvals at the SWFIA.

One member of the LPA asked if the Airport would be required to go through a Comprehensive Plan Amendment "if things were moved around on the property and if it is different than what is shown on Map 3F." The consultant responded that "for minor changes the Airport staff did not feel it would be necessary to make a big map change. However, if new development is proposed such as increasing 300 hotel rooms to 600, it would require a comprehensive plan amendment."

Another LPA member asked if staff reviewed the water and sewer needs that would result if the amendment were adopted. The consultant responded that the amendment includes an overall analysis as far as demands over the next 20 years. The LPA member then asked if the Gateway Sewer Plant had adequate capacity to accommodate this additional development. The consultant stated that there was adequate capacity available and that a letter from Lee County Utilities confirming this was included in the LPA's packet.

One LPA member asked what would become of the Airport DRI. The consultant responded that once the Airport Master Plan was adopted into the local comprehensive plan, the DRI would be extinguished.

DATE OF PUBLIC HEARING: November 24, 2003

B. LOCAL PLANNING AGENCY REVIEW

Planning staff provided a summary discussion concerning the proposed text amendments. One LPA member questioned whether the Lee Plan was the proper place for some of the process specific policies such as those contained in proposed Objective 108.4 and subsequent policies and if the Port Authority agrees with these specifics being included in the Lee Plan. The consultant responded that the Port Authority staff was in agreement with the proposed text amendment. Staff also added that the specifics were added as assurance to the State that this is the process that is being established in lieu of continuing with the DRI.

One member of the LPA asked if the last sentence in proposed Policy 1.2.1 is necessary to indicate that non-aviation land use development will meet the indigenous vegetation requirements set forth in the Lee County Land Development Code. Staff responded that this language was for clarity as to how those individual requests will be reviewed by County staff. Staff also stated that part of the reason for this language is that these proposed uses are new uses that have not been mitigated by the airport mitigation lands. In other words, the mitigation lands that Lee County has provided is for impacts associated with the development of the airport and not for these proposed non-aviation related uses. Staff also added that

the amount of land allocated to the non-aviation related uses exceeds the amount needed to accommodate the physical development of these uses, so the requirement should not be burdensome and that the Port Authority staff is in agreement with this language.

One LPA member expressed concern with the extent of the procedures built into the proposed policies and that it would be difficult to change these procedures over time if the need arose. This member questioned whether the mandatory inter-agency coordination as contained in proposed Objective 108.4 and subsequent Policies needs to be in the plan. Staff responded that it is important to note that through this process, the airport is being relieved of the DRI process, the proposed language provides an alternative process. The Port Authority consultant stated that the Port Authority staff were in agreement with this language and that the language was trying to anticipate comments that DCA might have.

C. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. **RECOMMENDATION:** The LPA recommends that the Board of County Commissioners transmit the proposed amendment to the Florida Department of Community Affairs.

2. **BASIS AND RECOMMENDED FINDINGS OF FACT:** The LPA accepted the findings of fact as advanced by staff.

D. VOTE:

NOEL ANDRESS	AYE
MATT BIXLER	AYE
SUSAN BROOKMAN	AYE
DAN DELISI	ABSENT
RONALD INGE	AYE
ROBERT PRITT	AYE
GORDON REIGELMAN	ABSENT

PART IV - BOARD OF COUNTY COMMISSIONERS
HEARING FOR TRANSMITTAL OF PROPOSED AMENDMENT

DATE OF TRANSMITTAL HEARING: December 16, 2003

A. BOARD REVIEW: The Board of County Commissioners provided no discussion concerning the proposed plan amendment.

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

1. **BOARD ACTION:** The Board of County Commissioners voted to transmit the proposed plan amendment.

2. **BASIS AND RECOMMENDED FINDINGS OF FACT:** The Board accepted the findings of fact as advanced by staff and the LPA.

C. VOTE:

JOHN ALBION	**AYE**
ANDREW COY	**AYE**
BOB JANES	**AYE**
RAY JUDAH	**AYE**
DOUG ST. CERNY	**AYE**

PART V - DEPARTMENT OF COMMUNITY AFFAIRS OBJECTIONS, RECOMMENDATIONS, AND COMMENTS (ORC) REPORT

DATE OF ORC REPORT: _____

A. DCA OBJECTIONS, RECOMMENDATIONS AND COMMENTS

B. STAFF RESPONSE

PART VI - BOARD OF COUNTY COMMISSIONERS
HEARING FOR ADOPTION OF PROPOSED AMENDMENT

DATE OF ADOPTION HEARING: _____

A. BOARD REVIEW:

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

1. BOARD ACTION:

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

C. VOTE:

	_____
JOHN ALBION	_____
ANDREW COY	_____
BOB JANES	_____
RAY JUDAH	_____
DOUG ST. CERNY	_____

Southwest Florida International Airport

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MAP 5

Southwest Florida International Airport Existing vs. Proposed Development 2005-2020				
Development	**Existing**	**2005**	**2010**	**2020**
Landside				
Midfield Terminal Complex	28 gates 761,193 S.F.	No improvements planned	Expand to 32-33 gates 771,193 S.F.	Expand to 43-47 gates 978,362 S.F.
Auto Access	Main entrance at intersection of Daniels and Chamberlin Parkway. Access also from Daniels via Treeline and Alico via Ben Hill Griffin Parkway.	Cargo Road improvements from Chamberlin Connector road for maintenance facilities	Rehab perimeter, service and fuel farm roads Expand entrance road to 6 lanes Construct I-75 access	Miscellaneous roadway improvements
Parking Passenger Hourly Daily Employee Taxi/Limo/Toll Booth Rental Cars	14,399 total existing spaces 11,461 spaces 2,519 spaces 8,942 spaces 1,288 spaces 150 spaces 1,500 spaces	No improvements planned	Construct 750 additional employee spaces	Ultimately 5,126 total hourly spaces Ultimately 9,342 total daily spaces Ultimately 200 total Taxi/Limo spaces Ultimately 3,000 total rental car spaces
Airside				
Existing Runway 6-24	12,000 ft. X 150 ft. runway	Rehabilitate 6-24, using taxiway as a temporary runway	No improvements planned	No improvements planned
Parallel Runway 6R-24L	No improvements planned	No improvements planned	Begin construction on 9,100ft. X 150ft. runway (5,385 ft. separation between runways)	No improvements planned
Taxiways	Taxiway A-parallel taxiway to Rnwy 6-24, 12,000 ft. long X 75 ft. wide; Taxilane B-apron taxilane that runs parallel to terminal for transitioning aircraft going from gates to Taxiway A for approximately 1,580 ft.	No improvements planned	Construct parallel taxiway north of Rnwy 6R-24L (9,100ft. X 75ft. wide) If NLA , then 100ft. wide. Hold bay & by-pass improvements to Rnwy 6R-24L parallel taxiway	Construct dual cross-field connector taxiway (Approx. 4,215 ft. long and 75ft. wide) If NLA, then 100ft. wide.
Terminal Apron	165,000 S.Y.	253,700 SY*	No improvements planned	No improvements planned
Air Cargo	Total of 24,500 S.F. cargo building 69,000 S.Y. apron area	Rehabilitate existing cargo ramp (69,000 S.F.) New freight forwarding facility 15,000 S.F. Expand cargo facilities to 41,189 S.F.	Expand building cargo facilities to 45,389 S.F.	Expand cargo building facilities to 58,314 S.F.
Belly Cargo	15,000 S.F.	No improvements planned	No improvements planned	No improvements planned
General Aviation	8,000 S.F. facility 26,180 S.F. hangar space 48,650 S.Y. apron area	Construct multi-use hangars (12,500 S.F.)	Infrastructure for second FBO Construct multi-use hangars (41,000 S.F.)	Construct multi-use hangars (75,500 S.F.) Expand GA apron to 49,700 S.Y.
Aircraft Maintenance General Aviation Large Aircraft	Approximately 13,000 S.F.	Construct one hangar to accommodate aircraft including the Boeing 747. Land to accommodate an additional three hangars should be set aside, should it be needed in the future.	26,000 S.F. (using existing facilities)	Expand to 36,000 S.F. necessary
Air Traffic Control Tower (ATCT)	Height 76.91 ft., 8,600 S.F.	-	Relocate to midfield-same S.F. as existing 8,600 ft. or more. New height must be greater than 80 ft.**	No improvements planned
Fuel Farm	Commercial (3)420,000 gallon tanks Jet A General Aviation (4) 15,000 gallon Jet A tanks (1) 12,000 gallon 100LL tank	Fuel to be pumped from existing fuel farm area by a hydrant fueling system to the new midfield area	No improvements planned	No improvements planned

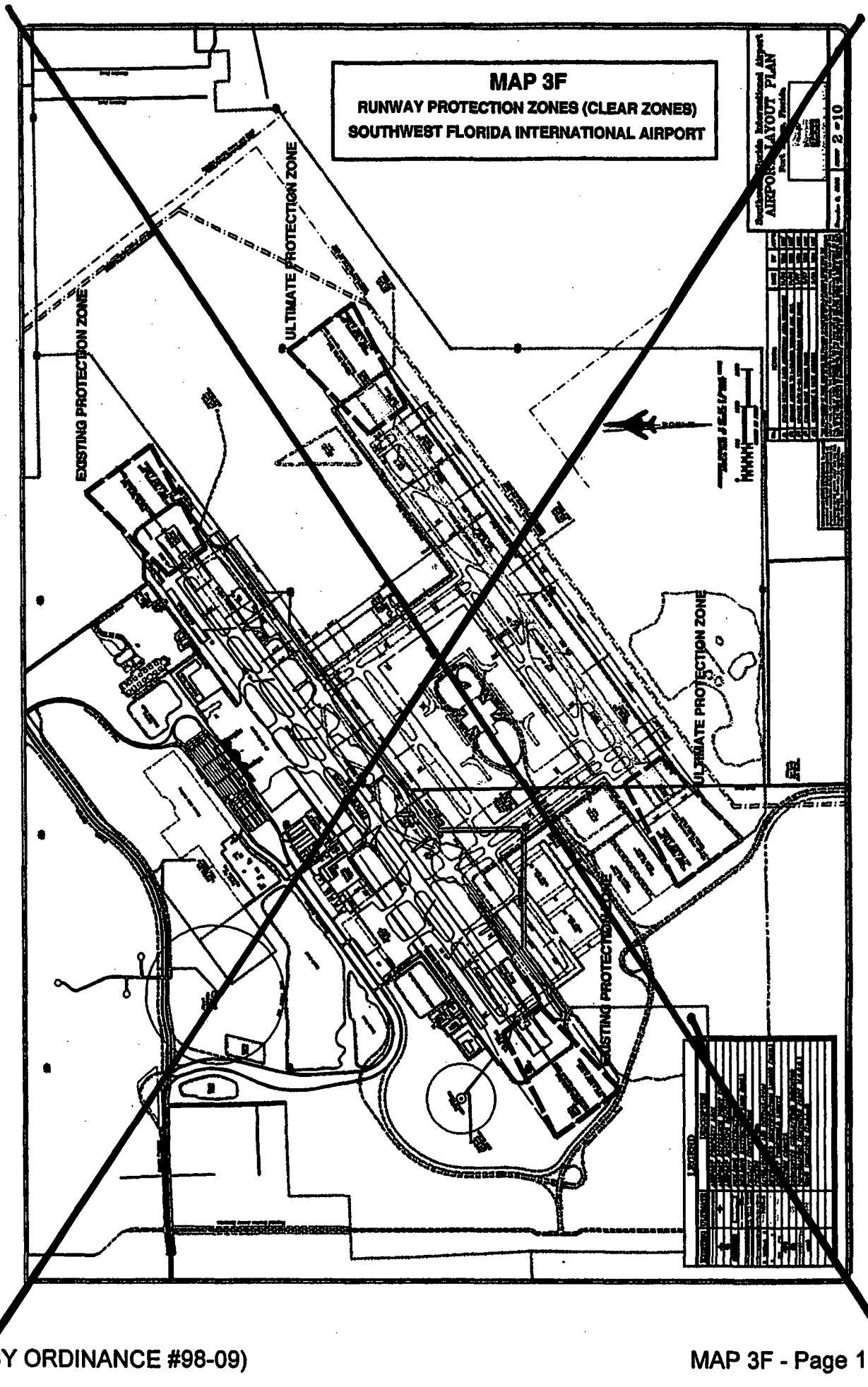
Southwest Florida International Airport

Draft
MAP 5

Table (Continued)
Southwest Florida International Airport
Existing vs. Proposed Development 2005-2020

Development	Existing	2005	2010	2020
Airside (Continued)				
Miscellaneous	No improvements planned		Relocate high voltage power lines Upgrade airfield emergency generator Helipad (11,000 S.F.) Develop multi-modal center	
Non-Aviation Related Land Uses Hotel[3] Light Manufacturing/Assembly Gas Station/Convenience Store Warehouse/Distribution Office[3]		- Construct 25,000 S.F. Construct 3,500 S.F. w/ 12 pumps Construct 25,000 S.F. Construct 75,000 S.F.	Construct 300 Rooms Additional 25,000 S.F. Additional 25,000 S.F. Additional 75,000 S.F.	- -Additional 50,000 S.F. - Additional 50,000 S.F. Additional 75,000 S.F.

1. This table is for general phasing and major development items only. More specific detail is available in the annual Capital Improvement Plan (CIP) prepared by the Lee County Port Authority for the Southwest Florida International Airport.
2. All non-aviation related development will meet local land development code requirements such as open space requirements listed in LDC Sec. 10-415 and Wetland Impacts requirements listed in LDC Sec. 14-293. All development will be required to undergo local site and zoning review prior to local development order issuance.
3. This Development includes 10% retail



(ADDED BY ORDINANCE #98-09)

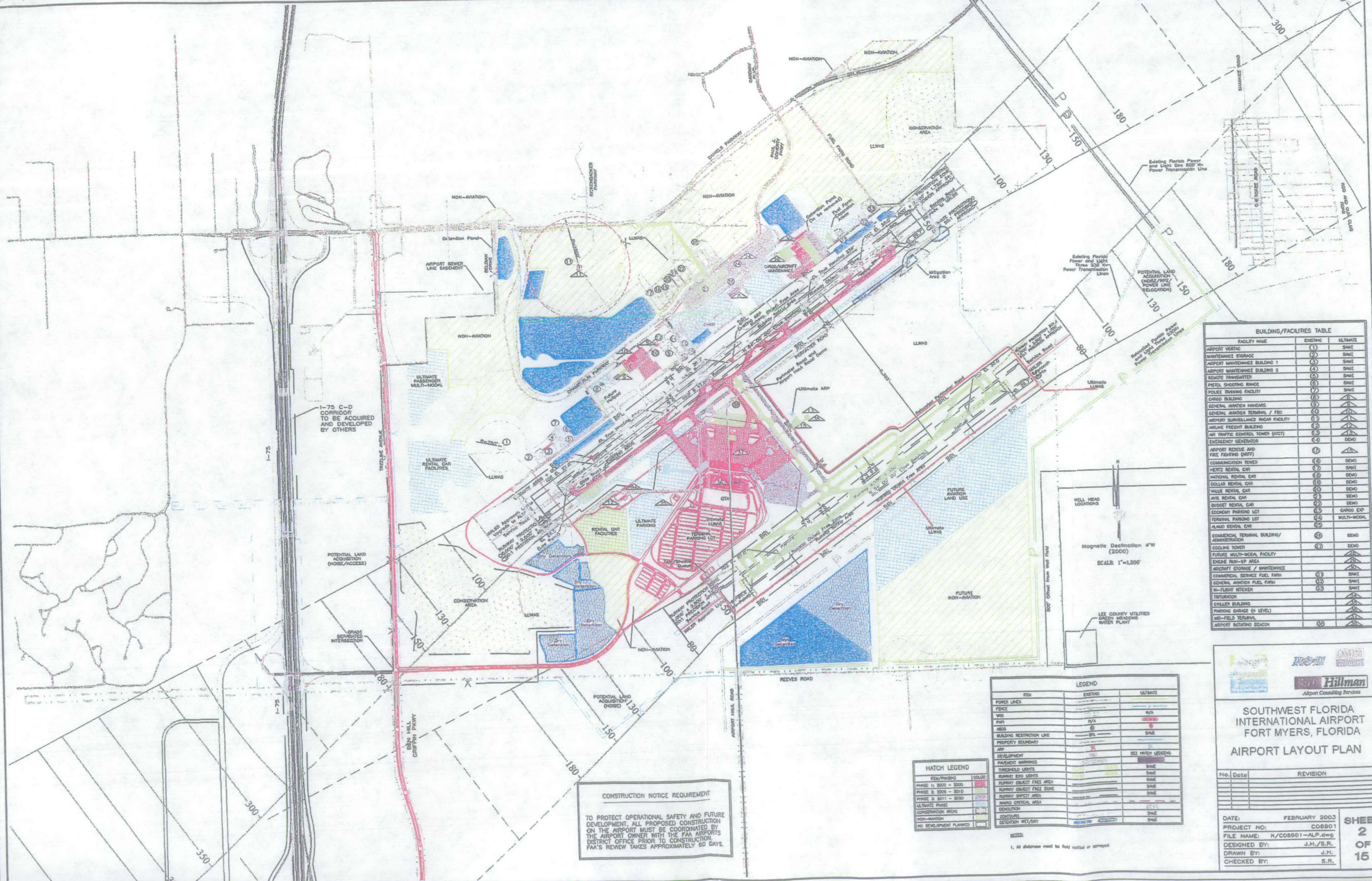
Table 1(b)
Planning Community Year 2020 Allocations

	Future Land Use Category	Lee County Totals	Alva	Boca Grande	Bonita Springs	Fort Myers Shores	Burnt Store	Cape Coral	Captiva	Fort Myers	Fort Myers Beach	Gateway/ Airport	Daniels Parkway
Residential By Future Land Use Category	Intensive Development	1,493				89		27		297			
	Central Urban	9,558				208				545			
	Urban Community	13,077	519	437		633							
	Suburban	15,448				1,803				206			
	Outlying Suburban	4,931					20	2	435				1,352
	Industrial	96								48		18	
	Public Facilities	2		1					1				
	University Community	860											
	Industrial Interchange												
	General Interchange	53											2
	General Commercial Interchange	7				7							
	Industrial Commercial Interchange												
	University Village Interchange												
	Mixed Use Interchange												
	New Community	1,644								360		1,284	
	~~Airport Commerce~~ Tradeport	9										9	
	Airport												
	Rural	8,977	1,419			783	633			184		111	1,255
	Rural Community Preserve	3,046											
	Outer Island	215	5						172				
	Open Lands	2,091	175				588						47
	Density Reduction/ Groundwater Resource	5,544	40									94	
	Wetlands												
Unincorporated County Total Residential		67,051	2,158	438		3,523	1,241	29	608	1,640		1,516	2,656
Commercial		9,460	46	56		257	26	17	112	153		824	398
Industrial		6,311	26	14		391	5	26		733		3,096	10
Public		58,676	3,587	537		1,724	1,193	6	1,981	750		6,136	1,854
Active AG		34,145	6,098			620				279		569	254
Passive AG		65,522	14,633			4,483	6,987	10		631		3,580	575
Conservation		79,488	2,236	296		1,125	3,672		1,347	1,006		3,482	1,918
Vacant		44,720	1,525	2		33	1,569	25	5	495		792	578
Total		365,373	30,309	1,343		12,156	14,693	113	4,053	5,687		19,995	8,243

Table 1(b)
Planning Community Year 2020 Allocations

Future Land Use Category		Iona/ McGregor	San Carlos	Sanibel	South Fort Myers	Pine Island	Lehigh Acres	Southeast Lee County	North Fort Myers	Buckingham	Estero	Bayshore
Residential By Future Land Use Category	Intensive Development				704	5			371			
	Central Urban	462	15		2,778		3,052		2,498			
	Urban Community	697	930		920	526	8,037			51	327	
	Suburban	2,471	2,250		1,217	636			5,293		1,572	
	Outlying Suburban	396				466			610	49	837	764
	Industrial	7	13		10							
	Public Facilities											
	University Community		860									
	Industrial Interchange											
	General Interchange											
	General Commercial Interchange							15	9		15	12
	Industrial Commercial Interchange											
	University Village Interchange											
	Mixed Use Interchange											
	New Community											
	~~Airport-Commerce~~ Tradeport											
	Airport											
	Rural		160			1,129	10	702	383	57	900	1,251
	Rural Community Preserve									3,046		
	Outer Island	1				37						
	Open Lands								45			1,236
	Density Reduction/ Groundwater Resource							3,573				1,837
	Wetlands											
Unincorporated County Total Residential		4,034	4,228		5,629	2,799	11,099	4,290	9,209	3,203	3,651	5,100
Commercial		782	1,613		1,849	165	452	31	1,158	18	1,399	104
Industrial		298	350		723	64	216	55	209	5	87	3
Public		2,970	1,085		3,394	1,722	13,738	7,700	2,015	2,114	4,708	1,462
Active AG						2,313		21,066	381	411	833	1,321
Passive AG			90			960		21,110	4,113	3,867	90	4,393
Conservation		8,879	3,283		128	13,703	1,455	30,882	1,293	359	3,626	798
Vacant		1,912	11		690	4,577	19,561	321	4,242	1,278	5,794	1,310
Total		18,875	10,660		12,413	26,303	46,521	85,455	22,620	11,255	20,188	14,491

PROPOSED MAP 3F


NON-AVIATION
DANIELS PARKWAY
PAUL & DOROTHY PARK
FUEL FARM ROAD
CONSERVATION AREA
LLWAS
Detention Pond (To be removed)
Fuel Farm Access Area
Existing Runway 6-24 Protection Zone
Runway 24 Approach
Runway 6 Approach
Future Runway 6 Approach
Future Runway 24 Approach
Future Runway 6 Approach Visibility Minimums
Future Runway 24 Approach Visibility Minimums

AIRPORT MITIGATION LANDS OVERLAY

(Proposed Lee Plan Map 3M)

R 20 E | R 21 E | R 22 E | R 23 E | R 24 E | R 25 E | R 26 E | R 27 E

CHARLOTTE COUNTY

T 43 S

T 44 S

T 45 S

T 46 S

T 47 S

T 48 S

HENDRY COUNTY

COLLIER COUNTY

Charlotte Harbor

Boca Grande Pass

Captiva Pass

Pine Island Sound

San Carlos Bay

Gulf of Mexico

Estero Bay

Caloosahatchee River

MAIN ST

PINE ISLAND RD

PINE ISLAND RD NW

STRINGFELLOW RD

BURNT STORE RD

WILLMINGTON PKWY

DIPLOMAT PKWY E

TROPICANA PKWY E

HANCOCK BRIDGE PKWY

SE 8TH ST

VISCAYA PKWY

TRAFALGAR PKWY

GLEASON PKWY

CAPE CORAL PKWY W

EL DORADO PKWY W

DEL PRADO BLVD N

DEL PRADO BLVD S

SANTA BARBARA BLVD

CHIQUITA BLVD N

CHIQUITA BLVD S

EL DORADO BLVD N

MELLOW DR

LAUREL DR

LITTLETON RD

RONDELLA RD

ORANGE GROVE BLVD

CLEVELAND AVE

SR 31

NALLE GRADE RD

NALLE RD

BAKER RD

DART RD

RAYMOND RD

PALM BEACH BLVD

SR 80

N RIVER RD

SR 78

ORANGE RIVER BLVD

BUCKINGHAM RD

CRANBERRY BLVD W

CRANBERRY BLVD

CRANBERRY BLVD S

CRANBERRY BLVD N

TICE ST

BRAMHA RD

SUNSHINE BLVD N

13TH ST W

DR M L KING JR BLVD

EDISON AV

HANSON ST

COLONIAL BLVD

WINKLER AV

WINKLER RD

LEONARD BLVD

DANIELS PKWY

METRO PKWY

PLANTATION RD

CRYSTAL DR

BRANTLEY RD

COLLEGE PKWY

CYPRESS LAKE DR

SIX MILE CYPRESS

GLADIOLUS DR

BRIARCLIFF RD

JONA RD

ALICO RD

DAVIS BLVD

DAVIS RD

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Map Generated November 2003
Adopted by Ordinance NO ____

LEE COUNTY
SOUTHWEST FLORIDA
DIVISION OF PLANNING

Airport Mitigation Lands Overlay

CPA2003-00002

NEWS-PRESS

Published every morning – Daily and Sunday

Fort Myers, Florida

Affidavit of Publication

STATE OF FLORIDA
COUNTY OF LEE

Before the undersigned authority, personally appeared **Kathy Allebach** who on oath says that he/she is the **Asst. Legal Clerk** of the News-Press, a daily newspaper, published at Fort Myers, in Lee County, Florida; that the attached copy of advertisement, being a **Display** in the matter of **Meeting Notice** In the court was published in said newspaper in the issues of **January 16, 2004**

Affiant further says that the said News-Press is a paper of general circulation daily in Lee, Charlotte, Collier, Glades and Hendry Counties and published at Fort Myers, in said Lee County, Florida and that said newspaper has heretofore been continuously published in said Lee County; Florida, each day, and has been entered as a second class mail matter at the post office in Fort Myers in said Lee County, Florida, for a period of one year next preceding the first publication of the attached copy of the advertisement; and affiant further says that he/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.

Kathy Allebach

Sworn to and subscribed before me this

16th day of January 2004 by

Kathy Allebach
personally known to me or who has produced

_____

as identification, and who did or did not take an oath.

Notary Public Brenda Leighton

Print Name _____

My commission Expires:

Brenda Leighton
MY COMMISSION # DD169005 EXPIRES
February 14, 2007
BONDED THRU TROY FAIN INSURANCE, INC

LEE COUNTY
SOUTHWEST FLORIDA

MEETING NOTICE
LOCAL PLANNING AGENCY
PUBLIC HEARING

Notice is hereby given that the Lee County Local Planning Agency (LPA) will meet on Monday, January 26, 2004. The meeting will be held in the Board of County Commission Chambers at 2120 Main Street in downtown Fort Myers. The meeting will commence at 8:30 a.m.

AGENDA

1. **Call to Order; Certification of Affidavit of Publication**
2. **Pledge of Allegiance**
3. **Public Forum**
4. **Approval of Minutes from November 24, 2003**
5. **Plan Amendment Review:**
   - **A. Small Scale Amendment**
     CPA2003-05 - LeeCorp Homes, Inc. - Amend the Future Land Use Map series for a specified ± 0.59 acre parcel of land located in Section 28, Township 46 South, Range 25 East to change the classification shown on Map 1, the Future Land Use Map, from "Public Facilities" to "Suburban."
   - **B. DRI Related Amendment**
     CPA2003-04 - North Point Lake - Amend the Future Land Use Map series for an approximate ± 102 acre portion of land located in Section 33, Township 46 South, Range 25 East, to change the classification shown on Map 1, the Future Land Use Map, from "Suburban" to "Urban Community."
6. **Update on Lee County's Evaluation and Appraisal Report process**
7. **Election of Officers**
8. **Other Business**
9. **Adjournment**

This meeting is open to the public and all interested parties are encouraged to attend. Interested parties may appear and be heard with respect to all proposed actions. Pursuant to Florida Statutes Section 163.3184(8)(b), persons participating in the Comprehensive Plan Amendment process, who provide their name and address on the record, will receive a courtesy informational statement from the Department of Community Affairs prior to the publication of the Notice of Intent to find a plan amendment in compliance.

If a person decides to appeal any decision made by the board, agency or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Further information may be obtained by contacting the Lee County Division of Planning at 479-8585.

In accordance with the Americans with Disabilities Act, reasonable accommodations will be made upon request. If you are in need of a reasonable accommodation, please contact Janet Miller at 479-8583. PO# 900565

RECEIVED
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PLANNING DIVISION
M E M O R A N D U M

LEE COUNTY
SOUTHWEST FLORIDA

To: Board of County Commissioners

From: Paul O'Connor, AICP, Director, Division of Planning

Subject: 2003 Special Lee Plan Amendments Transmittal Hearing

Date: December 3, 2003

Attached are the Agenda, Staff Reports, and Supporting Data for the 2003 Special Lee Plan Amendments Transmittal Hearing. The hearing will be held on December 16, 2003 in the chambers starting at 10:30 a.m., or as soon thereafter as may be heard.

This 2003 Special Amendment cycle includes two amendments to the Lee Plan. The first item on the agenda is CPA 2003-02. In accordance with the Memorandum of Understanding between Lee County and the Port Authority, this amendment incorporates the Airport Master Plan into the Lee Plan. The second item is CPA 2003-07. This amendment incorporates a ten year Water Supply Facilities Work Plan into the Lee Plan as required by s. 163.3177 (6)(c), F.S. Both Planning Staff and the Local Planning Agency recommend that these items be transmitted to the Department of Community Affairs for their review and comment.

If you have any questions regarding any of these amendments, please feel free to call me directly at 479-8309.

cc: *Mary Gibbs, AICP, Director of Community Development*
Tim Jones, Assistant County Attorney

2003 SPECIAL LEE PLAN AMENDMENTS
TRANSMITTAL PUBLIC HEARING

COMMISSION CHAMBERS, 2120 MAIN STREET
DECEMBER 16, 2003
10:30 A.M.

AGENDA

1. CALL TO ORDER; CERTIFICATION OF AFFIDAVIT OF PUBLICATION

2. CONSIDERATION OF PROPOSED AMENDMENTS TO THE LEE PLAN

   A. **CPA2003-02 – Amend several elements of the Lee Plan including: Vision Statement, Future Land Use Element, Transportation Element, Intergovernmental Coordination Element, and Glossary, to incorporate the Airport Master Plan Update. Amend the Lee Plan to replace all references to the "Airport Commerce" Future Land Use Category with the "Tradeport" Future Land Use Category.**

   Amend the Transportation Map Series (Map 3) to replace Map 3F with the updated "Southwest Florida International Airport Layout Plan"; Amend the Transportation Map Series to include a new map (3M), entitled "Airport Mitigation Lands Overlay," depicting lands owned by Lee County acquired for the purpose of mitigating environmental impacts attributable to development of the Southwest Florida International Airport.

   Amend Table 1(b), Planning Community Year 2020 Allocations, to replace references to "Airport Commerce" with "Tradeport"; Adopt proposed Table 5 entitled "Southwest Florida International Airport Proposed Development Schedule", which was adopted through the ongoing update to the Airport Master Plan.

   B. **CPA2003-07 – Amend several elements of the Lee Plan including: Community Facilities and Services, Potable Water Sub-element, Conservation and Coastal Management, and Inter-governmental Coordination to coordinate the Comprehensive Plan with the South Florida Water Management District Water Supply Plan, and to include a ten-year Water Supply Facilities' Work Plan as required by Florida Statutes, Section 163.3177(6)(c).**

   Adopt proposed Table 6, entitled "Water Supply Development Plan."

3. ADJOURN

These meetings are open to the public and all interested parties are encouraged to attend. Interested parties may appear and be heard with respect to all proposed actions. Pursuant to Florida Statutes Section 163.3184(7), persons participating in the Comprehensive Plan Amendment process, who provide their name and address on the record, will receive a courtesy informational statement from the Department of Community Affairs prior to the publication of the Notice of Intent to find a plan amendment in compliance.

If a person decides to appeal any decision made by the board, agency or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. Further information may be obtained by contacting the Lee County Division of Planning at 479-8585.

In accordance with the Americans with Disabilities Act, reasonable accommodations will be made upon request. If you are in need of a reasonable accommodation, please contact Janet Miller at 479-8585 Extension 5910.

CPA 2003-02
SOUTHWEST FLORIDA INTERNATIONAL AIRPORT
PORT BOARD SPONSORED AMENDMENT
TO THE

LEE COUNTY COMPREHENSIVE PLAN

THE LEE PLAN

Lee County Port Authority Sponsored Application and Staff Analysis

BoCC Public Hearing Document
for the
December 16th, 2003 Public Hearing

Lee County Planning Division
1500 Monroe Street
P.O. Box 398
Fort Myers, FL 33902-0398
(239) 479-8585

November 24, 2003

LEE COUNTY
DIVISION OF PLANNING
STAFF REPORT FOR
COMPREHENSIVE PLAN AMENDMENT
CPA 2003-02

✓ **Text Amendment** ✓ **Map Amendment**

✓	This Document Contains the Following Reviews:
✓	**Staff Review**
	Local Planning Agency Review and Recommendation
	Board of County Commissioners Hearing for Transmittal
	Staff Response to the DCA Objections, Recommendations, and Comments (ORC) Report
	Board of County Commissioners Hearing for Adoption

STAFF REPORT PREPARATION DATE: November 19, 2003

PART I - BACKGROUND AND STAFF RECOMMENDATION

A. SUMMARY OF APPLICATION

1. APPLICANT:

The Lee County Port Authority, represented by Jeffrey W. Breeden, Reynolds, Smith, & Hills, Inc.

2. REQUEST:

Amend the various elements of the Lee Plan including: the Vision Statement; Future Land Use Element; Transportation Element; Intergovernmental Coordination Element; and, Glossary to incorporate the "Southwest Florida International Airport Layout Plan" proposed Map 3F and the "Southwest Florida International Airport Proposed Development Schedule" proposed Table 5 as adopted through the Airport Master Plan process. Incorporate proposed Map 3M, "the Airport Mitigation Lands Overlay" depicting lands owned by Lee County that were acquired for the purpose of mitigating environmental impacts attributable to development of the Southwest Florida International Airport. In addition, amend the Lee Plan to rename references to the "Airport Commerce" Future Land Use Category to the "Tradeport" Future Land Use Category.

B. STAFF RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. **RECOMMENDATION:** Planning staff recommends that the Board of County Commissioners transmit the proposed amendment to the Lee Plan. This recommendation includes incorporating 2 new maps, Maps 3F and 3M, into the Transportation Map series. The recommended text changes are included in Section C. below. Also, amend the Table 1(b) references to Airport Commerce to Tradeport.

2. **BASIS AND RECOMMENDED FINDINGS OF FACT:**

- The proposed plan amendment is being undertaken for the specific purpose of incorporating the results of the ongoing Airport Master Plan Update process.

- The proposed amendment does not affect the Airport boundaries as contained on the Lee Plan's Future Land Use Map.

- FS 163.3177(6)(j) and (k) allow local jurisdictions, like Lee County, to incorporate an airport master plan for a licensed publicly owned and operated airport into the local comprehensive plan. This section also a provides that any subsequent amendments to the airport master plan can also be incorporated into the local comprehensive plan.

- The Southwest Florida International Airport (SWFIA) is licensed by the Florida Department of Transportation as a publicly owned and operated airport per FS 333.06.

- FS 163.3177(6)(k) provides that development or expansion of an airport consistent with the adopted airport master plan as incorporated into the local comprehensive plan "shall not be a development of regional impact."

- The proposed amendment provides sound planning coordination between Lee County staff and the Port Authority staff.

- The Southwest Florida International Airport is one of the main economic engines in the community.

- The size, complexity and volume of projects planned and constructed at Southwest Florida International Airport, in addition to new statutory requirements relating to airport master plans and comprehensive plan elements, makes it prudent and appropriate to establish a system of coordinated review between the Airport and various County departments. The proposed revisions to the Intergovernmental Coordination Element adequately address this need for increased coordination.

- The plan amendment does not cause a need to modify any of the FSUTMS model data. The request does not require any transportation network modifications due to traffic. The request does reflect the desire to increase access to the airport by providing access to I-75.

- A compact and contiguous development pattern will be maintained through this amendment. The proposed amendment will not promote urban sprawl, as the subject property is located adjacent to a significant amount of existing and approved urban development. An examination of the surrounding land uses shows that the area surrounding the subject property is rapidly urbanizing, with the exception of the lands to the east.

- The proposed amendment does not accommodate additional residential development on the Lee Plan's Future Land Use Map. The proposed amendment will not affect Lee County population projections. Continued expansion of the facility is the result of increased growth in the southwest Florida region.

- A review of the Florida Site File indicates that no significant archaeological or historical sites are recorded for or likely to be present within the project area.

- The proposed amendment will have no affect on the School Board's plans to accommodate growth in the County.

- The proposed amendment will have minimal impacts on parks, recreation and open space.

- Lee County EMS currently provides emergency medical services to the Southwest Florida International Airport. Any increased demand for EMS from airport expansions will be addressed by budget plans for new ambulances and personnel.

- The Lee County Solid Waste Disposal System will have sufficient capacity to manage and dispose of the (Class I Municipal Solid Waste) materials anticipated to be generated by the expanded Southwest Florida International Airport.

- The Lee County Utilities system has adequate existing or planned capacity to provide an adequate level of service to accommodate the expanded airport.

C. RECOMMENDED LEE PLAN TEXT AMENDMENT

The following changes to the adopted text of the Lee Plan are proposed to incorporate the "Southwest Florida International Airport Layout Plan" (Map 3F) and the "Southwest Florida International Airport Proposed Development Schedule" (Table 5) as adopted through the ongoing Airport Master Plan process. In addition, this amendment incorporates a new "Airport Mitigation Lands Overlay" (Map 3M) and renames the "Airport Commerce" Future Land Use Category as the "Tradeport" Future Land Use Category. The specific proposed language changes are included below:

VISION STATEMENT:

10. Gateway/Airport - This Community is located South of SR 82, generally east of I-75, and north of Alico Road including those portions of the Gateway development ~~which~~ that either have not been or are not anticipated to be annexed into the City of Fort Myers, the Southwest Florida International Airport and the properties ~~it is expected~~ the airport expects to ~~will~~ use for its

expansion, the lands designated as ~~Airport-Commerce~~ Tradeport, and the land designated as Industrial Development west of I-75 north of Alico Road. In addition to these two land use designations, properties in this community are designated New Community (the Gateway development), Airport, Density Reduction/Groundwater Resource (primarily the anticipated airport expansion areas), Rural, and General Interchange. The road network in this community is planned to change dramatically over time creating access to and from this community to the north, south, and east without relying on I-75.

There are three distinct areas within this community. The Gateway portion of this community is the area where residential uses will occur. Gateway will be a thriving, nearly built-out, mixed-use community in 2020. The population of this community is anticipated to grow from 1,500 permanent residents in 1996 to approximately 8,000 in 2020 and is expected to have fewer than 1,000 units remaining to be built in the year 2020. The Gateway/Airport community will continue ~~remain~~ to have an average seasonal resident influx for the Lee County area with an expected 2020 functional population of 10,000.

The second area in this community is the Southwest Florida International Airport. The airport will be greatly expanded by 2020. The expanded airport will have a second parallel runway and a new terminal building ~~which~~ that will more than double the existing capacity of the airport. Development will be guided by the Airport Layout Plan (as established through the airport master plan process) consistent with the Southwest Florida International Airport Proposed Development Schedule (Table 5) and all other Lee Plan provisions.

The airport expansion and the completion of Florida Gulf Coast University are expected to energize the remaining area in this community, including the commercial and industrial components ~~of this community~~. This portion of the community is to the south and west of Gateway and the airport and extends west of I-75 along Alico Road. While this segment of the community is not expected to build out during the timeframe of this plan, the area will be much more urbanized with hi-tech/clean industry businesses.

FUTURE LAND USE ELEMENT:

OBJECTIVE 1.2: SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AREA. Designate on the Future Land Use Map adequate land in appropriate locations to accommodate the projected growth needs of the Southwest Florida International Airport and the business and industrial areas related to it, as well as research and development activities and other non-aviation related development that is not necessarily related to the airport, through the year 2020. The Lee County Port Authority desires to establish non-aviation related uses to provide a supplementary revenue source as well as providing an opportunity for businesses that desire a location on airport property. Designate on the Airport Layout Plan suitable areas to accommodate these desired uses and provide general policy guidance as to how these uses will be developed. These categories are also considered Future Urban Areas.

POLICY 1.2.1: Airport lands include the Southwest Florida International Airport's existing facility and projected growth areas through the year 2020. These areas will include airport and airport-related development as well as non-aviation land uses as proposed in the approved 2003 Airport Master Plan update and as depicted on the Airport Layout Plan sheet (Map 3F) and the

Southwest Florida International Airport Proposed Development Schedule (Table 5). This mix of uses is intended to support the continued development of the Southwest Florida International Airport. Future development at the Southwest Florida International Airport will also include non-aviation related land uses such as hotels/motels, light industrial, service stations, ancillary retail/shopping, and office development. Any future airport expansion or development of aviation-related and non-aviation uses will ~~also include extensive environmental buffer areas for the protection of groundwater resources and wildlife habitat~~ offset environmental impacts through the Airport Mitigation Lands Overlay (Map 3M) or other appropriate mitigation acceptable to the permitting agencies and to Lee County. The physical design of the airport expansion will minimize any degradation of the recharge capability of land ~~in the expansion area~~ being developed. ~~Any~~ Aairport expansion beyond the present boundaries will be subject to ~~appropriate modifications to the DRI development order and~~ necessary amendments to the Lee Plan.

All development on Airport lands must be consistent with Map 3F and Table 5. Map 3F depicts the planned expansion of the Southwest Florida International Airport through 2020. If the airport master planning process precipitates a substantive change to the Airport Layout Plan (Map 3F), then the Port Authority must amend Map 3F prior to obtaining local development approval.

The non-aviation related development areas have been depicted on the approved Airport Layout Plan sheet (Map 3F). These uses will be constructed upon Airport lands with long term leases. All development within the non-aviation land use areas will be subject to mitigation requirements for wetland impacts. Mitigation of wetland impacts will be in accordance with the U.S. Army Corps of Engineers and South Florida Water Management District requirements. To the greatest extent reasonably possible, development of non-aviation land use areas must avoid wetland impacts. All non-aviation land use development will meet the indigenous vegetation requirements set forth in the Lee County Land Development Code.

POLICY 1.2.2: The ~~Airport Commerce~~ Tradeport areas are commercial and industrial lands adjacent to the airport needed to accommodate projected growth through the year 2020. These areas will include developments consisting of light manufacturing or assembly, warehousing, and distribution facilities; offices; research and development activities; ground transportation and airport-related terminals or transfer facilities; and hotels/motels, meeting facilities; and retail uses ~~are permitted~~ within hotels/motels. Ancillary retail commercial uses, intended to support the surrounding business and industrial land uses, are allowed if they are part of a Planned Development of 10 or more acres in size and are limited to 1,000 square feet per acre of ~~Airport Commerce~~ Tradeport land within the Planned Development. Residential uses, other than bona fide caretaker residences, are not permitted in this category except to the extent provided in Chapter XIII of the Plan. Caretaker residences are not permitted in the Airport Noise Zone 3. Because this area is located within the Six Mile Cypress Basin and is also a primary point of entry into Lee County, special environmental and design review guidelines will be applied to its development to maintain the appearance of this area as a primary point of entry into Lee County. Property in Section 1 and the east ½ of Section 2, Township 46 South, Range 25 East, and in Section 6, Township 46 South, Range 26 East, must be rezoned to a planned development zoning category prior to any development other than the construction of essential public services. During the rezoning process, the best environmental management practices identified on pages 43 and 44 of

the July 28, 1993 Henigar & Ray study entitled, "Groundwater Resource Protection Study" will be rebuttably presumed to be necessary to protect potential groundwater resources in the area.

POLICY 1.2.4: The Airport AOPD zoning resolution must be amended before any non-aviation related uses can be developed at the Southwest Florida International Airport. The intensity of the proposed aviation and non-aviation land uses must be consistent with Lee Plan Table 5.

POLICY 1.2.5: Map 3F, as currently incorporated into the Lee Plan includes transportation improvements that exceed those shown on the balance of the Transportation Map Series maps. The direct access improvements to I-75 depicted on Map 3F, which are being pursued by the Port Authority to benefit the midfield terminal, include an interchange at I-75 and grade separation at Treeline Avenue/Ben Hill Griffin Parkway. These future improvements are the Port Authority's desired access to the airport. The Port Authority will be responsible for achieving consistency between Map 3F and the balance of the Transportation Map Series concerning access to I-75. The Port Authority will serve as the lead agency for achieving direct access to I-75.

POLICY 1.7.11: The Airport Mitigation Lands Overlay (Map 3M) depicts lands owned by Lee County that were acquired for the purpose of mitigating environmental impacts attributable to development of the Southwest Florida International Airport. Activities performed in these areas must be in accordance with state and federal permitting agency requirements. This Overlay is intended soley as an informational tool designed to identify the location of the lands and the purpose for which the land was acquired. The Overlay does not restrict the use of the land in and of itself. Use of these lands will be determined by permit requirements. In all cases, the use of this land will be consistent with the underlying Future Land Use category.

POLICY 2.4.4: Lee Plan amendment applications to expand the Lee Plan's employment centers, which include light industrial, commercial retail and office land uses, will be evaluated by the Board of County Commissioners in light of the locations and cumulative totals already designated for such uses, including the 1994 addition of 1400 acres to the ~~Airport Commerce~~ Tradeport category just south of the Southwest Florida International Airport.

POLICY 7.1.6: Land that is located outside of the Industrial Development, ~~Airport Commerce~~ Tradeport, and Industrial Interchange areas but within the designated Future Urban Areas may be developed for light industrial purposes so long as adequate services and facilities are available, the use will not adversely impact surrounding land uses, and natural resources are protected, if one of the following conditions is met:

a. The parcel is located in the Intensive Development, Central Urban, or Urban Community land use categories, was zoned IL or IG prior to the adoption of the 1984 Lee Plan, and does not exceed 50 acres in size (unless it is adjacent to other existing or designated industrial lands); or

b. The parcel is located in the Intensive Development, Central Urban, Urban Community, General Interchange, Industrial Commercial Interchange, Mixed Use Interchange, or University Village Interchange land use categories, and is zoned as a Planned Development.

TRANSPORTATION ELEMENT:

OBJECTIVE 32.1: ECONOMIC GROWTH. The capacity and long term development of the Southwest Florida International Airport will be expanded in compliance with ~~the adopted Airport Master Plan~~ Map 3F and Table 5 to aid in the diversification of the county's economic growth. Specific Pproject implementation and approval of the proposed development will be coordinated through the annual Capital Improvement Program process and be consistent with the Airport Layout Plan (Map 3F). These expansions will be funded through user fees, airline contributions, and other funding sources not involving general county tax dollars. The Port Authority will strive to minimize impacts to surrounding land uses while maintaining a safe and efficient facility for airport operations.

POLICY 32.1.1: The Port Authority will coordinate the implementation of scheduled infrastructure and facility improvements for the Southwest Florida International Airport; consistent with the approved Airport Layout Plan sheet (Map 3F) and the Southwest Florida International Airport Proposed Development Schedule (Table 5) ~~Airport Master Plan. The first phase priority will be the implementation of the new midfield terminal and its supporting infrastructure.~~

POLICY 32.1.3: The Port Authority will continue to expand ~~such~~ existing and proposed aviation facilities such as the ~~as its~~ terminal building, airport aprons, cargo facilities, roadways and parking in order to meet the forecasted demand.

POLICY 32.1.5: The Port Authority will capitalize on its Port of Entry and Foreign Trade Zone status to encourage economic diversification. ~~, and~~ This will be accomplished by actively: (1) seeking to increase international commerce movement; ~~and tourist related functions by~~ (2) implementing an international marketing program designed to increase tourist activity; ~~and by~~ (3) continuing planning efforts to ~~increase~~ ensure availability of adequate airport facilities ~~so that these facilities can adequately~~ to accommodate increases in international air traffic; and, (4) pursing development ~~create a climate~~ of international corporate ~~development~~ activity.

POLICY 32.2.1: The Port Authority will coordinate efforts with aviation and other transportation interests at the Southwest Florida International Airport to ~~provide~~ establish multi-modal transfer facilities ~~as well as other economically beneficial uses~~.

POLICY 32.2.3: Future updates of the Page Field and Southwest Florida International Airport Master Plans will monitor and incorporate development of non-aviation ~~commercial~~ uses at the airports and suggest aviation-related ~~and industrial~~ uses as appropriate.

POLICY 32.2.5: The County will utilize the approved Airport Master Plan and FAR Part 150 Study, including updates, as a basis to amend the comprehensive land use plan and the land development code to prohibit development that is incompatible with the Southwest Florida International Airport; and to ensure future economic enhancement consistent with Objective 31.2. Future updates of the Southwest Florida International Airport Master Plan that precipitate substantive changes to the Airport Layout Plan (Map 3F) will require a Lee Plan Amendment prior to local permitting approval. In accordance with FAA requirements, the Southwest Florida

International Airport Master Plan and corresponding Airport Layout Plan (Map 3F) will be comprehensively updated at least once every 5 to 8 years.

POLICY 32.3.4: The proposed development schedule for the Southwest Florida International Airport through the year 2020 is depicted in Table 5 of the Lee Plan. This Table includes both aviation and non-aviation related development. If the FAA/FDOT mandate navigational improvements (NAVAIDS) or require improvements related to Airport security or safety at Southwest Florida International Airport, then the Port Authority may pursue installation of the improvement even though the improvement is not specifically identified on Table 5. However, the Port Authority must obtain all appropriate approvals and permits prior to installation, including approval from Lee County. If these improvements precipitate a substantive change to either Table 5 or Map 3F, then the Port Authority must pursue a Lee Plan amendment incorporating the changes in the next available amendment cycle.

POLICY 32.4.1: The County and Port Authority will coordinate aviation facility expansion and demand, consistent with the Airport Layout Plan, through the County's annual Capital Improvement Program ~~and through the adoption~~ in conjunction with regular briefings by Port Authority staff to County staff ~~and update of the Airport Master Plan~~.

POLICY 32.4.4: The County and Port Authority recognize the significance and value of the Southwest Florida International Airport. The Lee County Port Authority will aggressively pursue Federal and State funding for access roadway improvements as identified on the Airport Layout Plan.

POLICY 32.5.7: The County will protect ~~its~~ existing and proposed aviation facilities from the encroachment of incompatible land uses by updating ~~of~~ the Future Land Use Map as needed ~~to reflect the preferred Port Authority expansion alternative layout (including necessary environmental mitigation acreage)~~ to achieve consistency with revisions to the respective FAR Part 150 Studies (if applicable), and Airport Layout Plans for Southwest Florida International Airport and Page Field, as proposed by the Port Authority.

POLICY 32.6.1: The Port Authority will coordinate and obtain approval for airport ~~expansion plans~~ development from the County through the annual capital improvement planning and programming process; local permitting process; Airport Master Plan Update process; and, the Lee Plan amendment process to ensure compatibility with other County programs. The Port Authority will provide Lee County copies of the annual capital improvement plan or other similar document for the Southwest Florida International Airport. Additional specific coordination requirements are contained in Objective 108.4 and subsequent policies.

INTERGOVERNMENTAL COORDINATION ELEMENT:

OBJECTIVE 108.4: COORDINATION OF AIRPORT DEVELOPMENT AND IMPROVEMENTS AT THE SOUTHWEST FLORIDA INTERNATIONAL AIRPORT WITH ALL PERMITTING AGENCIES. The Port Authority will coordinate with Lee County, the Southwest Florida Regional Planning Council, the Florida Department of Community Affairs,

Federal Aviation Administration, and the Florida Department of Transportation to ensure that the development of the Southwest Florida International Airport is consistent with the Lee Plan.

POLICY 108.4.1: Port Authority staff will ensure that Lee County staff is directly involved in the review and approval process related to the ongoing update of the Airport Master Plan. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Layout Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments to the Airport zoning approvals and compliance with the Lee County Land Development Code.

POLICY 108.4.2: The Port Authority will submit and County staff will review and provide comments regarding the following:

(1) Scope and content of ongoing updates to the Airport Master Plan pursued in accordance with Federal Aviation Administration Advisory Circular 150/5070-6A and the Florida Department of Transportation Guidebook for Airport Master Planning.

(2) Consistency of proposed amendments to the Airport Master Plan and resulting Airport Layout Plan (Map 3F) with the Lee Plan, Land Development Code (LDC) and local zoning approvals.

(3) Compatibility and compliance of Individual CIP projects with the Lee Plan, LDC regulations, zoning approvals and other applicable regulations.

(4) Proposed Lee Plan Amendments necessary to support revisions to the Airport Layout Plan (Map 3F), the Southwest Florida International Airport Proposed Development Schedule (Table 5), the Airport Master Plan, or CIP project list.

POLICY 108.4.3: Prior to submittal of any application to amend the Lee Plan, the Port Authority staff must obtain an endorsement of the proposed plan amendment application package, including the Airport Layout Plan, from the Board of Port Commissioners. Written evidence of this endorsement must be included in the plan amendment application package. The Port Authority staff will coordinate the date and time the endorsement request will be presented to the Port Commissioners with the County in order to provide County staff with ample opportunity to attend the meeting and address the Port Commissioners as necessary.

POLICY 108.4.4: Prior to formal submittal of any Lee Plan amendment package, rezoning request, or development order application, the Port Authority staff will informally present the proposed application to Lee County staff for initial comments and input regarding consistency with the Lee Plan and County regulations.

POLICY 108.4.5: The Port Authority is the lead agency in coordinating efforts to obtain approval for Southwest Florida International Airport access improvements with agencies participating in the Lee County Metropolitan Planning Organization. This includes the incorporation of improvements

into the Financially Feasible Transportation Plan (Map 3A) and the Lee County Metropolitan Planning Organization Financially Feasible Highway Plan and Needs Assessment. The Port Authority will work with local, State, and Federal transportation agencies to identify and obtain funding for access improvements to the airport.

GLOSSARY:

AIRPORT (PUBLIC USE). Is defined as any area of land or water designed and set aside for the landing and taking off of aircraft and utilized or to be utilized in the interest of the public for such purpose. Airport Facilities (Commercial or General Aviation) typically include areas for shelter, servicing, or repair of aircraft, or for receiving and discharging passengers or cargo, and areas used for access to airport facilities or buildings.

AIRPORT LAYOUT PLAN. A map of existing and proposed airport property, facilities and development that is created as a result of the Airport Master Planning process. The Airport Layout Plan for Southwest Florida International Airport is adopted as Map 3F.

AIRPORT MASTER PLAN. A plan of development applicable to an airport that is prepared and approved in accordance with FAA Advisory Circular 150/5070-6A and FDOT Guidebook for Airport Master Planning. By design, the Airport Master Plan process is ongoing and allows an airport to address operational and development needs as they arise. The overall development scheme or concept is depicted in the Airport Layout Plan.

AIRPORT SUPPORT LAND USES. Airport Support land uses include land uses that provide support facilities to other airport operations, including the air traffic control tower, aircraft rescue and firefighting, airport maintenance, airport utilities, rental car service and storage, fuel farms, aircraft maintenance areas, airline in-flight catering kitchens, airport police department gun range, airport auto repair facility, and Port Authority training facility.

AVIATION RELATED INDUSTRY. Aviation-Related Industry land uses include manufacturing, fabrication, or assembly activities relating to aviation. Examples of Aviation-Related Industry uses include fuel storage and transfer facilities, aircraft parts/instrument manufacture, facilities for processing large air cargo shipments, and warehousing.

AVIATION RELATED LAND USES. Aviation related land uses are necessary for the safe operation of the airport. These uses include: all uses necessary to support airfield operations such as runway and taxiway safety areas, runway approaches, taxiways and taxiway exits, areas where NAVAIDS will be located, and areas within the building restriction lines and the runway protection zones; all facilities associated with Airline Passenger Terminal areas and Air Cargo areas, including the Federal Inspection Station/customs, aircraft aprons, and terminal auto parking areas, cargo buildings and truck ramps for transshipping cargo between air and ground transportation; all uses associated with General Aviation operations, including aircraft aprons, fixed base operator offices and hangars, and auto parking areas. This term also includes all Airport Support and Aviation-Related Industry.

FUTURE URBAN AREAS. Those categories on the Future Land Use Map ~~which~~ that are designated for urban activities: Intensive Development, Central Urban, Urban Community, Suburban, Outlying Suburban, Industrial Development, Public Facilities, Airport, ~~Airport Commerce~~ Tradeport, Industrial Interchange, General Interchange, General Commercial Interchange, Industrial Commercial Interchange, University Village Interchange, Mixed Use Interchange, University Community, and New Community.

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT PROPOSED DEVELOPMENT SCHEDULE (TABLE 5). This Table depicts the proposed development schedule for the Southwest Florida International Airport through the year 2020.

NAVAID - AIR NAVIGATION FACILITY. A facility designed for use as an aid to air navigation, including landing areas, lights, any apparatus or equipment for disseminating weather information, for signaling, for radio direction-finding, or for radio or other electronic communication, and any other structure or mechanism having a similar purpose for guiding and controlling flight in the air or the landing or takeoff of aircraft.

NON-AVIATION RELATED USES. This phrase refers to the commercial and industrial land uses identified on the Airport Layout Plan (Map 3F) and Table 5. Non-aviation related uses are typically developed in non-aviation settings. Non-aviation uses may be enhanced by proximity to an airport, but these uses are not dependent on access to an airport. These uses could be developed in other locations within the County. Non-aviation related uses will be established on Airport lands through lease agreements with the Port Authority. The areas identified to accomodate these non-aviation uses are not necessary to support the primary aviation facilities comprising the Southwest Florida International Airport. Use of Airport lands for non-aviation use is intended to provide a revenue stream that may be used to enhance airport operations. Though located on airport property, the establishment of non-aviation uses is not necessary for the continued function of the primary aviation facilities associated with the airport.

PROCEDURES AND ADMINISTRATION:

B. Standards for Administrative Interpretations

4. Single-Family Residence Provision:

a. Applicability

Notwithstanding any other provision of this plan, any entity owning property or entering or participating in a contract for purchase agreement of property, which property is not in compliance with the density requirements of the Lee Plan, will be allowed to construct one single-family residence on said property PROVIDED THAT:

(1) through (3) no change.

(4) Interchange, ~~Airport Commerce~~ Tradeport, and Industrial Development land use categories: In addition to the requirements set forth above, a residential use must be the only reasonable use of the lot or parcel. The existence of a reasonable commercial or industrial use will be determined by reference to all of the applicable facts and circumstances, including, but not limited to, the nature of the surrounding uses, the adequacy of the lot size (pursuant to Chapter 34 of the Land Development Code) for commercial or industrial uses, and whether adequate infrastructure exists or can reasonably be provided to serve a commercial or industrial use at the location in question.

D. BACKGROUND INFORMATION

1. EXISTING CONDITIONS:

SIZE OF PROPERTY: Airport property is 6,372 ± Acres; Mitigation Overlay property is 6,986 ± Acres.

PROPERTY LOCATION: The airport property is generally located on the east side of U.S. I-75, south of Daniels Parkway and north of Alico Road. The Airport Mitigation Overlay lands are located east of Alico Road and North of Corkscrew Road.

EXISTING USE OF LAND: The airport property is developed as an operating airport; The Airport Mitigation Overlay lands are used for mitigating environment impacts attributable to development of the Southwest Florida International Airport.

CURRENT ZONING: The airport property is zoned AOPD; the Airport Mitigation Overlay lands are zoned AG-2.

CURRENT FUTURE LAND USE CATEGORY: The airport property has two Future Land Use designations: Airport and Wetlands. The Mitigation Overlay property has three Future Land Use designations: Density Reduction/Groundwater Resources, Wetlands, and Public Facilities.

2. BACKGROUND DISCUSSION:

The Lee County Port Authority has the responsibility of managing the planning, development and operation of the Southwest Florida International Airport and Page Field. These airports are the only publically funded and maintained airports in Lee County. These airports provide service for the rapidly growing aviation needs of the region. This amendment is concerned with the Southwest Florida International Airport.

As the application indicates, the Southwest Florida International Airport (SWFIA) is an integral component of the regional transportation infrastructure system. The Port Authority prepares a plan, the Airport Master Plan, with periodic updates to provide a comprehensive analysis of current airport facilities and a determination of trends and activities affecting the Airport and its

environment. The Airport Master Plan and updates are based on the criteria and standards set forth by both the Federal Aviation Administration (FAA) and the Florida Department of Transportation (FDOT).

The current "Southwest Florida International Airport Draft Final Master Plan Update 2003" is based on the criteria and standards set forth in the FAA Advisory Circulars (AC) 150/5070-6A, "Airport Master Plans," AC 150/5300-13, Change 6, "Airport Design," as well as the FDOT's "Guidebook for Airport Master Planning." An Airport Master Plan Update includes updated aviation forecasts, facility requirements, demand/capacity analyses, airside and landside alternative analyses, a financial plan, an environmental overview, and an Airport Layout Plan set that meets FAA and FDOT criteria to guide future development on and around the Airport.

Concerning the current effort to incorporate the ongoing updates to the Airport Master Plan into the Lee Plan and increasing coordination, the application provides the following:

> *The size, complexity and volume of projects planned and constructed at the airports, in addition to new statutory requirements relating to airport master plans and comprehensive plan elements, makes it prudent and appropriate to establish a system of coordinated review between the Airport and various County departments. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments to the Airport zoning approvals and compliance with the Lee County Land Development Code.*

SWFIA is currently being developed under a Development of Regional Impact (DRI) Development Order (DO) adopted pursuant to Florida Statutes (FS) Chapter 380. Concerning the fourth DRI DO amendment, the Lee Plan application materials provide the following:

> *The Airport amended the DRI Development Order a fourth time in December 2000. Condition II.H.6.c of the amended DRI Development Order provides that if the Florida Legislature adopts statutory amendments excusing airports from compliance with the development of regional impact regulations set forth in FS Ch. 380, then the County would assist the Airport in terminating or abandoning the DRI Development Order while maintaining the Airport's ability to continue construction of the Airport consistent with the Airport Master Plan and local development order approvals.*
>
> *Chapter 2002-20, Laws of Florida (HB 261), revising FS Chapters 163 and 380, became effective on July 1, 2002. This legislation provides development or expansion of an airport, consistent with an adopted master plan that has been incorporated into the local comprehensive plan, will not be considered a development of regional impact.*

The Florida Legislature adopted Chapter 2002-20, Laws of Florida, which amends FS 163.3177(6) to create a new subsection (k) specifically allowing incorporation of an Airport Master Plan into the comprehensive plan as part of the transportation element. This portion of the Florida Statutes reads as follows:

(k) An airport master plan, and any subsequent amendments to the airport master plan, prepared by a licensed publicly owned and operated airport under s. 333.06 may be incorporated into local government comprehensive plan by the local government having jurisdiction under this act for the area in which the airport or projected airport development is located by the adoption of a comprehensive plan amendment. In the amendment to the local comprehensive plan that integrates the airport master plan, the comprehensive plan amendment shall address land use compatibility consistent with chapter 333 regarding airport zoning; the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport; consistency with the local government transportation circulation element and applicable metropolitan planning organization long-range transportation plans; and the execution of any necessary interlocal agreements for the purposes of the provision of public facilities and services to maintain the adopted level of service standards for facilities subject to concurrency; and may address airport-related or aviation-related development. Development or expansion of an airport consistent with the adopted airport master plan that has been incorporated into the local comprehensive plan in compliance with this part, and airport-related or aviation-related development that has been addressed in the comprehensive plan amendment that incorporates the airport master plan, shall not be a development of regional impact. Notwithstanding any other general law, an airport that has received a development-of-regional-impact development order pursuant to s. 380.06, but which is no longer required to undergo development-of-regional-impact review pursuant to this subsection, may abandon its development-of-regional-impact order upon written notification to the applicable local government. Upon receipt by the local government, the development-of-regional-impact development order is void.

FS 163.3177(6)(k) allows local jurisdictions, like Lee County, to incorporate an airport master plan for a licensed publicly owned and operated airport, like Southwest Florida International Airport, into the local comprehensive plan. The Southwest Florida International Airport (SWFIA) is licensed by the Florida Department of Transportation as a publicly owned and operated airport per FS 333.06. FS 163.3177(6)(k) also provides that any subsequent amendments to the airport master plan can also be incorporated into the local comprehensive. In addition, FS 163.3177(6)(k) provides that development or expansion of an airport consistent with the adopted airport master plan as incorporated into the local comprehensive plan "shall not be a development of regional impact."

In response to these recent statutory changes the Board of County Commissioners initiated this publically sponsored amendment providing for the incorporation of the Airport Master Plan into the Lee Plan. The Board of County Commissioners has stated its intention that once this Lee Plan amendment has been adopted, it will be appropriate to extinguish or abandon the SWFIA DRI DO.

PART II - STAFF ANALYSIS

A. STAFF DISCUSSION

INTRODUCTION

The applicant, the Lee County Port Authority, on March 6, 2003, filed a Lee Plan map and text amendment to incorporate the Airport Master Plan into the Lee Plan. The application provides the following summary concerning the proposed change for the subject property:

> *The proposed change for this application is to allow the Lee County Port Authority to benefit from the recent changes in the Florida Statutes that allow Airports to be excused from DRI requirements as long as they meet certain criteria. These criteria include a provision that in order for airports to be granted relief from DRI requirements, the Airport Master Plan and resulting Airport Layout Plan Sheet must be adopted into the local comprehensive plan to allow for local government coordination. By adopting the Airport Master Plan and Airport Layout Plan sheet into the Lee Plan, it allows the Lee County Port Authority the necessary flexibility to meet the aviation needs of Southwest Florida.*
>
> *The proposed Lee Plan Amendment does not change the future land use definition of Airport nor does it change the boundaries currently shown on the Lee County Future Land Use Map. However, the application proposes additional land (sic) allowable land uses within the future Airport land use category. These future land uses deal primarily with non-aviation land use activities such as hotel, industrial, office and limited retail land uses and is explained in greater detail in section J of this application. These additional land uses are compatible and similar to those land uses allowed within the future land use category Airport Commerce area which is located to the North and West of the subject property. A table presenting proposed development for the Southwest Florida International Airport has also been generated for inclusion in the Lee Plan.*

Lee County staff recognizes the importance of this effort and has worked cooperatively to achieve the best possible integration of the Port Authority plans and the County's Comprehensive Plan, the Lee Plan. County staff recognizes that the international airport is one of the main economic engines in the region. A recent economic impact study, completed by the Cincinnati-based consulting firm Ricondo & Associates for the Lee County Port Authority analyzed the airport's direct and indirect contributions to the area's economy. Data showed that the airport generated $2 billion in economic output, almost 44,000 jobs, and salaries of $885 million in Southwest Florida during 1999. The airport provides almost 1,400 full-time jobs. The Southwest Florida International Airport has served more than 4 million passengers each year since 1994.

County staff also recognize that the size, complexity and volume of projects planned and constructed at Southwest Florida International Airport, in addition to new statutory requirements relating to airport master plans and comprehensive plan elements, makes it prudent and appropriate to establish a system of coordinated review between the Airport and various County departments. As the application notes, this mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments

to the Airport zoning approvals and compliance with the Lee County Land Development Code. This amendment, in part, establishes the process framework to make this coordinated effort possible. The framework requires dialogue prior to formal submittal of any Lee Plan amendment package, rezoning request, or development order application. The purpose of this requirement is to involve County staff earlier in the process and for the Port Authority staff to obtain initial comments and input regarding consistency with the Lee Plan and County regulations.

The amendment proposes to replace existing Map 3F "Runway Protection Zones (Clear Zones) Southwest Florida International Airport" with a new Map 3F "Southwest Florida International Airport Layout Plan." The amendment also proposes to incorporate a new Table, Table 5 "Southwest Florida International Airport Proposed Development Schedule." Both of these new additions to the Lee Plan will guide future development on the Airport property.

Proposed Table 5 includes the opportunity for the Port Authority to establish non-aviation related land uses. Table 5 includes a summary of these possible land uses:

Hotel: 300 rooms
Light Manufacturing/Assembly: 100,000 square feet
Gas Station/Convenience Store: 3,500 square feet with 12 pumps
Warehouse/Distribution: 100,000 square feet
Office: 225,000 square feet

The parameters listed above are the upper limits of non-aviation related land uses that could be developed at SWFIA before the year 2020. The Port Authority will enter into leases with proposed end users, and the uses will still have to be approved through normal local processes such as rezoning, development orders, and building permit approvals.

The Airport Layout Plan sheet (Map 3F) and the Southwest Florida International Airport Proposed Development Schedule (Table 5) are the result of the latest "Southwest Florida International Airport Draft Final Master Plan Update 2003." The Port Authority's consultant has provided the following update concerning the status of the Master Plan Update:

> *The Southwest Florida International Airport Master Plan Update final draft has been submitted to the FAA and FDOT for final comments. Comments have been received from both agencies and are under review by the consulting team. The Lee County Port Authority anticipates that the comments will be addressed and the final master plan documents will be approved by the FAA and FDOT within the next 90 days. No substantive changes are anticipated.*

COMPREHENSIVE PLAN BACKGROUND

The subject property was designated "Airport," "Open Lands," and "Resource Protection and Transition Zones" by the original Lee County Future Land Use Map, adopted in 1984. "Open Lands" was established as a non-urban future land use category with a maximum density of one dwelling unit per acre. Subsequent Lee Plan amendments changed this designation to the Density Reduction/Groundwater Resource category and then to "Airport." The "Resource Protection and Transition Zones" land use categories were consolidated into the "Wetlands" land use category. Currently the property is designated "Airport" and "Wetlands."

SURROUNDING ZONING, LAND USES, AND FUTURE LAND USE DESIGNATIONS

The application materials include an extensive discussion of surrounding zoning and land uses. An examination of the surrounding land uses shows that the area surrounding the subject property is rapidly urbanizing, with the exception of the lands to the east. The surrounding Future Land Use categories consist of Airport Commerce, New Community and Density Reduction/Groundwater Resources. Airport Commerce designated lands occur to the north, west, and south of airport lands. The New Community designation is located north of airport lands. Density Reduction/Groundwater Resource lands are located south and east of airport lands. The application materials reveal a variety of DRIs, Developments of County Impacts, and planned developments in close proximity to the airport. Staff refers to the Airport Commerce areas in this section of the report, but notes that the amendment proposes to rename these areas to the Tradeport designation.

North of the subject property is Daniels Parkway and then a variety of planned development and DRI approvals with significant amounts of existing and planned uses. These include the Gateway DRI/PUD, the Worthington Commerce Park MPD, the Airside Plaza DRI/CPD, the Treeline Park IPD, and Airport Woods IPD. The Future Land Use designations for the area immediately north of the subject property include lands with the Airport Commerce, Wetlands, and New Community designations. There are also vacant properties located to the north of the subject property.

East of the subject property are lands within the Density Reduction/Groundwater Resource Future Land Use Category. The majority of these lands are zoned AG-2 and are either vacant or used for agricultural purposes.

To the south are several existing or proposed DRIs and planned developments with significant amounts of existing and planned uses. These include the Rockett 44 IPD, the Ledo Lines IPD, the Airport South Interchange IPD, the Coca Cola Bottling IPD, the Jetway Tradeport MPD, and the Airport Technology Center. Also south of Alico Road, several developments are occurring or are planned including the Florida Gulf Coast Town Center Mall, Miromar Lakes DRI, and Florida Gulf Coast University. The Future Land Use designation for the area south of the subject property is Airport Commerce and Density Reduction/Groundwater Resource and then the University Community land use designation south of Alico Road.

The majority of the lands to the west of the airport are zoned AG-2. Along Daniels Parkway, between I-75 and the airport property, a variety of commercial zoning districts such as CT, CG, CH, and CP are present. Within the area south of Daniels Parkway is the Jetport Interstate Commerce Park DRI. This DRI is mainly zoned IL with some commercial zoning such as CT. A portion of this DRI is located within the General Interchange Future Land Use category. This category is located at the I-75 and Daniels Parkway interstate interchange area.

A public rest area for I-75, accessed from Daniels Parkway, is located north of Daniels Parkway and east of I-75. The rest area is designated "Public Facilities" on the Lee Plan's Future Land Use Map.

TRANSPORTATION/TRAFFIC CIRCULATION IMPACTS

The subject property currently has access from Daniels Parkway via Chamberlin Parkway and Paul J. Doherty Parkway. With the expansion of the airport with the development of the new mid-field terminal, main access will be from Treeline Avenue/Ben Hill Griffin Parkway. The Port Authority's desire is to

have a direct connection to I-75. Proposed Map 3F includes these improvements as well as grade separation of the I-75 connector from Treeline Avenue/Ben Hill Griffin Parkway. These desired improvements are not currently depicted on the Transportation Map Series maps. Staff is recommending that a new policy (Policy 1.2.5) be added to the Lee Plan to clarify the desired improvements and the need over time to amend the balance of the map series.

The Lee Plan amendment application requires a traffic circulation analysis to determine the proposed effect of the amendment on Map 3A, the Financially Feasible Transportation Plan Map, and on the Capital Improvements Element. Applicants must identify the traffic analysis zone (TAZ) and the socio-economic forecasts for that zone or zones. The required analysis includes determining whether or not the requested amendment requires modification to the socio-economic data forecasts for the TAZ or zones.

The Port Authority submitted the required traffic circulation analysis. The application identifies the correct TAZ:

> *TAZ 1142 is the zone that represents RSW in the 2020 FSUTMS model. The airport TAZ (1142) does not contain socio-economic data, as it uses a special trip generation module to generate trips in the model (not socio-economic data). Therefore, trip generation is used for the purposes of this analysis.*

The application then compares the projected trip generation for the airport as a result of the amendment with the existing trip generation assumed for TAZ 1142. The application provides the following discussion:

> *The total trip generation from TAZ 1142 in the adopted 2020 FSUTMS model is 53,254 trip ends. The projected airport trip generation for the airport in 2020 is outlined in Table 1. As the table shows, the total proposed trip generation for the airport by 2020 is 52,960 trip ends. The Less (sic) than 1% difference in the two numbers is the result of the new master plan update forecasts which reflect a more even distribution of peak enplanements as enplanement levels grow throughout the 20 year planning horizon. In other words, the peak month of enplanements during the month of March which coincides with the peak tourism season will be more balanced over the year as the airport will be used a (sic) greater percentage of business travelers and year round residents. The LCPA typically updates the Airport Master Plan every five to ten years and will re-coordinate this data with Lee DOT and the MPO. As a result of this analysis, no modification of the forecasts or socio-economic data is required.*

The Lee County Department of Transportation (LCDOT) has reviewed the request and has provided written comments dated April 8, 2003. These comments are reproduced below:

> *We have reviewed the above application which requests to amend Map 3F of the Lee Plan to reflect the latest Master Plan update for the airport. We concur with the applicant's conclusion that the total proposed trip generation for the airport by 2020 is about 1% less than the airport trip generation in the adopted MPO's 2020 FSUTMS model and have no objection to the application.*

Staff concludes that the plan amendment does not cause a need to modify any of the FSUTMS model data. The request does not require any transportation network modifications due to traffic. The request does

reflect the desire to increase access to the airport by providing access to I-75. Staff notes that an area has been designated on the Airport Layout Plan for a passenger multi-modal facility. Currently there are no plans to develop this facility. The designation on the Airport Layout Plan preserves the Port Authority's flexibility to develop a facility of this type if the opportunity arises.

POPULATION ACCOMMODATION

The request does not accommodate additional residential development on the Lee Plan's Future Land Use Map. The application provides the brief discussion:

> *The proposed development through the year 2020 for Southwest Florida International Airport will not affect Lee County population projections. The project is the result of increasing growth in the area in both population and tourism. Users of Southwest Florida International Airport will be those residing in and visiting the area who use air travel as a primary mode of transportation. The amendment will not require any revisions to Table 1(b) (Planning Community Year 2020 Allocations) or the Lee Plan Future Land Use Map.*

Staff concurs that the proposed amendment will not affect Lee County population projections. Continued expansion of the facility is the result of increased growth in the southwest Florida region as a whole.

ENVIRONMENTAL CONSIDERATIONS

The application includes a discussion, by Kevin L. Erwin, Consulting Ecologist, Inc. concerning major plant communities located on the subject site. The discussion includes a "Summary of Existing Conditions" Table. This Table includes the Florida Land Use, Forms and Cover Classification System (FLUCFCS) Code, a brief habitat description, percent cover of exotic species, and total acreage. The application materials also provide a detailed discussion by each FLUCFCS Code and provide wetlands information and mapping. A summary of listed animal and plant species observed on the subject property are set forth in the application in tabular form.

SOILS

The applicant has provided a soils map and information in the background materials (see Attachment C-2). The brief descriptions associated with the soil types depicted on the table prepared by the applicant are based on information provided in the Soil Survey of Lee County, Florida (U.S. Department of Agriculture, Soil Conservation Service, 1984).

HISTORIC RESOURCES

The application includes a letter, dated January 14, 1994, from the Division of Historical Resources and State Historic Preservation Officer, Florida Department of State. This letter provides the following:

> *A review of the Florida Site File indicates that no significant archaeological or historical sites are recorded for or likely to be present within the project area. Furthermore, because of the project location and/or nature it is unlikely that any such sites will be affected. Therefore, it is the opinion of this office that the proposed project will have no effect on historic properties listed, or eligible for listing, in the National Register of Historic Places, or otherwise of historical or architectural value. The project is also consistent with the historic preservation laws of Florida's Coastal Management Program.*

The application also includes two other letters, dated January 28, 2000 and April 6, 2001, from the Division of Historic Resources, Florida Department of State. Both of these letters indicate that, for Township 45 South, Range 24 East, Sections 23-26, 35-36, and Township 45 South, Range 26 East, Sections 17-20, and 30-32, the Florida Master Site File lists no archaeological sites, historical standing structures, or field surveys.

Lee County staff note that there are areas on the airport property designated in the "Area of archaeological sensitivity, Sensitivity Level 2. Chapter 22 of the Lee County Land Development Code defines the Sensitivity Level 2 as follows:

> *Those areas containing known archaeological sites that have not been assessed for significance but are likely to conform to the criteria for local designation, or* ***areas where there is a high likelihood that unrecorded sites of potential significance are present.*** (Bolding added for emphasis)

Staff is not aware of any historic or archaeological resources occurring on this site. The Port Authority will be required to obtain a "Certificate to dig" from Lee County prior to or in conjunction with the issuance of a final development order for activity within areas designated as being within the "Sensitivity Level 2" areas. "Activity" in this context means new construction, filling, digging, removal of trees or any other activity that may alter or reveal an interred archaeological site.

SCHOOL IMPACTS

Lee County School District staff reviewed the proposal and provided written comments dated October 17, 2002. This letter, signed by the then Superintendent, provides that "the expansion of the Southwest Florida International Airport will have no affect on the future plans for the growth or development of the Lee County School District." Staff concurs that the proposed amendment will have no affect on the School Board's plans to accommodate growth in the County.

PARKS, RECREATION AND OPEN SPACE

The proposed amendment will have minimal impacts on parks, recreation and open space. Lee County Public Works staff reviewed the request and provided a letter, dated April 14, 2003. The pertinent portion of this letter is reproduced below:

> *The applicant has indicated that they are requesting an amendment to incorporate the Airport Master Plan into the transportation element of the Lee County Comprehensive Land Use Plan. The underlying future land use designation of Airport will not change as a result of this amendment. Since the Airport land use category does not allow residential uses, it is our determination that existing and proposed support facilities provided by Lee County Parks and Recreation will not be impacted by the proposed amendment.*

The Port Authority has committed to maintain the LDC minimum open space requirement. The application confirms this:

> *The Lee County Port Authority has committed in (sic) providing the necessary open space requirements outlined in the Land Development Code. This requirement is easily met due to the large amount of open space required for the runway environment by the Federal Aviation*

Administration. Also included and allowed by the Land Development Code is the inclusion of the storm water management ponds located on site.

Lee County staff desires to clarify how open space, in regards to indigenous vegetation, will be handled concerning the non-aviation land uses. County and Port Authority staff agreed that non-aviation land uses will meet the indigenous vegetation requirements set forth in the LDC. New policy language concerning indigenous vegetation and non-aviation land uses is included in Policy 1.2.1.

EMERGENCY MEDICAL SERVICES (EMS)

Lee County EMS staff reviewed the request and provided written comments. This letter provides the following:

...Lee County EMS currently provides emergency medical services to the Southwest Florida International Airport. I anticipate any increased demand for EMS from the above named project to be addressed by budget plans for new ambulances and personnel.

As phases of this project are completed and the facilities grow, increasing traffic and heightened security will challenge our ability to maintain response time minimums. Lee County EMS will work with the Airport Fire Department to determine additional resources sufficient to meet these demands while maintaining our response time reliability standards.

SOLID WASTE

The subject property is within Lee County Solid Waste District #2. The collection company for District #2 is Florida Recycling Services, Inc. With the existing Gulf Coast Landfill, the Waste-to-Energy facility, and the Lee/Hendry Disposal facility all online, staff anticipates that there will be adequate capacity in the County's solid waste system to accommodate the additional waste that will likely accompany the expansion of the airport.

Lee County Solid Waste Division staff reviewed the request and provided written comments dated June 2, 2003. This letter, in part, provides the following:

The Lee County Solid Waste Division is planning the development of disposal facilities such that these facilities will have sufficient capacity to manage and dispose of the (Class I Municipal Solid Waste) materials anticipated to be generated by the expanded Regional Airport.

MASS TRANSIT

Lee Tran staff reviewed the request and provided comments dated June 10, 2003. This letter, in part, provides the following:

Lee Tran would like to provide future service for Lee County's residents and visitors once the new midfield terminal is completed at the airport, however, we were concerned that we had not yet been contacted by an airport representative to discuss the inclusion of transit amenities in the new terminal design. After discussions with Lee County Port Authority officials, we have been informed that further planning for ground transportation services to the new midfield terminal will not occur until 2004, and that we will be involved with that process at that time. We will be pleased to

provide continued service to the airport and look forward inclusion (sic) in the planning process next year.

POLICE

The Port Authority maintains an Airport Police Department that provides law enforcement and security services at the Southwest Florida International Airport. The Port Authority Police Department reviewed the request and provided written comments dated December 4, 2002. These comments are reproduced below:

We have been requested by your office to comment on the adequacy of providing law enforcement services at the Southwest Florida International Airport. As you may know, the Lee County Port Authority provides its own law enforcement at the airport. It is anticipated that we will continue to provide law enforcement services at the new Terminal complex in accordance with TSA SD 1542.

FIRE

The Port Authority maintains an Aircraft Rescue and Fire Fighting Department to provide fire and medical rescue services at the Southwest Florida International Airport. The Port Authority Aircraft Rescue and Fire Fighting Department reviewed the request and provided written comments dated November 19, 2002. These comments are reproduced below:

The Lee County Port Authority Aircraft Rescue and Fire Fighting Department operates under FAA Part 139 rules and regulations. We provide all fire protection and nonambulatory medical services to the Southwest Florida International Airport. The fire rescue personnel, vehicles and equipment are housed on airport property which allows for a minimal response time to any airport emergency.

The department is staffed with thirty-three (33) Emergency Medical Technicians (EMT). Ambulatory services are provided by the Lee County Emergency Medical Services (EMS) on an as-needed basis. By working within a network of local mutual aid responders, we provide excellent professional fire and medical rescue services to all passengers and operators at Southwest Florida International Airport.

UTILITIES

The application includes the required potable water and sanitary sewer analysis. The submitted analysis provides an estimation of demand for these services in 2020. Lee County Utilities staff reviewed the request and provided comments dated December 16, 2002. The relevant portion of this letter is reproduced below:

Lee County Utilities currently provides potable water and sanitary sewer service to the Southwest Florida International Airport. At the present time, the existing treatment plants, potable water transmission lines and sanitary sewer system serving this area have adequate capacity to provide potable water and sanitary sewer service to the proposed airport expansion to be completed in 2005.

Additionally, Lee County Utilities is actively involved in system enhancements to assure adequate potable water and sanitary sewer capacity to meet future demands within our service area.

These enhancements include expansion of Lee County Utilities' Corkscrew Water Treatment Plant which will increase permitted capacity from 10 Million Gallons per Day to 15 Million Gallons per Day. Also, the County is in the process of acquiring the Gateway Services District Wastewater Treatment Plant. This plant will provide for sewage treatment to the airport and it's surrounding areas. Currently sanitary sewer service is provided by Lee County Utilities transmissions system that conveys the sewage to the City of Fort Myers, South Wastewater Treatment Plant for treatment.

Lee County is proposing to expand the Gateway plant capacity from 1 Million Gallons per Day to a future capacity of 7 Million Gallons per Day in order to serve the existing and future developments within the area known as the Airport Sewer District. The acquisition of the existing facility and the first of three expansion phases is expected to be completed by the end of 2004 increasing the plant capacity to 3 Million Gallons per Day. The final phase is expected to be completed by the end of 2012 increasing the plant capacity to a total of 7 Million Gallons per Day.

Staff also notes that the County's concurrency system is applicable to the proposed non-aviation related uses. In other words, individual non-aviation related projects will have to demonstrate that there is adequate capacity in the potable water and sanitary sewer systems to address project impacts prior to a local development order approval.

TRADEPORT DESIGNATION

The current "Airport Commerce" designation is being revised to "Tradeport" at the request of the Port Authority. This change is necessary in order to eliminate the confusion created by the Airport Commerce designation during master planning and permitting process with the FAA and FDOT. It appears that "Airport Commerce" is a term of art that takes on a different connotation in the federal permitting process. The Port Authority consultants have informed staff that the term "Airport Commerce" creates ownership and responsibility confusion among these staffs. Staff believes that "Tradeport" more correctly identifies what is intended to occur within this land use category. In staff's opinion the term "Tradeport correctly identifies that these are areas for businesses involved in private enterprises, many of which are desirous of a location near the airport. Other than the name change, no substantive changes are being requested or recommended regarding the Airport Commerce/Tradeport land use category.

INTERNAL CONSISTENCY WITH THE LEE PLAN

The Airport is considered a Future Urban Area by the Lee Plan. The amendment is not proposing to make any adjustment to the "Airport" land use designation on Map 1. Objective 1.2 describes the "Southwest Florida International Airport Area." The amendment proposes additional language for Objective 1.2 and subsequent policies to incorporate the ongoing update to the Airport Master Plan.

Lee Plan Policy 1.7.6 discusses the Planning Communities Map (Map 16) and Acreage Allocation Table (Table 1(b)). This map and table depict the proposed distribution, extent, and location of generalized land uses for the year 2020. Acreage totals are provided for land in each Planning Community in unincorporated Lee County. No final development orders or extensions to final development orders will be issued or approved by Lee County that will allow the acreage totals for residential, commercial or

industrial uses contained in Table 1(b) to be exceeded. The proposed amendment is consistent with the allocations contained on Table 1(b) and will not affect established county population projections.

Goal 2 of the Lee Plan and its subsequent objectives and policies address growth management concerns. Goal 2 seeks to provide for an economically feasible plan, which coordinates the location and timing of new development with the provision of infrastructure by government agencies, private utilities, and other sources. The subject property has access to the arterial road network as well as to public water and sewer.

Objective 2.2 seeks to direct new growth to those portions of the Future Urban Areas where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created. Staff believes that a compact and contiguous growth pattern will be achieved through this plan amendment. The subject property is within an urbanizing area and is surrounded on three sides by existing or approved urban development. Staff finds that a compact growth pattern is preferable to urban development occurring more distant from existing urban areas and urban infrastructure. Staff finds that the proposed plan amendment promotes a compact growth pattern and minimizes urban sprawl.

Objective 2.4 of the Lee Plan requires regular examination of the Future Land Use Map in light of new information and changed conditions, and make necessary modifications or amendments to address these changes. Staff finds that conditions around the subject property have changed significantly since the property was designated as Airport and Open Lands as established by the 1984 Lee Plan. Since 1984, many new projects have been developed or approved in the immediate area including a significant amount of commercial and light industrial uses. When all of these projects are built out, the area will have a distinctly urban character.

Policy 2.4.4 states that Lee Plan amendment applications to expand employment centers recognized by the Plan, which include light industrial, commercial retail and office land uses, will be evaluated by the Board of County Commissioners in light of the locations and cumulative totals already designated for such uses, including the 1994 addition of 1400 acres to the Airport Commerce (proposed Tradeport) category just south of the Southwest Florida International Airport. Staff believes this area is emerging as an employment center due to the presence of the Southwest Florida International Airport, as well as the Florida Gulf Coast University located to the south. The inclusion of proposed Map 3F and Table 5 will allow the Port Authority an opportunity to enter into lease agreements with private developments that choose to be located in close proximity to the Southwest Florida International Airport. This is consistent with and furthers the County's desire to diversify the local economy. Establishment of non-aviation related uses advances or furthers the intent of the Lee Plan's Economic Element, including Goal 110 and Policy 110.4.4.

The proposed plan amendment furthers and advances Goal 31. Goal 31 seeks to provide a coordinated system of railways, aviation, ports, and roads. The amendment also furthers and advances Objective 32.6. Objective 32.6 seeks agency coordination to ensure that existing and future air system needs can be met safely and with a minimum of land use conflict by coordinating aviation facility plans with appropriate federal, state, regional, and local review and permitting agencies.

FLORIDA STATE COMPREHENSIVE PLAN

The application provides a discussion concerning consistency of the proposal with the Florida State Comprehensive Plan as contained in F.S. 187.201. The discussion highlights various areas in which the

plan amendment furthers and advances the State Comprehensive Plan. Staff concurs that the proposal is consistent with the State Comprehensive Plan.

AFFECT ON ADJACENT LOCAL GOVERNMENTS

The application provides that the proposed amendment "will not affect adjacent local governments and their comprehensive plans. Staff concurs that the amendment will not affect adjacent local governments and their comprehensive plans. Staff notes that the City of Fort Myers is annexing land north of the airport, but the amendment will not affect these lands or the City's Comprehensive Plan.

B. CONCLUSIONS

The proposed amendment provides sound planning coordination between Lee County staff and the Port Authority staff. The proposed amendment language provides the beginning of a continuous planning process between Lee County staff and Port Authority staff.

C. STAFF RECOMMENDATION

Staff recommends that the Board of County Commissioners transmit the proposed plan amendment. This recommendation includes incorporating 2 new maps, Maps 3F and 3M, into the Transportation Map series as well as the text changes included in Part I.C. Also, amend the Table 1(b) references to Airport Commerce to Tradeport.

PART III - LOCAL PLANNING AGENCY REVIEW AND RECOMMENDATION

DATE OF PUBLIC HEARING: October 27, 2003

A. LOCAL PLANNING AGENCY REVIEW

The plan amendment was presented for discussion purposes only, no formal recommendations were made by the Local Planning Agency. Staff provided a brief summary discussion as well as introducing the Port Authority's consultant. This consultant presented a PowerPoint presentation highlighting the request background. The consultant presentation also covered recent changes to Florida Statutes and the history of the Development of Regional Impact (DRI) approvals at the SWFIA.

One member of the LPA asked if the Airport would be required to go through a Comprehensive Plan Amendment "if things were moved around on the property and if it is different than what is shown on Map 3F." The consultant responded that "for minor changes the Airport staff did not feel it would be necessary to make a big map change. However, if new development is proposed such as increasing 300 hotel rooms to 600, it would require a comprehensive plan amendment."

Another LPA member asked if staff reviewed the water and sewer needs that would result if the amendment were adopted. The consultant responded that the amendment includes an overall analysis as far as demands over the next 20 years. The LPA member then asked if the Gateway Sewer Plant had adequate capacity to accommodate this additional development. The consultant stated that there was adequate capacity available and that a letter from Lee County Utilities confirming this was included in the LPA's packet.

One LPA member asked what would become of the Airport DRI. The consultant responded that once the Airport Master Plan was adopted into the local comprehensive plan, the DRI would be extinguished.

DATE OF PUBLIC HEARING: November 24, 2003

B. LOCAL PLANNING AGENCY REVIEW

Planning staff provided a summary discussion concerning the proposed text amendments. One LPA member questioned whether the Lee Plan was the proper place for some of the process specific policies such as those contained in proposed Objective 108.4 and subsequent policies and if the Port Authority agrees with these specifics being included in the Lee Plan. The consultant responded that the Port Authority staff was in agreement with the proposed text amendment. Staff also added that the specifics were added as assurance to the State that this is the process that is being established in lieu of continuing with the DRI.

One member of the LPA asked if the last sentence in proposed Policy 1.2.1 is necessary to indicate that non-aviation land use development will meet the indigenous vegetation requirements set forth in the Lee County Land Development Code. Staff responded that this language was for clarity as to how those individual requests will be reviewed by County staff. Staff also stated that part of the reason for this language is that these proposed uses are new uses that have not been mitigated by the airport mitigation lands. In other words, the mitigation lands that Lee County has provided is for impacts associated with the development of the airport and not for these proposed non-aviation related uses. Staff also added that

the amount of land allocated to the non-aviation related uses exceeds the amount needed to accommodate the physical development of these uses, so the requirement should not be burdensome and that the Port Authority staff is in agreement with this language.

One LPA member expressed concern with the extent of the procedures built into the proposed policies and that it would be difficult to change these procedures over time if the need arose. This member questioned whether the mandatory inter-agency coordination as contained in proposed Objective 108.4 and subsequent Policies needs to be in the plan. Staff responded that it is important to note that through this process, the airport is being relieved of the DRI process, the proposed language provides an alternative process. The Port Authority consultant stated that the Port Authority staff were in agreement with this language and that the language was trying to anticipate comments that DCA might have.

C. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. **RECOMMENDATION:** The LPA recommends that the Board of County Commissioners transmit the proposed amendment to the Florida Department of Community Affairs.

2. **BASIS AND RECOMMENDED FINDINGS OF FACT:** The LPA accepted the findings of fact as advanced by staff.

D. VOTE:

NOEL ANDRESS	AYE
MATT BIXLER	AYE
SUSAN BROOKMAN	AYE
DAN DELISI	ABSENT
RONALD INGE	AYE
ROBERT PRITT	AYE
GORDON REIGELMAN	ABSENT

PART IV - BOARD OF COUNTY COMMISSIONERS
HEARING FOR TRANSMITTAL OF PROPOSED AMENDMENT

DATE OF TRANSMITTAL HEARING: December 16, 2003

A. BOARD REVIEW:

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

1. BOARD ACTION:

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

C. VOTE:

JOHN ALBION	_____
ANDREW COY	_____
BOB JANES	_____
RAY JUDAH	_____
DOUG ST. CERNY	_____

PART V - DEPARTMENT OF COMMUNITY AFFAIRS OBJECTIONS, RECOMMENDATIONS, AND COMMENTS (ORC) REPORT

DATE OF ORC REPORT: _____

A. DCA OBJECTIONS, RECOMMENDATIONS AND COMMENTS

B. STAFF RESPONSE

PART VI - BOARD OF COUNTY COMMISSIONERS
HEARING FOR ADOPTION OF PROPOSED AMENDMENT

DATE OF ADOPTION HEARING: _____

A. BOARD REVIEW:

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

1. BOARD ACTION:

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

C. VOTE:

	_____
JOHN ALBION	_____
ANDREW COY	_____
BOB JANES	_____
RAY JUDAH	_____
DOUG ST. CERNY	_____

Southwest Florida International Airport

Draft
MAP 5

Southwest Florida International Airport Existing vs. Proposed Development 2005-2020				
Development	**Existing**	**2005**	**2010**	**2020**
Landside				
Midfield Terminal Complex	28 gates 761,193 S.F.	No improvements planned	Expand to 32-33 gates 771,193 S.F.	Expand to 43-47 gates 978,362 S.F.
Auto Access	Main entrance at intersection of Daniels and Chamberlin Parkway. Access also from Daniels via Treeline and Alico via Ben Hill Griffin Parkway.	Cargo Road improvements from Chamberlin Connector road for maintenance facilities	Rehab perimeter, service and fuel farm roads Expand entrance road to 6 lanes Construct I-75 access	Miscellaneous roadway improvements
Parking Passenger Hourly Daily Employee Taxi/Limo/Toll Booth Rental Cars	14,399 total existing spaces 11,461 spaces 2,519 spaces 8,942 spaces 1,288 spaces 150 spaces 1,500 spaces	No improvements planned	Construct 750 additional employee spaces	Ultimately 5,126 total hourly spaces Ultimately 9,342 total daily spaces Ultimately 200 total Taxi/Limo spaces Ultimately 3,000 total rental car spaces
Airside				
Existing Runway 6-24	12,000 ft. X 150 ft. runway	Rehabilitate 6-24, using taxiway as a temporary runway	No improvements planned	No improvements planned
Parallel Runway 6R-24L	No improvements planned	No improvements planned	Begin construction on 9,100ft. X 150ft. runway (5,385 ft. separation between runways)	No improvements planned
Taxiways	Taxiway A-parallel taxiway to Rnwy 6-24, 12,000 ft. long X 75 ft. wide; Taxilane B-apron taxilane that runs parallel to terminal for transitioning aircraft going from gates to Taxiway A for approximately 1,580 ft.	No improvements planned	Construct parallel taxiway north of Rnwy 6R-24L (9,100ft. X 75ft. wide) If NLA , then 100ft. wide. Hold bay & by-pass improvements to Rnwy 6R-24L parallel taxiway	Construct dual cross-field connector taxiway (Approx. 4,215 ft. long and 75ft. wide) If NLA, then 100ft. wide.
Terminal Apron	165,000 S.Y.	253,700 SY*	No improvements planned	No improvements planned
Air Cargo	Total of 24,500 S.F. cargo building 69,000 S.Y. apron area	Rehabilitate existing cargo ramp (69,000 S.F.) New freight forwarding facility 15,000 S.F. Expand cargo facilities to 41,189 S.F.	Expand building cargo facilities to 45,389 S.F.	Expand cargo building facilities to 58,314 S.F.
Belly Cargo	15,000 S.F.	No improvements planned	No improvements planned	No improvements planned
General Aviation	8,000 S.F. facility 26,180 S.F. hangar space 48,650 S.Y. apron area	Construct multi-use hangars (12,500 S.F.)	Infrastructure for second FBO Construct multi-use hangars (41,000 S.F.)	Construct multi-use hangars (75,500 S.F.) Expand GA apron to 49,700 S.Y.
Aircraft Maintenance General Aviation Large Aircraft	Approximately 13,000 S.F.	Construct one hangar to accommodate aircraft including the Boeing 747. Land to accommodate an additional three hangars should be set aside, should it be needed in the future.	26,000 S.F. (using existing facilities)	Expand to 36,000 S.F. necessary
Air Traffic Control Tower (ATCT)	Height 76.91 ft., 8,600 S.F.	-	Relocate to midfield-same S.F. as existing 8,600 ft. or more. New height must be greater than 80 ft.**	No improvements planned
Fuel Farm	Commercial (3)420,000 gallon tanks Jet A General Aviation (4) 15,000 gallon Jet A tanks (1) 12,000 gallon 100LL tank	Fuel to be pumped from existing fuel farm area by a hydrant fueling system to the new midfield area	No improvements planned	No improvements planned

Southwest Florida International Airport

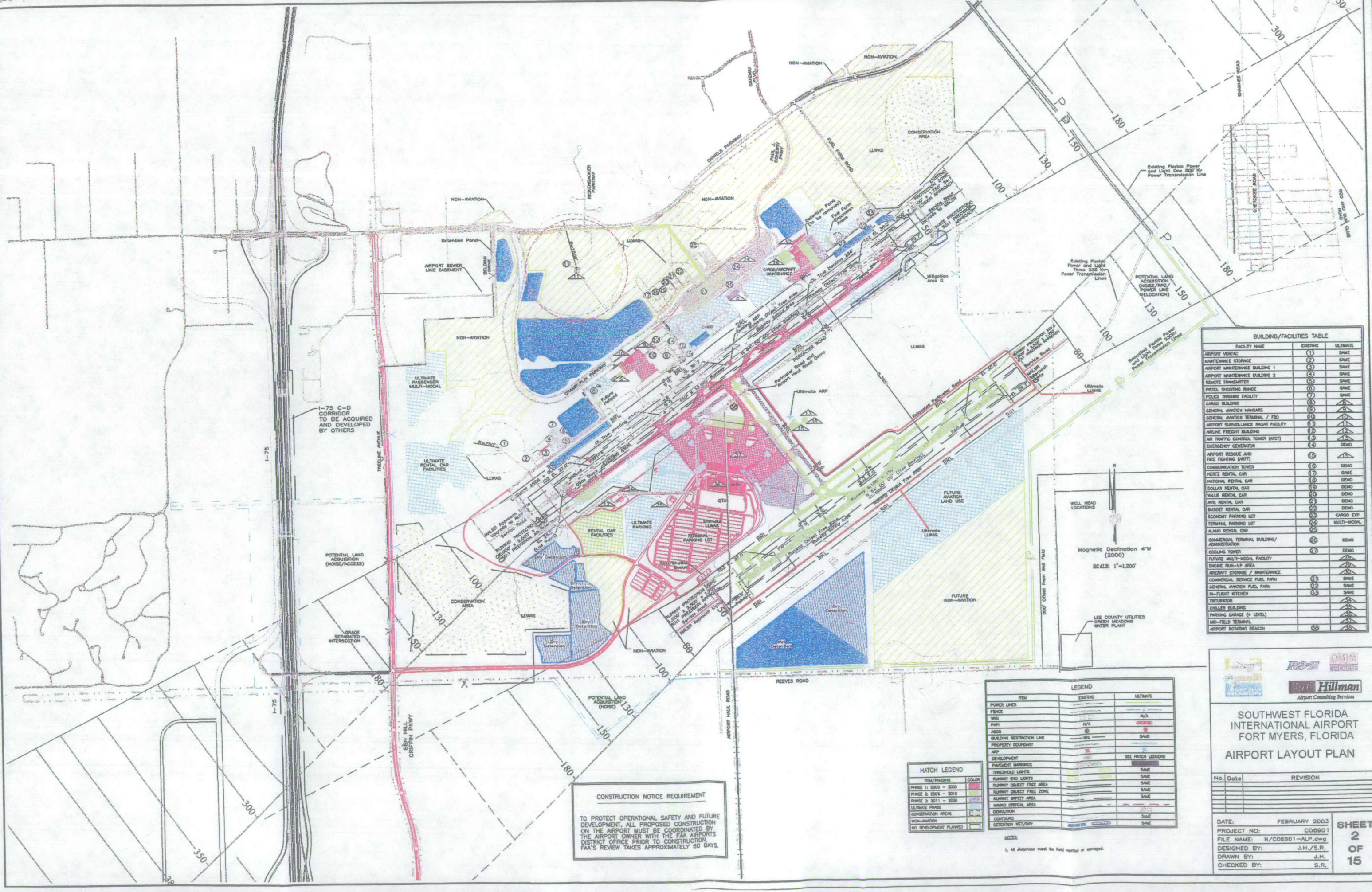
Draft
MAP 5

Table (Continued)
Southwest Florida International Airport
Existing vs. Proposed Development 2005-2020

Development	Existing	2005	2010	2020
Airside (Continued)				
Miscellaneous	No improvements planned		Relocate high voltage power lines Upgrade airfield emergency generator Helipad (11,000 S.F.) Develop multi-modal center	
Non-Aviation Related Land Uses Hotel[3] Light Manufacturing/Assembly Gas Station/Convenience Store Warehouse/Distribution Office[3]		- Construct 25,000 S.F. Construct 3,500 S.F. w/ 12 pumps Construct 25,000 S.F. Construct 75,000 S.F.	Construct 300 Rooms Additional 25,000 S.F. Additional 25,000 S.F. Additional 75,000 S.F.	- -Additional 50,000 S.F. - Additional 50,000 S.F. Additional 75,000 S.F.

1. This table is for general phasing and major development items only. More specific detail is available in the annual Capital Improvement Plan (CIP) prepared by the Lee County Port Authority for the Southwest Florida International Airport.
2. All non-aviation related development will meet local land development code requirements such as open space requirements listed in LDC Sec. 10-415 and Wetland Impacts requirements listed in LDC Sec. 14-293. All development will be required to undergo local site and zoning review prior to local development order issuance.
3. This Development includes 10% retail

PROPOSED MAP 3F



BUILDING/FACILITIES TABLE		
FACILITY NAME	EXISTING	ULTIMATE
AIRPORT VORTAC	(1)	SAME
MAINTENANCE STORAGE	(2)	SAME
AIRPORT MAINTENANCE BUILDING 1	(3)	SAME
AIRPORT MAINTENANCE BUILDING 2	(4)	SAME
REMOTE TRANSMITTER	(5)	SAME
PISTOL SHOOTING RANGE	(6)	SAME
POLICE TRAINING FACILITY	(7)	SAME
CARGO BUILDING	(8)	(4)
GENERAL AVIATION HANGARS	(9)	(4)
GENERAL AVIATION TERMINAL / FBO	(10)	(4)
AIRPORT SURVEILLANCE RADAR FACILITY	(11)	(4)
AIRLINE FREIGHT BUILDING	(12)	(4)
AIR TRAFFIC CONTROL TOWER (ATCT)	(13)	(4)
EMERGENCY GENERATOR	(14)	DEMO
AIRPORT RESCUE AND FIRE FIGHTING (ARFF)	(15)	(4)
COMMUNICATION TOWER	(16)	DEMO
HERTZ RENTAL CAR	(17)	SAME
NATIONAL RENTAL CAR	(18)	DEMO
DOLLAR RENTAL CAR	(19)	DEMO
VALUE RENTAL CAR	(20)	DEMO
AVIS RENTAL CAR	(21)	DEMO
BUDGET RENTAL CAR	(22)	DEMO
ECONOMY PARKING LOT	(23)	CARGO EXP
TERMINAL PARKING LOT	(24)	MULTI-MODAL
ALAMO RENTAL CAR	(25)	
COMMERCIAL TERMINAL BUILDING/ ADMINISTRATION	(26)	DEMO
COOLING TOWER	(27)	DEMO
FUTURE MULTI-MODAL FACILITY		(4)
ENGINE RUN-UP AREA		(4)
AIRCRAFT STORAGE / MAINTENANCE		(4)
COMMERCIAL SERVICE FUEL FARM	(31)	SAME
GENERAL AVIATION FUEL FARM	(32)	SAME
IN-FLIGHT KITCHEN	(33)	SAME
TRITURATOR		(4)
CHILLER BUILDING		(4)
PARKING GARAGE (4 LEVEL)		(4)
MID-FIELD TERMINAL		(4)
AIRPORT ROTATING BEACON	(36)	(4)

HATCH LEGEND	
ITEM/PHASING	COLOR
PHASE 1: 2000 - 2005	
PHASE 2: 2006 - 2010	
PHASE 3: 2011 - 2020	
ULTIMATE PHASE	
CONSERVATION AREAS	
NON-AVIATION	
NO DEVELOPMENT PLANNED	

LEGEND		
ITEM	EXISTING	ULTIMATE
POWER LINES		
FENCE		
WIGI		N/A
PAPI	N/A	
ASOS		
BUILDING RESTRICTION LINE	BRL	SAME
PROPERTY BOUNDARY		
ARP		
DEVELOPMENT		SEE HATCH LEGEND
PAVEMENT MARKINGS		
THRESHOLD LIMITS		SAME
RUNWAY END LIGHTS		SAME
RUNWAY OBJECT FREE AREA		SAME
RUNWAY OBJECT FREE ZONE		SAME
RUNWAY SAFETY AREA		SAME
NAVAID CRITICAL AREA		
DEMOLITION		
CONTOURS		SAME
DETENTION WET/DRY		SAME

NOTES:
1. All distances must be field verified or surveyed.

CONSTRUCTION NOTICE REQUIREMENT

TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH THE FAA AIRPORTS DISTRICT OFFICE PRIOR TO CONSTRUCTION. FAA'S REVIEW TAKES APPROXIMATELY 60 DAYS.

Hillman
Airport Consulting Services

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT
FORT MYERS, FLORIDA

AIRPORT LAYOUT PLAN

No.	Date	REVISION

DATE:	FEBRUARY 2003
PROJECT NO:	C06901
FILE NAME:	N/C06901-ALP.dwg
DESIGNED BY:	J.H./S.R.
DRAWN BY:	J.M.
CHECKED BY:	S.R.

SHEET 2 OF 15

AIRPORT MITIGATION LANDS OVERLAY

(Proposed Lee Plan Map 3M)

R 20 E | R 21 E | R 22 E | R 23 E | R 24 E | R 25 E | R 26 E | R 27 E

T 43 S | T 44 S | T 45 S | T 46 S | T 47 S | T 48 S

CHARLOTTE COUNTY | HENDRY COUNTY | COLLIER COUNTY

Charlotte Harbor | Boca Grande Pass | Captiva Pass | Pine Island Sound | Gulf of Mexico | San Carlos Bay | Estero Bay | Caloosahatchee River

N | S | E | W

1 0.5 0 1 2 3 4 Miles

LEE COUNTY
SOUTHWEST FLORIDA
DIVISION OF PLANNING

Airport Mitigation Lands Overlay

CPA2003-00002

Map Generated November 2003
Adopted by Ordinance NO ____

Table 1(b)
Planning Community Year 2020 Allocations

Future Land Use Category		Lee County Totals	Alva	Boca Grande	Bonita Springs	Fort Myers Shores	Burnt Store	Cape Coral	Captiva	Fort Myers	Fort Myers Beach	Gateway/ Airport	Daniels Parkway
Residential By Future Land Use Category	Intensive Development	1,493				89		27		297			
	Central Urban	9,558				208				545			
	Urban Community	13,077	519	437		633							
	Suburban	15,448				1,803				206			
	Outlying Suburban	4,931					20	2	435				1,352
	Industrial	96								48		18	
	Public Facilities	2		1					1				
	University Community	860											
	Industrial Interchange												
	General Interchange	53											2
	General Commercial Interchange	7				7							
	Industrial Commercial Interchange												
	University Village Interchange												
	Mixed Use Interchange												
	New Community	1,644								360		1,284	
	~~Airport Commerce~~ Tradeport	9										9	
	Airport												
	Rural	8,977	1,419			783	633			184		111	1,255
	Rural Community Preserve	3,046											
	Outer Island	215	5						172				
	Open Lands	2,091	175				588						47
	Density Reduction/ Groundwater Resource	5,544	40									94	
	Wetlands												
Unincorporated County Total Residential		67,051	2,158	438		3,523	1,241	29	608	1,640		1,516	2,656
Commercial		9,460	46	56		257	26	17	112	153		824	398
Industrial		6,311	26	14		391	5	26		733		3,096	10
Public		58,676	3,587	537		1,724	1,193	6	1,981	750		6,136	1,854
Active AG		34,145	6,098			620				279		569	254
Passive AG		65,522	14,633			4,483	6,987	10		631		3,580	575
Conservation		79,488	2,236	296		1,125	3,672		1,347	1,006		3,482	1,918
Vacant		44,720	1,525	2		33	1,569	25	5	495		792	578
Total		365,373	30,309	1,343		12,156	14,693	113	4,053	5,687		19,995	8,243

Table 1(b)
Planning Community Year 2020 Allocations

Future Land Use Category		Iona/ McGregor	San Carlos	Sanibel	South Fort Myers	Pine Island	Lehigh Acres	Southeast Lee County	North Fort Myers	Buckingham	Estero	Bayshore
Residential By Future Land Use Category	Intensive Development				704	5			371			
	Central Urban	462	15		2,778		3,052		2,498			
	Urban Community	697	930		920	526	8,037			51	327	
	Suburban	2,471	2,250		1,217	636			5,293		1,572	
	Outlying Suburban	396				466			610	49	837	764
	Industrial	7	13		10							
	Public Facilities											
	University Community		860									
	Industrial Interchange											
	General Interchange							15	9		15	12
	General Commercial Interchange											
	Industrial Commercial Interchange											
	University Village Interchange											
	Mixed Use Interchange											
	New Community											
	~~Airport-Commerce~~ Tradeport											
	Airport											
	Rural		160			1,129	10	702	383	57	900	1,251
	Rural Community Preserve									3,046		
	Outer Island	1				37						
	Open Lands								45			1,236
	Density Reduction/ Groundwater Resource							3,573				1,837
	Wetlands											
Unincorporated County Total Residential		4,034	4,228		5,629	2,799	11,099	4,290	9,209	3,203	3,651	5,100
Commercial		782	1,613		1,849	165	452	31	1,158	18	1,399	104
Industrial		298	350		723	64	216	55	209	5	87	3
Public		2,970	1,085		3,394	1,722	13,738	7,700	2,015	2,114	4,708	1,462
Active AG						2,313		21,066	381	411	833	1,321
Passive AG			90			960		21,110	4,113	3,867	90	4,393
Conservation		8,879	3,283		128	13,703	1,455	30,882	1,293	359	3,626	798
Vacant		1,912	11		690	4,577	19,561	321	4,242	1,278	5,794	1,310
Total		18,875	10,660		12,413	26,303	46,521	85,455	22,620	11,255	20,188	14,491

CPA 2003-02
SOUTHWEST FLORIDA INTERNATIONAL AIRPORT
PORT BOARD SPONSORED AMENDMENT
TO THE

LEE COUNTY COMPREHENSIVE PLAN

THE LEE PLAN

Lee County Port Authority Sponsored Application and Staff Analysis

LPA Public Hearing Document
for the
November 24th, 2003 Public Hearing

Lee County Planning Division
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November 19, 2003

LEE COUNTY
DIVISION OF PLANNING
STAFF REPORT FOR
COMPREHENSIVE PLAN AMENDMENT
CPA 2003-02

[✓] **Text Amendment** [✓] **Map Amendment**

✓	This Document Contains the Following Reviews:
✓	**Staff Review**
	Local Planning Agency Review and Recommendation
	Board of County Commissioners Hearing for Transmittal
	Staff Response to the DCA Objections, Recommendations, and Comments (ORC) Report
	Board of County Commissioners Hearing for Adoption

STAFF REPORT PREPARATION DATE: November 19, 2003

PART I - BACKGROUND AND STAFF RECOMMENDATION

A. SUMMARY OF APPLICATION

1. APPLICANT:

The Lee County Port Authority, represented by Jeffrey W. Breeden, Reynolds, Smith, & Hills, Inc.

2. REQUEST:

Amend the various elements of the Lee Plan including: the Vision Statement; Future Land Use Element; Transportation Element; Intergovernmental Coordination Element; and, Glossary to incorporate the "Southwest Florida International Airport Layout Plan" proposed Map 3F and the "Southwest Florida International Airport Proposed Development Schedule" proposed Table 5 as adopted through the Airport Master Plan process. Incorporate proposed Map 3K, "the Airport Mitigation Lands Overlay" depicting lands owned by Lee County that were acquired for the purpose of mitigating environmental impacts attributable to development of the Southwest Florida International Airport. In addition, amend the Lee Plan to rename references to the "Airport Commerce" Future Land Use Category to the "Tradeport" Future Land Use Category.

B. STAFF RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. **RECOMMENDATION:** Planning staff recommends that the Board of County Commissioners transmit the proposed amendment to the Lee Plan. This recommendation includes incorporating 2 new maps, Maps 3F and 3K, into the Transportation Map series. The recommended text changes are included in Section C. below. Also, amend the Table 1(b) references to Airport Commerce to Tradeport.

2. **BASIS AND RECOMMENDED FINDINGS OF FACT:**

- The proposed plan amendment is being undertaken for the specific purpose of incorporating the results of the ongoing Airport Master Plan Update process.

- The proposed amendment does not affect the Airport boundaries as contained on the Lee Plan's Future Land Use Map.

- FS 163.3177(6)(j) and (k) allow local jurisdictions, like Lee County, to incorporate an airport master plan for a licensed publicly owned and operated airport into the local comprehensive plan. This section also a provides that any subsequent amendments to the airport master plan can also be incorporated into the local comprehensive.

- The Southwest Florida International Airport (SWFIA) is licensed by the Florida Department of Transportation as a publicly owned and operated airport per FS 333.06.

- FS 163.3177(6)(k) provides that development or expansion of an airport consistent with the adopted airport master plan as incorporated into the local comprehensive plan "shall not be a development of regional impact."

- The proposed amendment provides sound planning coordination between Lee County staff and the Port Authority staff.

- The Southwest Florida International Airport is one of the main economic engines in the community.

- The size, complexity and volume of projects planned and constructed at Southwest Florida International Airport, in addition to new statutory requirements relating to airport master plans and comprehensive plan elements, makes it prudent and appropriate to establish a system of coordinated review between the Airport and various County departments. The proposed revisions to the Intergovernmental Coordination Element adequately address this need for increased coordination.

- The plan amendment does not cause a need to modify any of the FSUTMS model data. The request does not require any transportation network modifications due to traffic. The request does reflect the desire to increase access to the airport by providing access to I-75.

- A compact and contiguous development pattern will be maintained through this amendment. The proposed amendment will not promote urban sprawl, as the subject property is located adjacent to a significant amount of existing and approved urban development. An examination of the surrounding land uses shows that the area surrounding the subject property is rapidly urbanizing, with the exception of the lands to the east.

- The proposed amendment does not accommodate additional residential development on the Lee Plan's Future Land Use Map. The proposed amendment will not affect Lee County population projections. Continued expansion of the facility is the result of increased growth in the southwest Florida region.

- A review of the Florida Site File indicates that no significant archaeological or historical sites are recorded for or likely to be present within the project area.

- The proposed amendment will have no affect on the School Board's plans to accommodate growth in the County.

- The proposed amendment will have minimal impacts on parks, recreation and open space.

- Lee County EMS currently provides emergency medical services to the Southwest Florida International Airport. Any increased demand for EMS from airport expansions will be addressed by budget plans for new ambulances and personnel.

- The Lee County Solid Waste Disposal System will have sufficient capacity to manage and dispose of the (Class I Municipal Solid Waste) materials anticipated to be generated by the expanded Southwest Florida International Airport.

- The Lee County Utilities system has adequate existing or planned capacity to provide an adequate level of service to accommodate the expanded airport.

C. RECOMMENDED LEE PLAN TEXT AMENDMENT

The following changes to the adopted text of the Lee Plan are proposed to incorporate the "Southwest Florida International Airport Layout Plan" (Map 3F) and the "Southwest Florida International Airport Proposed Development Schedule" (Table 5) as adopted through the ongoing Airport Master Plan process. In addition, this amendment incorporates a new "Airport Mitigation Lands Overlay" (Map 3K) and renames the "Airport Commerce" Future Land Use Category as the "Tradeport" Future Land Use Category. The specific proposed language changes are included below:

VISION STATEMENT:

10. Gateway/Airport - This Community is located South of SR 82, generally east of I-75, and north of Alico Road including those portions of the Gateway development ~~which~~ that either have not been or are not anticipated to be annexed into the City of Fort Myers, the Southwest Florida International Airport and the properties ~~it is expected~~ the airport expects to ~~will~~ use for its

expansion, the lands designated as ~~Airport Commerce~~ Tradeport, and the land designated as Industrial Development west of I-75 north of Alico Road. In addition to these two land use designations, properties in this community are designated New Community (the Gateway development), Airport, Density Reduction/Groundwater Resource (primarily the anticipated airport expansion areas), Rural, and General Interchange. The road network in this community is planned to change dramatically over time creating access to and from this community to the north, south, and east without relying on I-75.

There are three distinct areas within this community. The Gateway portion of this community is the area where residential uses will occur. Gateway will be a thriving, nearly built-out, mixed-use community in 2020. The population of this community is anticipated to grow from 1,500 permanent residents in 1996 to approximately 8,000 in 2020 and is expected to have fewer than 1,000 units remaining to be built in the year 2020. The Gateway/Airport community will continue ~~remain~~ to have an average seasonal resident influx for the Lee County area with an expected 2020 functional population of 10,000.

The second area in this community is the Southwest Florida International Airport. The airport will be greatly expanded by 2020. The expanded airport will have a second parallel runway and a new terminal building ~~which~~ that will more than double the existing capacity of the airport. Development will be guided by the Airport Layout Plan (as established through the airport master plan process) consistent with the Southwest Florida International Airport Proposed Development Schedule (Table 5) and all other Lee Plan provisions.

The airport expansion and the completion of Florida Gulf Coast University are expected to energize the remaining area in this community, including the commercial and industrial components ~~of this community~~. This portion of the community is to the south and west of Gateway and the airport and extends west of I-75 along Alico Road. While this segment of the community is not expected to build out during the timeframe of this plan, the area will be much more urbanized with hi-tech/clean industry businesses.

FUTURE LAND USE ELEMENT:

OBJECTIVE 1.2: SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AREA. Designate on the Future Land Use Map adequate land in appropriate locations to accommodate the projected growth needs of the Southwest Florida International Airport and the business and industrial areas related to it, as well as research and development activities and other non-aviation related development that is not necessarily related to the airport, through the year 2020. The Lee County Port Authority desires to establish non-aviation related uses to provide a supplementary revenue source as well as providing an opportunity for businesses that desire a location on airport property. Designate on the Airport Layout Plan suitable areas to accommodate these desired uses and provide general policy guidance as to how these uses will be developed. These categories are also considered Future Urban Areas.

POLICY 1.2.1: Airport lands include the Southwest Florida International Airport's existing facility and projected growth areas through the year 2020. These areas will include airport and airport-related development as well as non-aviation land uses as proposed in the approved 2003 Airport Master Plan update and as depicted on the Airport Layout Plan sheet (Map 3F) and the

Southwest Florida International Airport Proposed Development Schedule (Table 5). This mix of uses is intended to support the continued development of the Southwest Florida International Airport. Future development at the Southwest Florida International Airport will also include non-aviation related land uses such as hotels/motels, light industrial, service stations, ancillary retail/shopping, and office development. Any future airport expansion or development of aviation-related and non-aviation uses will ~~also include extensive environmental buffer areas for the protection of groundwater resources and wildlife habitat~~ offset environmental impacts through the Airport Mitigation Lands Overlay (Map 3K) or other appropriate mitigation acceptable to the permitting agencies and to Lee County. The physical design of the airport expansion will minimize any degradation of the recharge capability of land ~~in the expansion area~~ being developed. ~~Any~~ Aairport expansion beyond the present boundaries will be subject to ~~appropriate modifications to the DRI development order and~~ necessary amendments to the Lee Plan.

All development on Airport lands must be consistent with Map 3F and Table 5. Map 3F depicts the planned expansion of the Southwest Florida International Airport through 2020. If the airport master planning process precipitates a substantive change to the Airport Layout Plan (Map 3F), then the Port Authority must amend Map 3F prior to obtaining local development approval.

The non-aviation related development areas have been depicted on the approved Airport Layout Plan sheet (Map 3F). These uses will be constructed upon Airport lands with long term leases. All development within the non-aviation land use areas will be subject to mitigation requirements for wetland impacts. Mitigation of wetland impacts will be in accordance with the U.S. Army Corps of Engineers and South Florida Water Management District requirements. To the greatest extent reasonably possible, development of non-aviation land use areas must avoid wetland impacts. All non-aviation land use development will meet the indigenous vegetation requirements set forth in the Lee County Land Development Code.

POLICY 1.2.2: The ~~Airport Commerce~~ Tradeport areas are commercial and industrial lands adjacent to the airport needed to accommodate projected growth through the year 2020. These areas will include developments consisting of light manufacturing or assembly, warehousing, and distribution facilities; offices; research and development activities; ground transportation and airport-related terminals or transfer facilities; and hotels/motels, meeting facilities; and retail uses ~~are permitted~~ within hotels/motels. Ancillary retail commercial uses, intended to support the surrounding business and industrial land uses, are allowed if they are part of a Planned Development of 10 or more acres in size and are limited to 1,000 square feet per acre of ~~Airport Commerce~~ Tradeport land within the Planned Development. Residential uses, other than bona fide caretaker residences, are not permitted in this category except to the extent provided in Chapter XIII of the Plan. Caretaker residences are not permitted in the Airport Noise Zone 3. Because this area is located within the Six Mile Cypress Basin and is also a primary point of entry into Lee County, special environmental and design review guidelines will be applied to its development to maintain the appearance of this area as a primary point of entry into Lee County. Property in Section 1 and the east ½ of Section 2, Township 46 South, Range 25 East, and in Section 6, Township 46 South, Range 26 East, must be rezoned to a planned development zoning category prior to any development other than the construction of essential public services. During the rezoning process, the best environmental management practices identified on pages 43 and 44 of

the July 28, 1993 Henigar & Ray study entitled, "Groundwater Resource Protection Study" will be rebuttably presumed to be necessary to protect potential groundwater resources in the area.

POLICY 1.2.4: The Airport AOPD zoning resolution must be amended before any non-aviation related uses can be developed at the Southwest Florida International Airport. The intensity of the proposed aviation and non-aviation land uses must be consistent with Lee Plan Table 5.

POLICY 1.2.5: Map 3F, as currently incorporated into the Lee Plan includes transportation improvements that exceed those shown on the balance of the Transportation Map Series maps. The direct access improvements to I-75 depicted on Map 3F, which are being pursued by the Port Authority to benefit the midfield terminal, include an interchange at I-75 and grade separation at Treeline Avenue/Ben Hill Griffin Parkway. These future improvements are the Port Authority's desired access to the airport. The Port Authority will be responsible for achieving consistency between Map 3F and the balance of the Transportation Map Series concerning access to I-75. The Port Authority will serve as the lead agency for achieving direct access to I-75.

POLICY 1.7.11: The Airport Mitigation Lands Overlay (Map 3K) depicts lands owned by Lee County that were acquired for the purpose of mitigating environmental impacts attributable to development of the Southwest Florida International Airport. Activities performed in these areas must be in accordance with state and federal permitting agency requirements. This Overlay is intended soley as an informational tool designed to identify the location of the lands and the purpose for which the land was acquired. The Overlay does not restrict the use of the land in and of itself. Use of these lands will be determined by permit requirements. In all cases, the use of this land will be consistent with the underlying Future Land Use category.

POLICY 2.4.4: Lee Plan amendment applications to expand the Lee Plan's employment centers, which include light industrial, commercial retail and office land uses, will be evaluated by the Board of County Commissioners in light of the locations and cumulative totals already designated for such uses, including the 1994 addition of 1400 acres to the ~~Airport Commerce~~ Tradeport category just south of the Southwest Florida International Airport.

POLICY 7.1.6: Land that is located outside of the Industrial Development, ~~Airport Commerce~~ Tradeport, and Industrial Interchange areas but within the designated Future Urban Areas may be developed for light industrial purposes so long as adequate services and facilities are available, the use will not adversely impact surrounding land uses, and natural resources are protected, if one of the following conditions is met:

a. The parcel is located in the Intensive Development, Central Urban, or Urban Community land use categories, was zoned IL or IG prior to the adoption of the 1984 Lee Plan, and does not exceed 50 acres in size (unless it is adjacent to other existing or designated industrial lands); or

b. The parcel is located in the Intensive Development, Central Urban, Urban Community, General Interchange, Industrial Commercial Interchange, Mixed Use Interchange, or University Village Interchange land use categories, and is zoned as a Planned Development.

TRANSPORTATION ELEMENT:

OBJECTIVE 32.1: ECONOMIC GROWTH. The capacity and long term development of the Southwest Florida International Airport will be expanded in compliance with ~~the adopted Airport Master Plan~~ Map 3F and Table 5 to aid in the diversification of the county's economic growth. Specific ~~P~~project implementation and approval of the proposed development will be coordinated through the annual Capital Improvement Program process and be consistent with the Airport Layout Plan (Map 3F). These expansions will be funded through user fees, airline contributions, and other funding sources not involving general county tax dollars. The Port Authority will strive to minimize impacts to surrounding land uses while maintaining a safe and efficient facility for airport operations.

POLICY 32.1.1: The Port Authority will coordinate the implementation of scheduled infrastructure and facility improvements for the Southwest Florida International Airport; consistent with the approved Airport Layout Plan sheet (Map 3F) and the Southwest Florida International Airport Proposed Development Schedule (Table 5) ~~Airport Master Plan. The first phase priority will be the implementation of the new midfield terminal and its supporting infrastructure.~~

POLICY 32.1.3: The Port Authority will continue to expand ~~such~~ existing and proposed aviation facilities such as the ~~as its~~ terminal building, airport aprons, cargo facilities, roadways and parking in order to meet the forecasted demand.

POLICY 32.1.5: The Port Authority will capitalize on its Port of Entry and Foreign Trade Zone status to encourage economic diversification. ~~, and~~ This will be accomplished by actively: (1) seeking to increase international commerce movement; ~~and tourist related functions by~~ (2) implementing an international marketing program designed to increase tourist activity; ~~and by~~ (3) continuing planning efforts to ~~increase~~ ensure availability of adequate airport facilities ~~so that these facilities can adequately~~ to accommodate increases in international air traffic; and, (4) pursing development ~~create a climate~~ of international corporate ~~development~~ activity.

POLICY 32.2.1: The Port Authority will coordinate efforts with aviation and other transportation interests at the Southwest Florida International Airport to ~~provide~~ establish multi-modal transfer facilities ~~as well as other economically beneficial uses~~.

POLICY 32.2.3: Future updates of the Page Field and Southwest Florida International Airport Master Plans will monitor and incorporate development of non-aviation ~~commercial~~ uses at the airports and suggest aviation-related ~~and industrial~~ uses as appropriate.

POLICY 32.2.5: The County will utilize the approved Airport Master Plan and FAR Part 150 Study, including updates, as a basis to amend the comprehensive land use plan and the land development code to prohibit development that is incompatible with the Southwest Florida International Airport; and to ensure future economic enhancement consistent with Objective 31.2. Future updates of the Southwest Florida International Airport Master Plan that precipitate substantive changes to the Airport Layout Plan (Map 3F) will require a Lee Plan Amendment prior to local permitting approval. In accordance with FAA requirements, the Southwest Florida

International Airport Master Plan and corresponding Airport Layout Plan (Map 3F) will be comprehensively updated at least once every 5 to 8 years.

POLICY 32.3.4: The proposed development schedule for the Southwest Florida International Airport through the year 2020 is depicted in Table 5 of the Lee Plan. This Table includes both aviation and non-aviation related development. If the FAA/FDOT mandate navigational improvements (NAVAIDS) or require improvements related to Airport security or safety at Southwest Florida International Airport, then the Port Authority may pursue installation of the improvement even though the improvement is not specifically identified on Table 5. However, the Port Authority must obtain all appropriate approvals and permits prior to installation, including approval from Lee County. If these improvements precipitate a substantive change to either Table 5 or Map 3F, then the Port Authority must pursue a Lee Plan amendment incorporating the changes in the next available amendment cycle.

POLICY 32.4.1: The County and Port Authority will coordinate aviation facility expansion and demand, consistent with the Airport Layout Plan, through the County's annual Capital Improvement Program ~~and through the adoption~~ in conjunction with regular briefings by Port Authority staff to County staff ~~and update of the Airport Master Plan~~.

POLICY 32.4.4: The County and Port Authority recognize the significance and value of the Southwest Florida International Airport. The Lee County Port Authority will aggressively pursue Federal and State funding for access roadway improvements as identified on the Airport Layout Plan.

POLICY 32.5.7: The County will protect ~~its~~ existing and proposed aviation facilities from the encroachment of incompatible land uses by updating ~~of~~ the Future Land Use Map as needed ~~to reflect the preferred Port Authority expansion alternative layout (including necessary environmental mitigation acreage)~~ to achieve consistency with revisions to the respective FAR Part 150 Studies (if applicable), and Airport Layout Plans for Southwest Florida International Airport and Page Field, as proposed by the Port Authority.

POLICY 32.6.1: The Port Authority will coordinate and obtain approval for airport ~~expansion plans~~ development from the County through the annual capital improvement planning and programming process; local permitting process; Airport Master Plan Update process; and, the Lee Plan amendment process to ensure compatibility with other County programs. The Port Authority will provide Lee County copies of the annual capital improvement plan or other similar document for the Southwest Florida International Airport. Additional specific coordination requirements are contained in Objective 108.4 and subsequent policies.

INTERGOVERNMENTAL COORDINATION ELEMENT:

OBJECTIVE 108.4: COORDINATION OF AIRPORT DEVELOPMENT AND IMPROVEMENTS AT THE SOUTHWEST FLORIDA INTERNATIONAL AIRPORT WITH ALL PERMITTING AGENCIES. The Port Authority will coordinate with Lee County, the Southwest Florida Regional Planning Council, the Florida Department of Community Affairs,

Federal Aviation Administration, and the Florida Department of Transportation to ensure that the development of the Southwest Florida International Airport is consistent with the Lee Plan.

POLICY 108.4.1: Port Authority staff will ensure that Lee County staff is directly involved in the review and approval process related to the ongoing update of the Airport Master Plan. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Layout Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments to the Airport zoning approvals and compliance with the Lee County Land Development Code.

POLICY 108.4.2: The Port Authority will submit and County staff will review and provide comments regarding the following:

(1) Scope and content of ongoing updates to the Airport Master Plan pursued in accordance with Federal Aviation Administration Advisory Circular 150/5070-6A and the Florida Department of Transportation Guidebook for Airport Master Planning.

(2) Consistency of proposed amendments to the Airport Master Plan and resulting Airport Layout Plan (Map 3F) with the Lee Plan, Land Development Code (LDC) and local zoning approvals.

(3) Compatibility and compliance of Individual CIP projects with the Lee Plan, LDC regulations, zoning approvals and other applicable regulations.

(4) Proposed Lee Plan Amendments necessary to support revisions to the Airport Layout Plan (Map 3F), the Southwest Florida International Airport Proposed Development Schedule (Table 5), the Airport Master Plan, or CIP project list.

POLICY 108.4.3: Prior to submittal of any application to amend the Lee Plan, the Port Authority staff must obtain an endorsement of the proposed plan amendment application package, including the Airport Layout Plan, from the Board of Port Commissioners. Written evidence of this endorsement must be included in the plan amendment application package. The Port Authority staff will coordinate the date and time the endorsement request will be presented to the Port Commissioners with the County in order to provide County staff with ample opportunity to attend the meeting and address the Port Commissioners as necessary.

POLICY 108.4.4: Prior to formal submittal of any Lee Plan amendment package, rezoning request, or development order application, the Port Authority staff will informally present the proposed application to Lee County staff for initial comments and input regarding consistency with the Lee Plan and County regulations.

POLICY 108.4.5: The Port Authority is the lead agency in coordinating efforts to obtain approval for Southwest Florida International Airport access improvements with agencies participating in the Lee County Metropolitan Planning Organization. This includes the incorporation of improvements

into the Financially Feasible Transportation Plan (Map 3A) and the Lee County Metropolitan Planning Organization Financially Feasible Highway Plan and Needs Assessment. The Port Authority will work with local, State, and Federal transportation agencies to identify and obtain funding for access improvements to the airport.

GLOSSARY:

AIRPORT (PUBLIC USE). Is defined as any area of land or water designed and set aside for the landing and taking off of aircraft and utilized or to be utilized in the interest of the public for such purpose. Airport Facilities (Commercial or General Aviation) typically include areas for shelter, servicing, or repair of aircraft, or for receiving and discharging passengers or cargo, and areas used for access to airport facilities or buildings.

AIRPORT LAYOUT PLAN. A map of existing and proposed airport property, facilities and development that is created as a result of the Airport Master Planning process. The Airport Layout Plan for Southwest Florida International Airport is adopted as Map 3F.

AIRPORT MASTER PLAN. A plan of development applicable to an airport that is prepared and approved in accordance with FAA Advisory Circular 150/5070-6A and FDOT Guidebook for Airport Master Planning. By design, the Airport Master Plan process is ongoing and allows an airport to address operational and development needs as they arise. The overall development scheme or concept is depicted in the Airport Layout Plan.

AIRPORT SUPPORT LAND USES. Airport Support land uses include land uses that provide support facilities to other airport operations, including the air traffic control tower, aircraft rescue and firefighting, airport maintenance, airport utilities, rental car service and storage, fuel farms, aircraft maintenance areas, airline in-flight catering kitchens, airport police department gun range, airport auto repair facility, and Port Authority training facility.

AVIATION RELATED INDUSTRY. Aviation-Related Industry land uses include manufacturing, fabrication, or assembly activities relating to aviation. Examples of Aviation-Related Industry uses include fuel storage and transfer facilities, aircraft parts/instrument manufacture, facilities for processing large air cargo shipments, and warehousing.

AVIATION RELATED LAND USES. Aviation related land uses are necessary for the safe operation of the airport. These uses include: all uses necessary to support airfield operations such as runway and taxiway safety areas, runway approaches, taxiways and taxiway exits, areas where NAVAIDS will be located, and areas within the building restriction lines and the runway protection zones; all facilities associated with Airline Passenger Terminal areas and Air Cargo areas, including the Federal Inspection Station/customs, aircraft aprons, and terminal auto parking areas, cargo buildings and truck ramps for transshipping cargo between air and ground transportation; all uses associated with General Aviation operations, including aircraft aprons, fixed base operator offices and hangars, and auto parking areas. This term also includes all Airport Support and Aviation-Related Industry.

FUTURE URBAN AREAS. Those categories on the Future Land Use Map ~~which~~ that are designated for urban activities: Intensive Development, Central Urban, Urban Community, Suburban, Outlying Suburban, Industrial Development, Public Facilities, Airport, ~~Airport Commerce~~ Tradeport, Industrial Interchange, General Interchange, General Commercial Interchange, Industrial Commercial Interchange, University Village Interchange, Mixed Use Interchange, University Community, and New Community.

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT PROPOSED DEVELOPMENT SCHEDULE (TABLE 5). This Table depicts the proposed development schedule for the Southwest Florida International Airport through the year 2020.

NAVAID - AIR NAVIGATION FACILITY. A facility designed for use as an aid to air navigation, including landing areas, lights, any apparatus or equipment for disseminating weather information, for signaling, for radio direction-finding, or for radio or other electronic communication, and any other structure or mechanism having a similar purpose for guiding and controlling flight in the air or the landing or takeoff of aircraft.

NON-AVIATION RELATED USES. This phrase refers to the commercial and industrial land uses identified on the Airport Layout Plan (Map 3F) and Table 5. Non-aviation related uses are typically developed in non-aviation settings. Non-aviation uses may be enhanced by proximity to an airport, but these uses are not dependent on access to an airport. These uses could be developed in other locations within the County. Non-aviation related uses will be established on Airport lands through lease agreements with the Port Authority. The areas identified to accomodate these non-aviation uses are not necessary to support the primary aviation facilities comprising the Southwest Florida International Airport. Use of Airport lands for non-aviation use is intended to provide a revenue stream that may be used to enhance airport operations. Though located on airport property, the establishment of non-aviation uses is not necessary for the continued function of the primary aviation facilities associated with the airport.

PROCEDURES AND ADMINISTRATION:

B. Standards for Administrative Interpretations

4. Single-Family Residence Provision:

a. Applicability

Notwithstanding any other provision of this plan, any entity owning property or entering or participating in a contract for purchase agreement of property, which property is not in compliance with the density requirements of the Lee Plan, will be allowed to construct one single-family residence on said property PROVIDED THAT:

(1) through (3) no change.

(4) Interchange, ~~Airport Commerce~~ Tradeport, and Industrial Development land use categories: In addition to the requirements set forth above, a residential use must be the only reasonable use of the lot or parcel. The existence of a reasonable commercial or industrial use will be determined by reference to all of the applicable facts and circumstances, including, but not limited to, the nature of the surrounding uses, the adequacy of the lot size (pursuant to Chapter 34 of the Land Development Code) for commercial or industrial uses, and whether adequate infrastructure exists or can reasonably be provided to serve a commercial or industrial use at the location in question.

D. BACKGROUND INFORMATION

1. EXISTING CONDITIONS:

SIZE OF PROPERTY: Airport property is 6,372 ± Acres; Mitigation Overlay property is 6,986 ± Acres.

PROPERTY LOCATION: The airport property is generally located on the east side of U.S. I-75, south of Daniels Parkway and north of Alico Road. The Airport Mitigation Overlay lands are located east of Alico Road and North of Corkscrew Road.

EXISTING USE OF LAND: The airport property is developed as an operating airport; The Airport Mitigation Overlay lands are used for mitigating environment impacts attributable to development of the Southwest Florida International Airport.

CURRENT ZONING: The airport property is zoned AOPD; the Airport Mitigation Overlay lands are zoned AG-2.

CURRENT FUTURE LAND USE CATEGORY: The airport property has two Future Land Use designations: Airport and Wetlands. The Mitigation Overlay property has three Future Land Use designations: Density Reduction/Groundwater Resources, Wetlands, and Public Facilities.

2. BACKGROUND DISCUSSION:

The Lee County Port Authority has the responsibility of managing the planning, development and operation of the Southwest Florida International Airport and Page Field. These airports are the only publically funded and maintained airports in Lee County. These airports provide service for the rapidly growing aviation needs of the region. This amendment is concerned with the Southwest Florida International Airport.

As the application indicates, the Southwest Florida International Airport (SWFIA) is an integral component of the regional transportation infrastructure system. The Port Authority prepares a plan, the Airport Master Plan, with periodic updates to provide a comprehensive analysis of current airport facilities and a determination of trends and activities affecting the Airport and its

environment. The Airport Master Plan and updates are based on the criteria and standards set forth by both the Federal Aviation Administration (FAA) and the Florida Department of Transportation (FDOT).

The current "Southwest Florida International Airport Draft Final Master Plan Update 2003" is based on the criteria and standards set forth in the FAA Advisory Circulars (AC) 150/5070-6A, "Airport Master Plans," AC 150/5300-13, Change 6, "Airport Design," as well as the FDOT's "Guidebook for Airport Master Planning." An Airport Master Plan Update includes updated aviation forecasts, facility requirements, demand/capacity analyses, airside and landside alternative analyses, a financial plan, an environmental overview, and an Airport Layout Plan set that meets FAA and FDOT criteria to guide future development on and around the Airport.

Concerning the current effort to incorporate the ongoing updates to the Airport Master Plan into the Lee Plan and increasing coordination, the application provides the following:

> *The size, complexity and volume of projects planned and constructed at the airports, in addition to new statutory requirements relating to airport master plans and comprehensive plan elements, makes it prudent and appropriate to establish a system of coordinated review between the Airport and various County departments. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments to the Airport zoning approvals and compliance with the Lee County Land Development Code.*

SWFIA is currently being developed under a Development of Regional Impact (DRI) Development Order (DO) adopted pursuant to Florida Statutes (FS) Chapter 380. Concerning the fourth DRI DO amendment, the Lee Plan application materials provide the following:

> *The Airport amended the DRI Development Order a fourth time in December 2000. Condition II.H.6.c of the amended DRI Development Order provides that if the Florida Legislature adopts statutory amendments excusing airports from compliance with the development of regional impact regulations set forth in FS Ch. 380, then the County would assist the Airport in terminating or abandoning the DRI Development Order while maintaining the Airport's ability to continue construction of the Airport consistent with the Airport Master Plan and local development order approvals.*
>
> *Chapter 2002-20, Laws of Florida (HB 261), revising FS Chapters 163 and 380, became effective on July 1, 2002. This legislation provides development or expansion of an airport, consistent with an adopted master plan that has been incorporated into the local comprehensive plan, will not be considered a development of regional impact.*

The Florida Legislature adopted Chapter 2002-20, Laws of Florida, which amends FS 163.3177(6) to create a new subsection (k) specifically allowing incorporation of an Airport Master Plan into the comprehensive plan as part of the transportation element. This portion of the Florida Statutes reads as follows:

(k) An airport master plan, and any subsequent amendments to the airport master plan, prepared by a licensed publicly owned and operated airport under s. 333.06 may be incorporated into local government comprehensive plan by the local government having jurisdiction under this act for the area in which the airport or projected airport development is located by the adoption of a comprehensive plan amendment. In the amendment to the local comprehensive plan that integrates the airport master plan, the comprehensive plan amendment shall address land use compatibility consistent with chapter 333 regarding airport zoning; the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport; consistency with the local government transportation circulation element and applicable metropolitan planning organization long-range transportation plans; and the execution of any necessary interlocal agreements for the purposes of the provision of public facilities and services to maintain the adopted level of service standards for facilities subject to concurrency; and may address airport-related or aviation-related development. Development or expansion of an airport consistent with the adopted airport master plan that has been incorporated into the local comprehensive plan in compliance with this part, and airport-related or aviation-related development that has been addressed in the comprehensive plan amendment that incorporates the airport master plan, shall not be a development of regional impact. Notwithstanding any other general law, an airport that has received a development-of-regional-impact development order pursuant to s. 380.06, but which is no longer required to undergo development-of-regional-impact review pursuant to this subsection, may abandon its development-of-regional-impact order upon written notification to the applicable local government. Upon receipt by the local government, the development-of-regional-impact development order is void.

FS 163.3177(6)(k) allows local jurisdictions, like Lee County, to incorporate an airport master plan for a licensed publicly owned and operated airport, like Southwest Florida International Airport, into the local comprehensive plan. The Southwest Florida International Airport (SWFIA) is licensed by the Florida Department of Transportation as a publicly owned and operated airport per FS 333.06. FS 163.3177(6)(k) also provides that any subsequent amendments to the airport master plan can also be incorporated into the local comprehensive. In addition, FS 163.3177(6)(k) provides that development or expansion of an airport consistent with the adopted airport master plan as incorporated into the local comprehensive plan "shall not be a development of regional impact."

In response to these recent statutory changes the Board of County Commissioners initiated this publically sponsored amendment providing for the incorporation of the Airport Master Plan into the Lee Plan. The Board of County Commissioners has stated its intention that once this Lee Plan amendment has been adopted, it will be appropriate to extinguish or abandon the SWFIA DRI DO.

PART II - STAFF ANALYSIS

A. STAFF DISCUSSION

INTRODUCTION

The applicant, the Lee County Port Authority, on March 6, 2003, filed a Lee Plan map and text amendment to incorporate the Airport Master Plan into the Lee Plan. The application provides the following summary concerning the proposed change for the subject property:

> *The proposed change for this application is to allow the Lee County Port Authority to benefit from the recent changes in the Florida Statutes that allow Airports to be excused from DRI requirements as long as they meet certain criteria. These criteria include a provision that in order for airports to be granted relief from DRI requirements, the Airport Master Plan and resulting Airport Layout Plan Sheet must be adopted into the local comprehensive plan to allow for local government coordination. By adopting the Airport Master Plan and Airport Layout Plan sheet into the Lee Plan, it allows the Lee County Port Authority the necessary flexibility to meet the aviation needs of Southwest Florida.*
>
> *The proposed Lee Plan Amendment does not change the future land use definition of Airport nor does it change the boundaries currently shown on the Lee County Future Land Use Map. However, the application proposes additional land (sic) allowable land uses within the future Airport land use category. These future land uses deal primarily with non-aviation land use activities such as hotel, industrial, office and limited retail land uses and is explained in greater detail in section J of this application. These additional land uses are compatible and similar to those land uses allowed within the future land use category Airport Commerce area which is located to the North and West of the subject property. A table presenting proposed development for the Southwest Florida International Airport has also been generated for inclusion in the Lee Plan.*

Lee County staff recognizes the importance of this effort and has worked cooperatively to achieve the best possible integration of the Port Authority plans and the County's Comprehensive Plan, the Lee Plan. County staff recognizes that the international airport is one of the main economic engines in the region. A recent economic impact study, completed by the Cincinnati-based consulting firm Ricondo & Associates for the Lee County Port Authority analyzed the airport's direct and indirect contributions to the area's economy. Data showed that the airport generated $2 billion in economic output, almost 44,000 jobs, and salaries of $885 million in Southwest Florida during 1999. The airport provides almost 1,400 full-time jobs. The Southwest Florida International Airport has served more than 4 million passengers each year since 1994.

County staff also recognize that the size, complexity and volume of projects planned and constructed at Southwest Florida International Airport, in addition to new statutory requirements relating to airport master plans and comprehensive plan elements, makes it prudent and appropriate to establish a system of coordinated review between the Airport and various County departments. As the application notes, this mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments

to the Airport zoning approvals and compliance with the Lee County Land Development Code. This amendment, in part, establishes the process framework to make this coordinated effort possible. The framework requires dialogue prior to formal submittal of any Lee Plan amendment package, rezoning request, or development order application. The purpose of this requirement is to involve County staff earlier in the process and for the Port Authority staff to obtain initial comments and input regarding consistency with the Lee Plan and County regulations.

The amendment proposes to replace existing Map 3F "Runway Protection Zones (Clear Zones) Southwest Florida International Airport" with a new Map 3F "Southwest Florida International Airport Layout Plan." The amendment also proposes to incorporate a new Table, Table 5 "Southwest Florida International Airport Proposed Development Schedule." Both of these new additions to the Lee Plan will guide future development on the Airport property.

Proposed Table 5 includes the opportunity for the Port Authority to establish non-aviation related land uses. Table 5 includes a summary of these possible land uses:

Hotel: 300 rooms
Light Manufacturing/Assembly: 100,000 square feet
Gas Station/Convenience Store: 3,500 square feet with 12 pumps
Warehouse/Distribution: 100,000 square feet
Office: 225,000 square feet

The parameters listed above are the upper limits of non-aviation related land uses that could be developed at SWFIA before the year 2020. The Port Authority will enter into leases with proposed end users, and the uses will still have to be approved through normal local processes such as rezoning, development orders, and building permit approvals.

The Airport Layout Plan sheet (Map 3F) and the Southwest Florida International Airport Proposed Development Schedule (Table 5) are the result of the latest "Southwest Florida International Airport Draft Final Master Plan Update 2003." The Port Authority's consultant has provided the following update concerning the status of the Master Plan Update:

> *The Southwest Florida International Airport Master Plan Update final draft has been submitted to the FAA and FDOT for final comments. Comments have been received from both agencies and are under review by the consulting team. The Lee County Port Authority anticipates that the comments will be addressed and the final master plan documents will be approved by the FAA and FDOT within the next 90 days. No substantive changes are anticipated.*

COMPREHENSIVE PLAN BACKGROUND

The subject property was designated "Airport," "Open Lands," and "Resource Protection and Transition Zones" by the original Lee County Future Land Use Map, adopted in 1984. "Open Lands" was established as a non-urban future land use category with a maximum density of one dwelling unit per acre. Subsequent Lee Plan amendments changed this designation to the Density Reduction/Groundwater Resource category and then to "Airport." The "Resource Protection and Transition Zones" land use categories were consolidated into the "Wetlands" land use category. Currently the property is designated "Airport" and "Wetlands."

SURROUNDING ZONING, LAND USES, AND FUTURE LAND USE DESIGNATIONS

The application materials include an extensive discussion of surrounding zoning and land uses. An examination of the surrounding land uses shows that the area surrounding the subject property is rapidly urbanizing, with the exception of the lands to the east. The surrounding Future Land Use categories consist of Airport Commerce, New Community and Density Reduction/Groundwater Resources. Airport Commerce designated lands occur to the north, west, and south of airport lands. The New Community designation is located north of airport lands. Density Reduction/Groundwater Resource lands are located south and east of airport lands. The application materials reveal a variety of DRIs, Developments of County Impacts, and planned developments in close proximity to the airport. Staff refers to the Airport Commerce areas in this section of the report, but notes that the amendment proposes to rename these areas to the Tradeport designation.

North of the subject property is Daniels Parkway and then a variety of planned development and DRI approvals with significant amounts of existing and planned uses. These include the Gateway DRI/PUD, the Worthington Commerce Park MPD, the Airside Plaza DRI/CPD, the Treeline Park IPD, and Airport Woods IPD. The Future Land Use designations for the area immediately north of the subject property include lands with the Airport Commerce, Wetlands, and New Community designations. There are also vacant properties located to the north of the subject property.

East of the subject property are lands within the Density Reduction/Groundwater Resource Future Land Use Category. The majority of these lands are zoned AG-2 and are either vacant or used for agricultural purposes.

To the south are several existing or proposed DRIs and planned developments with significant amounts of existing and planned uses. These include the Rockett 44 IPD, the Ledo Lines IPD, the Airport South Interchange IPD, the Coca Cola Bottling IPD, the Jetway Tradeport MPD, and the Airport Technology Center. Also south of Alico Road, several developments are occurring or are planned including the Florida Gulf Coast Town Center Mall, Miromar Lakes DRI, and Florida Gulf Coast University. The Future Land Use designation for the area south of the subject property is Airport Commerce and Density Reduction/Groundwater Resource and then the University Community land use designation south of Alico Road.

The majority of the lands to the west of the airport are zoned AG-2. Along Daniels Parkway, between I-75 and the airport property, a variety of commercial zoning districts such as CT, CG, CH, and CP are present. Within the area south of Daniels Parkway is the Jetport Interstate Commerce Park DRI. This DRI is mainly zoned IL with some commercial zoning such as CT. A portion of this DRI is located within the General Interchange Future Land Use category. This category is located at the I-75 and Daniels Parkway interstate interchange area.

A public rest area for I-75, accessed from Daniels Parkway, is located north of Daniels Parkway and east of I-75. The rest area is designated "Public Facilities" on the Lee Plan's Future Land Use Map.

TRANSPORTATION/TRAFFIC CIRCULATION IMPACTS

The subject property currently has access from Daniels Parkway via Chamberlin Parkway and Paul J. Doherty Parkway. With the expansion of the airport with the development of the new mid-field terminal, main access will be from Treeline Avenue/Ben Hill Griffin Parkway. The Port Authority's desire is to

have a direct connection to I-75. Proposed Map 3F includes these improvements as well as grade separation of the I-75 connector from Treeline Avenue/Ben Hill Griffin Parkway. These desired improvements are not currently depicted on the Transportation Map Series maps. Staff is recommending that a new policy (Policy 1.2.5) be added to the Lee Plan to clarify the desired improvements and the need over time to amend the balance of the map series.

The Lee Plan amendment application requires a traffic circulation analysis to determine the proposed effect of the amendment on Map 3A, the Financially Feasible Transportation Plan Map, and on the Capital Improvements Element. Applicants must identify the traffic analysis zone (TAZ) and the socio-economic forecasts for that zone or zones. The required analysis includes determining whether or not the requested amendment requires modification to the socio-economic data forecasts for the TAZ or zones.

The Port Authority submitted the required traffic circulation analysis. The application identifies the correct TAZ:

> *TAZ 1142 is the zone that represents RSW in the 2020 FSUTMS model. The airport TAZ (1142) does not contain socio-economic data, as it uses a special trip generation module to generate trips in the model (not socio-economic data). Therefore, trip generation is used for the purposes of this analysis.*

The application then compares the projected trip generation for the airport as a result of the amendment with the existing trip generation assumed for TAZ 1142. The application provides the following discussion:

> *The total trip generation from TAZ 1142 in the adopted 2020 FSUTMS model is 53,254 trip ends. The projected airport trip generation for the airport in 2020 is outlined in Table 1. As the table shows, the total proposed trip generation for the airport by 2020 is 52,960 trip ends. The Less (sic) than 1% difference in the two numbers is the result of the new master plan update forecasts which reflect a more even distribution of peak enplanements as enplanement levels grow throughout the 20 year planning horizon. In other words, the peak month of enplanements during the month of March which coincides with the peak tourism season will be more balanced over the year as the airport will be used a (sic) greater percentage of business travelers and year round residents. The LCPA typically updates the Airport Master Plan every five to ten years and will re-coordinate this data with Lee DOT and the MPO. As a result of this analysis, no modification of the forecasts or socio-economic data is required.*

The Lee County Department of Transportation (LCDOT) has reviewed the request and has provided written comments dated April 8, 2003. These comments are reproduced below:

> *We have reviewed the above application which requests to amend Map 3F of the Lee Plan to reflect the latest Master Plan update for the airport. We concur with the applicant's conclusion that the total proposed trip generation for the airport by 2020 is about 1% less than the airport trip generation in the adopted MPO's 2020 FSUTMS model and have no objection to the application.*

Staff concludes that the plan amendment does not cause a need to modify any of the FSUTMS model data. The request does not require any transportation network modifications due to traffic. The request does

reflect the desire to increase access to the airport by providing access to I-75. Staff notes that an area has been designated on the Airport Layout Plan for a passenger multi-modal facility. Currently there are no plans to develop this facility. The designation on the Airport Layout Plan preserves the Port Authority's flexibility to develop a facility of this type if the opportunity arises.

POPULATION ACCOMMODATION

The request does not accommodate additional residential development on the Lee Plan's Future Land Use Map. The application provides the brief discussion:

> *The proposed development through the year 2020 for Southwest Florida International Airport will not affect Lee County population projections. The project is the result of increasing growth in the area in both population and tourism. Users of Southwest Florida International Airport will be those residing in and visiting the area who use air travel as a primary mode of transportation. The amendment will not require any revisions to Table 1(b) (Planning Community Year 2020 Allocations) or the Lee Plan Future Land Use Map.*

Staff concurs that the proposed amendment will not affect Lee County population projections. Continued expansion of the facility is the result of increased growth in the southwest Florida region as a whole.

ENVIRONMENTAL CONSIDERATIONS

The application includes a discussion, by Kevin L. Erwin, Consulting Ecologist, Inc. concerning major plant communities located on the subject site. The discussion includes a "Summary of Existing Conditions" Table. This Table includes the Florida Land Use, Forms and Cover Classification System (FLUCFCS) Code, a brief habitat description, percent cover of exotic species, and total acreage. The application materials also provide a detailed discussion by each FLUCFCS Code and provide wetlands information and mapping. A summary of listed animal and plant species observed on the subject property are set forth in the application in tabular form.

SOILS

The applicant has provided a soils map and information in the background materials (see Attachment C-2). The brief descriptions associated with the soil types depicted on the table prepared by the applicant are based on information provided in the Soil Survey of Lee County, Florida (U.S. Department of Agriculture, Soil Conservation Service, 1984).

HISTORIC RESOURCES

The application includes a letter, dated January 14, 1994, from the Division of Historical Resources and State Historic Preservation Officer, Florida Department of State. This letter provides the following:

> *A review of the Florida Site File indicates that no significant archaeological or historical sites are recorded for or likely to be present within the project area. Furthermore, because of the project location and/or nature it is unlikely that any such sites will be affected. Therefore, it is the opinion of this office that the proposed project will have no effect on historic properties listed, or eligible for listing, in the National Register of Historic Places, or otherwise of historical or architectural value. The project is also consistent with the historic preservation laws of Florida's Coastal Management Program.*

The application also includes two other letters, dated January 28, 2000 and April 6, 2001, from the Division of Historic Resources, Florida Department of State. Both of these letters indicate that, for Township 45 South, Range 24 East, Sections 23-26, 35-36, and Township 45 South, Range 26 East, Sections 17-20, and 30-32, the Florida Master Site File lists no archaeological sites, historical standing structures, or field surveys.

Lee County staff note that there are areas on the airport property designated in the "Area of archaeological sensitivity, Sensitivity Level 2. Chapter 22 of the Lee County Land Development Code defines the Sensitivity Level 2 as follows:

> *Those areas containing known archaeological sites that have not been assessed for significance but are likely to conform to the criteria for local designation, or* ***areas where there is a high likelihood that unrecorded sites of potential significance are present.*** (Bolding added for emphasis)

Staff is not aware of any historic or archaeological resources occurring on this site. The Port Authority will be required to obtain a "Certificate to dig" from Lee County prior to or in conjunction with the issuance of a final development order for activity within areas designated as being within the "Sensitivity Level 2" areas. "Activity" in this context means new construction, filling, digging, removal of trees or any other activity that may alter or reveal an interred archaeological site.

SCHOOL IMPACTS

Lee County School District staff reviewed the proposal and provided written comments dated October 17, 2002. This letter, signed by the then Superintendent, provides that "the expansion of the Southwest Florida International Airport will have no affect on the future plans for the growth or development of the Lee County School District." Staff concurs that the proposed amendment will have no affect on the School Board's plans to accommodate growth in the County.

PARKS, RECREATION AND OPEN SPACE

The proposed amendment will have minimal impacts on parks, recreation and open space. Lee County Public Works staff reviewed the request and provided a letter, dated April 14, 2003. The pertinent portion of this letter is reproduced below:

> *The applicant has indicated that they are requesting an amendment to incorporate the Airport Master Plan into the transportation element of the Lee County Comprehensive Land Use Plan. The underlying future land use designation of Airport will not change as a result of this amendment. Since the Airport land use category does not allow residential uses, it is our determination that existing and proposed support facilities provided by Lee County Parks and Recreation will not be impacted by the proposed amendment.*

The Port Authority has committed to maintain the LDC minimum open space requirement. The application confirms this:

> *The Lee County Port Authority has committed in (sic) providing the necessary open space requirements outlined in the Land Development Code. This requirement is easily met due to the large amount of open space required for the runway environment by the Federal Aviation*

Administration. Also included and allowed by the Land Development Code is the inclusion of the storm water management ponds located on site.

Lee County staff desires to clarify how open space, in regards to indigenous vegetation, will be handled concerning the non-aviation land uses. County and Port Authority staff agreed that non-aviation land uses will meet the indigenous vegetation requirements set forth in the LDC. New policy language concerning indigenous vegetation and non-aviation land uses is included in Policy 1.2.1.

EMERGENCY MEDICAL SERVICES (EMS)

Lee County EMS staff reviewed the request and provided written comments. This letter provides the following:

...Lee County EMS currently provides emergency medical services to the Southwest Florida International Airport. I anticipate any increased demand for EMS from the above named project to be addressed by budget plans for new ambulances and personnel.

As phases of this project are completed and the facilities grow, increasing traffic and heightened security will challenge our ability to maintain response time minimums. Lee County EMS will work with the Airport Fire Department to determine additional resources sufficient to meet these demands while maintaining our response time reliability standards.

SOLID WASTE

The subject property is within Lee County Solid Waste District #2. The collection company for District #2 is Florida Recycling Services, Inc. With the existing Gulf Coast Landfill, the Waste-to-Energy facility, and the Lee/Hendry Disposal facility all online, staff anticipates that there will be adequate capacity in the County's solid waste system to accommodate the additional waste that will likely accompany the expansion of the airport.

Lee County Solid Waste Division staff reviewed the request and provided written comments dated June 2, 2003. This letter, in part, provides the following:

The Lee County Solid Waste Division is planning the development of disposal facilities such that these facilities will have sufficient capacity to manage and dispose of the (Class I Municipal Solid Waste) materials anticipated to be generated by the expanded Regional Airport.

MASS TRANSIT

Lee Tran staff reviewed the request and provided comments dated June 10, 2003. This letter, in part, provides the following:

Lee Tran would like to provide future service for Lee County's residents and visitors once the new midfield terminal is completed at the airport, however, we were concerned that we had not yet been contacted by an airport representative to discuss the inclusion of transit amenities in the new terminal design. After discussions with Lee County Port Authority officials, we have been informed that further planning for ground transportation services to the new midfield terminal will not occur until 2004, and that we will be involved with that process at that time. We will be pleased to

provide continued service to the airport and look forward inclusion (sic) in the planning process next year.

POLICE

The Port Authority maintains an Airport Police Department that provides law enforcement and security services at the Southwest Florida International Airport. The Port Authority Police Department reviewed the request and provided written comments dated December 4, 2002. These comments are reproduced below:

We have been requested by your office to comment on the adequacy of providing law enforcement services at the Southwest Florida International Airport. As you may know, the Lee County Port Authority provides its own law enforcement at the airport. It is anticipated that we will continue to provide law enforcement services at the new Terminal complex in accordance with TSA SD 1542.

FIRE

The Port Authority maintains an Aircraft Rescue and Fire Fighting Department to provide fire and medical rescue services at the Southwest Florida International Airport. The Port Authority Aircraft Rescue and Fire Fighting Department reviewed the request and provided written comments dated November 19, 2002. These comments are reproduced below:

The Lee County Port Authority Aircraft Rescue and Fire Fighting Department operates under FAA Part 139 rules and regulations. We provide all fire protection and nonambulatory medical services to the Southwest Florida International Airport. The fire rescue personnel, vehicles and equipment are housed on airport property which allows for a minimal response time to any airport emergency.

The department is staffed with thirty-three (33) Emergency Medical Technicians (EMT). Ambulatory services are provided by the Lee County Emergency Medical Services (EMS) on an as-needed basis. By working within a network of local mutual aid responders, we provide excellent professional fire and medical rescue services to all passengers and operators at Southwest Florida International Airport.

UTILITIES

The application includes the required potable water and sanitary sewer analysis. The submitted analysis provides an estimation of demand for these services in 2020. Lee County Utilities staff reviewed the request and provided comments dated December 16, 2002. The relevant portion of this letter is reproduced below:

Lee County Utilities currently provides potable water and sanitary sewer service to the Southwest Florida International Airport. At the present time, the existing treatment plants, potable water transmission lines and sanitary sewer system serving this area have adequate capacity to provide potable water and sanitary sewer service to the proposed airport expansion to be completed in 2005.

Additionally, Lee County Utilities is actively involved in system enhancements to assure adequate potable water and sanitary sewer capacity to meet future demands within our service area.

These enhancements include expansion of Lee County Utilities' Corkscrew Water Treatment Plant which will increase permitted capacity from 10 Million Gallons per Day to 15 Million Gallons per Day. Also, the County is in the process of acquiring the Gateway Services District Wastewater Treatment Plant. This plant will provide for sewage treatment to the airport and it's surrounding areas. Currently sanitary sewer service is provided by Lee County Utilities transmissions system that conveys the sewage to the City of Fort Myers, South Wastewater Treatment Plant for treatment.

Lee County is proposing to expand the Gateway plant capacity from 1 Million Gallons per Day to a future capacity of 7 Million Gallons per Day in order to serve the existing and future developments within the area known as the Airport Sewer District. The acquisition of the existing facility and the first of three expansion phases is expected to be completed by the end of 2004 increasing the plant capacity to 3 Million Gallons per Day. The final phase is expected to be completed by the end of 2012 increasing the plant capacity to a total of 7 Million Gallons per Day.

Staff also notes that the County's concurrency system is applicable to the proposed non-aviation related uses. In other words, individual non-aviation related projects will have to demonstrate that there is adequate capacity in the potable water and sanitary sewer systems to address project impacts prior to a local development order approval.

TRADEPORT DESIGNATION

The current "Airport Commerce" designation is being revised to "Tradeport" at the request of the Port Authority. This change is necessary in order to eliminate the confusion created by the Airport Commerce designation during master planning and permitting process with the FAA and FDOT. It appears that "Airport Commerce" is a term of art that takes on a different connotation in the federal permitting process. The Port Authority consultants have informed staff that the term "Airport Commerce" creates ownership and responsibility confusion among these staffs. Staff believes that "Tradeport" more correctly identifies what is intended to occur within this land use category. In staff's opinion the term "Tradeport correctly identifies that these are areas for businesses involved in private enterprises, many of which are desirous of a location near the airport. Other than the name change, no substantive changes are being requested or recommended regarding the Airport Commerce/Tradeport land use category.

INTERNAL CONSISTENCY WITH THE LEE PLAN

The Airport is considered a Future Urban Area by the Lee Plan. The amendment is not proposing to make any adjustment to the "Airport" land use designation on Map 1. Objective 1.2 describes the "Southwest Florida International Airport Area." The amendment proposes additional language for Objective 1.2 and subsequent policies to incorporate the ongoing update to the Airport Master Plan.

Lee Plan Policy 1.7.6 discusses the Planning Communities Map (Map 16) and Acreage Allocation Table (Table 1(b)). This map and table depict the proposed distribution, extent, and location of generalized land uses for the year 2020. Acreage totals are provided for land in each Planning Community in unincorporated Lee County. No final development orders or extensions to final development orders will be issued or approved by Lee County that will allow the acreage totals for residential, commercial or

industrial uses contained in Table 1(b) to be exceeded. The proposed amendment is consistent with the allocations contained on Table 1(b) and will not affect established county population projections.

Goal 2 of the Lee Plan and its subsequent objectives and policies address growth management concerns. Goal 2 seeks to provide for an economically feasible plan, which coordinates the location and timing of new development with the provision of infrastructure by government agencies, private utilities, and other sources. The subject property has access to the arterial road network as well as to public water and sewer.

Objective 2.2 seeks to direct new growth to those portions of the Future Urban Areas where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created. Staff believes that a compact and contiguous growth pattern will be achieved through this plan amendment. The subject property is within an urbanizing area and is surrounded on three sides by existing or approved urban development. Staff finds that a compact growth pattern is preferable to urban development occurring more distant from existing urban areas and urban infrastructure. Staff finds that the proposed plan amendment promotes a compact growth pattern and minimizes urban sprawl.

Objective 2.4 of the Lee Plan requires regular examination of the Future Land Use Map in light of new information and changed conditions, and make necessary modifications or amendments to address these changes. Staff finds that conditions around the subject property have changed significantly since the property was designated as Airport and Open Lands as established by the 1984 Lee Plan. Since 1984, many new projects have been developed or approved in the immediate area including a significant amount of commercial and light industrial uses. When all of these projects are built out, the area will have a distinctly urban character.

Policy 2.4.4 states that Lee Plan amendment applications to expand employment centers recognized by the Plan, which include light industrial, commercial retail and office land uses, will be evaluated by the Board of County Commissioners in light of the locations and cumulative totals already designated for such uses, including the 1994 addition of 1400 acres to the Airport Commerce (proposed Tradeport) category just south of the Southwest Florida International Airport. Staff believes this area is emerging as an employment center due to the presence of the Southwest Florida International Airport, as well as the Florida Gulf Coast University located to the south. The inclusion of proposed Map 3F and Table 5 will allow the Port Authority an opportunity to enter into lease agreements with private developments that choose to be located in close proximity to the Southwest Florida International Airport. This is consistent with and furthers the County's desire to diversify the local economy. Establishment of non-aviation related uses advances or furthers the intent of the Lee Plan's Economic Element, including Goal 110 and Policy 110.4.4.

The proposed plan amendment furthers and advances Goal 31. Goal 31 seeks to provide a coordinated system of railways, aviation, ports, and roads. The amendment also furthers and advances Objective 32.6. Objective 32.6 seeks agency coordination to ensure that existing and future air system needs can be met safely and with a minimum of land use conflict by coordinating aviation facility plans with appropriate federal, state, regional, and local review and permitting agencies.

FLORIDA STATE COMPREHENSIVE PLAN

The application provides a discussion concerning consistency of the proposal with the Florida State Comprehensive Plan as contained in F.S. 187.201. The discussion highlights various areas in which the

plan amendment furthers and advances the State Comprehensive Plan. Staff concurs that the proposal is consistent with the State Comprehensive Plan.

AFFECT ON ADJACENT LOCAL GOVERNMENTS

The application provides that the proposed amendment "will not affect adjacent local governments and their comprehensive plans. Staff concurs that the amendment will not affect adjacent local governments and their comprehensive plans. Staff notes that the City of Fort Myers is annexing land north of the airport, but the amendment will not affect these lands or the City's Comprehensive Plan.

B. CONCLUSIONS

The proposed amendment provides sound planning coordination between Lee County staff and the Port Authority staff. The proposed amendment language provides the beginning of a continuous planning process between Lee County staff and Port Authority staff.

C. STAFF RECOMMENDATION

Staff recommends that the Board of County Commissioners transmit the proposed plan amendment. This recommendation includes incorporating 2 new maps, Maps 3F and 3K, into the Transportation Map series as well as the text changes included in Part I.C. Also, amend the Table 1(b) references to Airport Commerce to Tradeport.

PART III - LOCAL PLANNING AGENCY REVIEW AND RECOMMENDATION

DATE OF PUBLIC HEARING: November 24, 2003

A. LOCAL PLANNING AGENCY REVIEW

B. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. RECOMMENDATION:

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

C. VOTE:

NOEL ANDRESS	_____
MATT BIXLER	_____
SUSAN BROOKMAN	_____
DAN DELISI	_____
RONALD INGE	_____
ROBERT PRITT	_____
GORDON REIGELMAN	_____

PART IV - BOARD OF COUNTY COMMISSIONERS
HEARING FOR TRANSMITTAL OF PROPOSED AMENDMENT

DATE OF TRANSMITTAL HEARING: _____

A. BOARD REVIEW:

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

1. BOARD ACTION:

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

C. VOTE:

	_____
JOHN ALBION	_____
ANDREW COY	_____
BOB JANES	_____
RAY JUDAH	_____
DOUG ST. CERNY	_____

PART V - DEPARTMENT OF COMMUNITY AFFAIRS OBJECTIONS, RECOMMENDATIONS, AND COMMENTS (ORC) REPORT

DATE OF ORC REPORT: _____

A. DCA OBJECTIONS, RECOMMENDATIONS AND COMMENTS

B. STAFF RESPONSE

PART VI - BOARD OF COUNTY COMMISSIONERS
HEARING FOR ADOPTION OF PROPOSED AMENDMENT

DATE OF ADOPTION HEARING: _____

A. BOARD REVIEW:

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

1. BOARD ACTION:

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

C. VOTE:

	_____
JOHN ALBION	_____
ANDREW COY	_____
BOB JANES	_____
RAY JUDAH	_____
DOUG ST. CERNY	_____

R 20 E | R 21 E | R 22 E | R 23 E | R 24 E | R 25 E | R 26 E | R 27 E

CHARLOTTE COUNTY

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HENDRY COUNTY

COLLIER COUNTY

Charlotte Harbor

Boca Grande Pass

Captiva Pass

Pine Island Sound

San Carlos Bay

Gulf of Mexico

Caloosahatchee River

Estero Bay

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Miles

LEE COUNTY
SOUTHWEST FLORIDA
DIVISION OF PLANNING

Airport Mitigation Lands Overlay

CPA2003-00002

Map Generated November 2003
Adopted by Ordinance NO ____

Southwest Florida International Airport

Draft
MAP 5

Southwest Florida International Airport Existing vs. Proposed Development 2005-2020				
Development	**Existing**	**2005**	**2010**	**2020**
Landside				
Midfield Terminal Complex	28 gates 761,193 S.F.	No improvements planned	Expand to 32-33 gates 771,193 S.F.	Expand to 43-47 gates 978,362 S.F.
Auto Access	Main entrance at intersection of Daniels and Chamberlin Parkway. Access also from Daniels via Treeline and Alico via Ben Hill Griffin Parkway.	Cargo Road improvements from Chamberlin Connector road for maintenance facilities	Rehab perimeter, service and fuel farm roads Expand entrance road to 6 lanes Construct I-75 access	Miscellaneous roadway improvements
Parking Passenger Hourly Daily Employee Taxi/Limo/Toll Booth Rental Cars	14,399 total existing spaces 11,461 spaces 2,519 spaces 8,942 spaces 1,288 spaces 150 spaces 1,500 spaces	No improvements planned	Construct 750 additional employee spaces	Ultimately 5,126 total hourly spaces Ultimately 9,342 total daily spaces Ultimately 200 total Taxi/Limo spaces Ultimately 3,000 total rental car spaces
Airside				
Existing Runway 6-24	12,000 ft. X 150 ft. runway	Rehabilitate 6-24, using taxiway as a temporary runway	No improvements planned	No improvements planned
Parallel Runway 6R-24L	No improvements planned	No improvements planned	Begin construction on 9,100ft. X 150ft. runway (5,385 ft. separation between runways)	No improvements planned
Taxiways	Taxiway A-parallel taxiway to Rnwy 6-24, 12,000 ft. long X 75 ft. wide; Taxilane B-apron taxilane that runs parallel to terminal for transitioning aircraft going from gates to Taxiway A for approximately 1,580 ft.	No improvements planned	Construct parallel taxiway north of Rnwy 6R-24L (9,100ft. X 75ft. wide) If NLA , then 100ft. wide. Hold bay & by-pass improvements to Rnwy 6R-24L parallel taxiway	Construct dual cross-field connector taxiway (Approx. 4,215 ft. long and 75ft. wide) If NLA, then 100ft. wide.
Terminal Apron	165,000 S.Y.	253,700 SY*	No improvements planned	No improvements planned
Air Cargo	Total of 24,500 S.F. cargo building 69,000 S.Y. apron area	Rehabilitate existing cargo ramp (69,000 S.F.) New freight forwarding facility 15,000 S.F. Expand cargo facilities to 41,189 S.F.	Expand building cargo facilities to 45,389 S.F.	Expand cargo building facilities to 58,314 S.F.
Belly Cargo	15,000 S.F.	No improvements planned	No improvements planned	No improvements planned
General Aviation	8,000 S.F. facility 26,180 S.F. hangar space 48,650 S.Y. apron area	Construct multi-use hangars (12,500 S.F.)	Infrastructure for second FBO Construct multi-use hangars (41,000 S.F.)	Construct multi-use hangars (75,500 S.F.) Expand GA apron to 49,700 S.Y.
Aircraft Maintenance General Aviation Large Aircraft	Approximately 13,000 S.F.	Construct one hangar to accommodate aircraft including the Boeing 747. Land to accommodate an additional three hangars should be set aside, should it be needed in the future.	26,000 S.F. (using existing facilities)	Expand to 36,000 S.F. necessary
Air Traffic Control Tower (ATCT)	Height 76.91 ft., 8,600 S.F.	-	Relocate to midfield-same S.F. as existing 8,600 ft. or more. New height must be greater than 80 ft.**	No improvements planned
Fuel Farm	Commercial (3)420,000 gallon tanks Jet A General Aviation (4) 15,000 gallon Jet A tanks (1) 12,000 gallon 100LL tank	Fuel to be pumped from existing fuel farm area by a hydrant fueling system to the new midfield area	No improvements planned	No improvements planned

Table (Continued)
Southwest Florida International Airport
Existing vs. Proposed Development 2005-2020

Development	Existing	2005	2010	2020
Airside (Continued)				
Miscellaneous	No improvements planned		Relocate high voltage power lines Upgrade airfield emergency generator Helipad (11,000 S.F.) Develop multi-modal center	
Non-Aviation Related Land Uses Hotel[3] Light Manufacturing/Assembly Gas Station/Convenience Store Warehouse/Distribution Office[3]		- Construct 25,000 S.F. Construct 3,500 S.F. w/ 12 pumps Construct 25,000 S.F. Construct 75,000 S.F.	Construct 300 Rooms Additional 25,000 S.F. Additional 25,000 S.F. Additional 75,000 S.F.	- -Additional 50,000 S.F. - Additional 50,000 S.F. Additional 75,000 S.F.

1. This table is for general phasing and major development items only. More specific detail is available in the annual Capital Improvement Plan (CIP) prepared by the Lee County Port Authority for the Southwest Florida International Airport.
2. All non-aviation related development will meet local land development code requirements such as open space requirements listed in LDC Sec. 10-415 and Wetland Impacts requirements listed in LDC Sec. 14-293. All development will be required to undergo local site and zoning review prior to local development order issuance.
3. This Development includes 10% retail

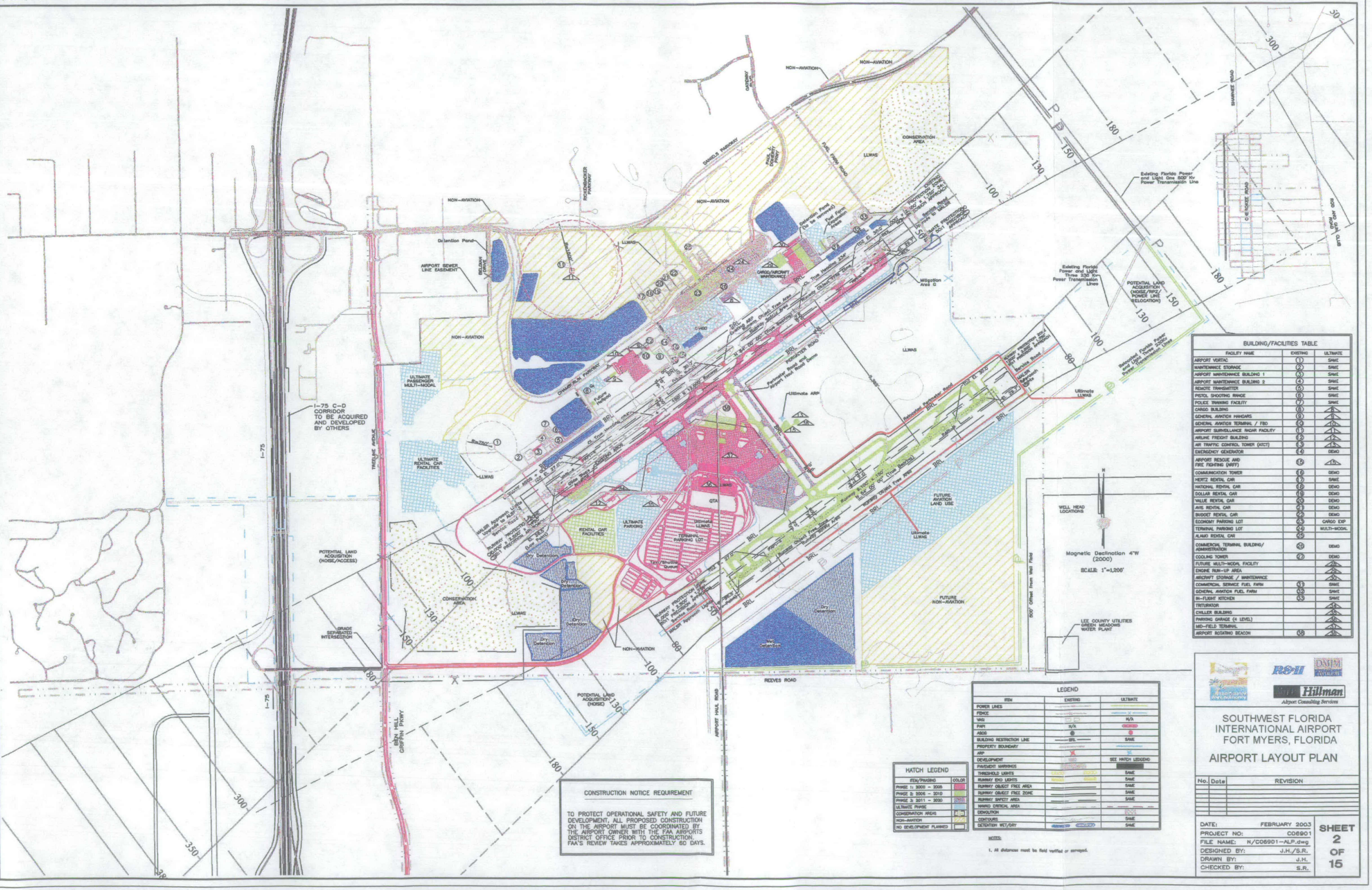
NON-AVIATION
DANIELS PARKWAY
PAUL MORSE PARKWAY
PALOMINO DRIVE
ROCKINGHORSE ROAD
CONSERVATION AREA
LLWAS
Detention Pond
AIRPORT SEWER LINE EASEMENT
BELLAIRE DRIVE
ULTIMATE PASSENGER MULTI-MODAL
I-75 C-D CORRIDOR TO BE ACQUIRED AND DEVELOPED BY OTHERS
I-75
TREELINE AVENUE
GRADE SEPARATED INTERSECTION
POTENTIAL LAND ACQUISITION (NOISE/ACCESS)
ULTIMATE RENTAL CAR FACILITIES
RENTAL CAR FACILITIES
ULTIMATE PARKING
TERMINAL PARKING LOT
QTA
Ultimate LLWAS
Ultimate ARP
Future Helipad
Future Fuel Farm Expansion Area
CARGO/AIRCRAFT MAINTENANCE
Perimeter Road and Airport Haul Road Demo
Relocated Perimeter Road
Service Road
Taxi/Shuttle Queue
Dry Detention
Wet Detention
FUTURE AVIATION LAND USE
FUTURE NON-AVIATION
Existing Florida Power and Light One 500 Kv Power Transmission Line
Existing Florida Power and Light Three 230 Kv Power Transmission Lines
POTENTIAL LAND ACQUISITION (NOISE/RPZ/ POWER LINE RELOCATION)
Relocated Florida Power and Light Three 230 Kv Power Transmission Lines
SHARPER ROAD
CRYSTAL DRIVE
ROD AND GUN CLUB ROAD
Mitigation Area G
WELL HEAD LOCATIONS
Magnetic Declination 4°W (2000)
SCALE: 1"=1,200'
800' Offset From Well Field
LEE COUNTY UTILITIES GREEN MEADOWS WATER PLANT
REEVES ROAD
BEN HILL GRIFFIN PKWY
AIRPORT HAUL ROAD
Runway 6-24 9,001' x 150' 00" (Thru Section) Free ARFF
Runway 6-24 9,001' x 150' 00" (Thru Section)
Runway 6-24 9,001' x 150' 00" (Thru Section)
Runway 6-24 9,001' x 150' 00" (Thru Section)

Table 1(b)
Planning Community Year 2020 Allocations

Future Land Use Category		Lee County Totals	Alva	Boca Grande	Bonita Springs	Fort Myers Shores	Burnt Store	Cape Coral	Captiva	Fort Myers	Fort Myers Beach	Gateway/ Airport	Daniels Parkway
Residential By Future Land Use Category	Intensive Development	1,493				89		27		297			
	Central Urban	9,558				208				545			
	Urban Community	13,077	519	437		633							
	Suburban	15,448				1,803				206			
	Outlying Suburban	4,931					20	2	435				1,352
	Industrial	96								48		18	
	Public Facilities	2		1					1				
	University Community	860											
	Industrial Interchange												
	General Interchange	53											2
	General Commercial Interchange	7				7							
	Industrial Commercial Interchange												
	University Village Interchange												
	Mixed Use Interchange												
	New Community	1,644								360		1,284	
	~~Airport Commerce~~ Tradeport	9										9	
	Airport												
	Rural	8,977	1,419			783	633			184		111	1,255
	Rural Community Preserve	3,046											
	Outer Island	215	5						172				
	Open Lands	2,091	175				588						47
	Density Reduction/ Groundwater Resource	5,544	40									94	
	Wetlands												
Unincorporated County Total Residential		67,051	2,158	438		3,523	1,241	29	608	1,640		1,516	2,656
Commercial		9,460	46	56		257	26	17	112	153		824	398
Industrial		6,311	26	14		391	5	26		733		3,096	10
Non Regulatory Allocations													
Public		58,676	3,587	537		1,724	1,193	6	1,981	750		6,136	1,854
Active AG		34,145	6,098			620				279		569	254
Passive AG		65,522	14,633			4,483	6,987	10		631		3,580	575
Conservation		79,488	2,236	296		1,125	3,672		1,347	1,006		3,482	1,918
Vacant		44,720	1,525	2		33	1,569	25	5	495		792	578
Total		365,373	30,309	1,343		12,156	14,693	113	4,053	5,687		19,995	8,243

Table 1(b)
Planning Community Year 2020 Allocations

Future Land Use Category		Iona/ McGregor	San Carlos	Sanibel	South Fort Myers	Pine Island	Lehigh Acres	Southeast Lee County	North Fort Myers	Buckingham	Estero	Bayshore
Residential By Future Land Use Category	Intensive Development				704	5			371			
	Central Urban	462	15		2,778		3,052		2,498			
	Urban Community	697	930		920	526	8,037			51	327	
	Suburban	2,471	2,250		1,217	636			5,293		1,572	
	Outlying Suburban	396				466			610	49	837	764
	Industrial	7	13		10							
	Public Facilities											
	University Community		860									
	Industrial Interchange											
	General Interchange							15	9		15	12
	General Commercial Interchange											
	Industrial Commercial Interchange											
	University Village Interchange											
	Mixed Use Interchange											
	New Community											
	~~Airport Commerce~~ Tradeport											
	Airport											
	Rural		160			1,129	10	702	383	57	900	1,251
	Rural Community Preserve									3,046		
	Outer Island	1				37						
	Open Lands								45			1,236
	Density Reduction/ Groundwater Resource							3,573				1,837
	Wetlands											
Unincorporated County Total Residential		4,034	4,228		5,629	2,799	11,099	4,290	9,209	3,203	3,651	5,100
Commercial		782	1,613		1,849	165	452	31	1,158	18	1,399	104
Industrial		298	350		723	64	216	55	209	5	87	3
Non Regulatory Allocations												
Public		2,970	1,085		3,394	1,722	13,738	7,700	2,015	2,114	4,708	1,462
Active AG						2,313		21,066	381	411	833	1,321
Passive AG			90			960		21,110	4,113	3,867	90	4,393
Conservation		8,879	3,283		128	13,703	1,455	30,882	1,293	359	3,626	798
Vacant		1,912	11		690	4,577	19,561	321	4,242	1,278	5,794	1,310
Total		18,875	10,660		12,413	26,303	46,521	85,455	22,620	11,255	20,188	14,491

NO STAFF REPORT PROVIDED FOR CPA2003-02

FOR THE OCTOBER 27, 2003 LPA MEETING

BACK-UP WAS FOR DISCUSSION PURPOSES ONLY

DURING THE OCTOBER, 2003 LPA MEETING

RS&H

Architectural, Engineering, Planning, and Environmental Services

Reynolds, Smith and Hills, Inc.
10748 Deerwood Park Blvd South
Jacksonville, Florida 32256
Voice 904 256 2500
Fax 904 256 2501

FL Cert. Nos. AAC001886 EB0005620 LCC0002!0

September 23, 2003

Matthew A. Noble, AICP
Principal Planner
Lee County Department of Community Development, Division of Planning
P.O. Box 398
Fort Myers, Florida 33902-0398

Re: CPA 2003-02, Southwest Florida International Airport Plan Amendment
Request for additional information

Dear Mr. Noble:

Please find enclosed six (6) copies of the limits of fill for the midfield project as requested

We are looking forward to our next ADC meeting October 1. If you should have any questions in regard to this matter, please do not hesitate to contact me at (904) 256-2468.

Sincerely,
Reynolds Smith and Hills, Inc.

Jeffrey W. Breeden, AICP
Project Manager

Enclosure

Cc: Bill Horner – LCPA w/ o Encl.

CPA 2003-00002

RECEIVED
SEP 24 2003
PERMIT COUNTER

RS&H
Architectural, Engineering, Planning, and Environmental Services

Reynolds, Smith and Hills, Inc.
10748 Deerwood Park Blvd South
Jacksonville, Florida 32256
Voice 904 256 2500
Fax 904 256 2501

FL Cert Nos AAC001886 EB0005620 LCC000210

CPA 2003-00002

August 29, 2003

RECEIVED
SEP 03 2003
PERMIT COUNTER

Matthew A. Noble, AICP
Principal Planner
Lee County Department of Community Development, Division of Planning
P.O. Box 398
Fort Myers, Florida 33902-0398

Re: CPA 2003-02, Southwest Florida International Airport Plan Amendment
Request for additional information #2

Dear Mr. Noble:

As a follow up to our meeting in last month, please find the following information regarding our application.

Existing versus proposed development (Map 5)
The strikeout text in red from the previous submittal has been removed with the following exceptions:

- Auto parking summary has remained in the table
- The ATCT development has remained in the table.
- Rental car development has remained in the table.
- A footnote has been added in red text that indicates which non aviation development may contain up to 10% of retail development.

A final version of this table will be provided without red text when desired.

Airport Layout Plan Sheet (Map 3F)
The following items on the Airport Layout Plan Sheet have been revised:

- The hatch patterns for each phase of the project have been cleaned up for clarity.
- The legend notes that no development is planned for any "white" areas on the drawing.
- The wet and dry detention basins have been hatched for clarity.
- The non-aviation support land use has been renamed "non-aviation."
- The buildings/facility index table from a previous sheet has been added for clarity.
- The approach surfaces for each runway end have been added.

Proposed Text Changes (Attachment A-1)
Minor edits / typos have been corrected and shown in red text

Tables E1 and E2
Aviation related development has been shown for the existing FLUM. Aviation related development plus commercial and industrial has been listed for the future FLUM.

Surrounding Zoning and Land Use
The surrounding zoning and land use discussion has been revised per information provided at the previous ADC meeting.

Mitigation Park
A question was raised concerning Mitigation Park that the applicant is to verify that other County owned lands were not being used for mitigation purposes. Please find enclosed a sketch of the Mitigation Park. The Lee County wellfield site is shown in Orange, which consists of approximately 425 acres. This site was not used or claimed for mitigation either for the Midfield terminal site of for future mitigation but has been referenced in previous permitting documents for connectivity purposes only which allows connectivity between the Lee County Port Authority Mitigation Park and other adjacent mitigation sites.

The applicant also cannot show the Mitigation Park on the FLUM as conservation or mitigation lands. The LCPA is still currently working with the SFWMD and USCOE regarding mitigation on the site and existing mitigation credits are available for future projects such as the parallel runway. The number of credits available will also most likely be increased in several years once the mitigation park has been established and a post mitigation success evaluation is made with the SWFMD and USCOE. This re-evaluation will establish additional mitigation credits dependent upon the overall success of the wetland enhancement and creation that has taken place within the mitigation park. The LCPA may entertain a new FLUM category for the Mitigation Park being created for this parcel such as "Airport Existing and Future Mitigation Lands" with the appropriate definition that could eliminate any confusion among the permitting agencies regarding the mitigation park if desired.

Non Aviation Related Development Analysis
An analysis has been prepared regarding the non-aviation related development and is included in this submittal. The analysis demonstrates that there are sufficient upland areas within the proposed development area to contain both the proposed non-aviation related development and subsequent ancillary development such as parking, access roads etc. It would be difficult to depict the exact location of this development, as the LCPA is not currently working with any developers for this area at this time. Because of this, an exact site plan cannot be prepared. However, it is understood that once an agreement has been secured with a developer, exact site plans will be coordinated with the County and best management practices will be utilized to minimize wetland and environmental impacts.

Please review the attached information and we will be scheduling the next ADC meeting in September. If you should have any questions in regard to this matter, please do not hesitate to contact me at (904) 256-2468.

Sincerely,
Reynolds Smith and Hills, Inc.

Jeffrey W. Breeden, AICP
Project Manager

Enclosure

Cc: Bill Horner – LCPA w/ Encl.

Southwest Florida International Airport

Draft

MAP 5

Southwest Florida International Airport Existing vs. Proposed Development 2005-2020				
Development	**Existing**	**2005**	**2010**	**2020**
Landside				
Midfield Terminal Complex	28 gates 761,193 S.F.	No improvements planned	Expand to 32-33 gates 771,193 S.F.	Expand to 43-47 gates 978,362 S.F.
Auto Access	Main entrance at intersection of Daniels and Chamberlin Parkway. Access also from Daniels via Treeline and Alico via Ben Hill Griffin Parkway.	Cargo Road improvements from Chamberlin Connector road for maintenance facilities	Rehab perimeter, service and fuel farm roads Expand entrance road to 6 lanes Construct I-75 access	Miscellaneous roadway improvements
Parking Passenger Hourly Daily Employee Taxi/Limo/Toll Booth Rental Cars	14,399 total existing spaces 11,461 spaces 2,519 spaces 8,942 spaces 1,288 spaces 150 spaces 1,500 spaces	No improvements planned	Construct 750 additional employee spaces	Ultimately 5,126 total hourly spaces Ultimately 9,342 total daily spaces Ultimately 200 total Taxi/Limo spaces Ultimately 3,000 total rental car spaces
Airside				
Existing Runway 6-24	12,000 ft. X 150 ft. runway	Rehabilitate 6-24, using taxiway as a temporary runway	No improvements planned	No improvements planned
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Air Traffic Control Tower (ATCT)	Height 76.91 ft., 8,600 S.F.	-	Relocate to midfield-same S.F. as existing 8,600 ft. or more. New height must be greater than 80 ft.**	No improvements planned
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Table (Continued)
Southwest Florida International Airport
Existing vs. Proposed Development 2005-2020

Development	Existing	2005	2010	2020
Airside (Continued)				
Miscellaneous	No improvements planned		Relocate high voltage power lines Upgrade airfield emergency generator Helipad (11,000 S.F.) Develop multi-modal center	
Non-Aviation Related Land Uses Hotel[3] Light Manufacturing/Assembly Gas Station/Convenience Store Warehouse/Distribution Office[3]		- Construct 25,000 S.F. Construct 3,500 S.F. w/ 12 pumps Construct 25,000 S.F. Construct 75,000 S.F.	Construct 300 Rooms Additional 25,000 S.F. Additional 25,000 S.F. Additional 75,000 S.F.	- -Additional 50,000 S.F. - Additional 50,000 S.F. Additional 75,000 S.F.

1. This table is for general phasing and major development items only. More specific detail is available in the annual Capital Improvement Plan (CIP) prepared by the Lee County Port Authority for the Southwest Florida International Airport.
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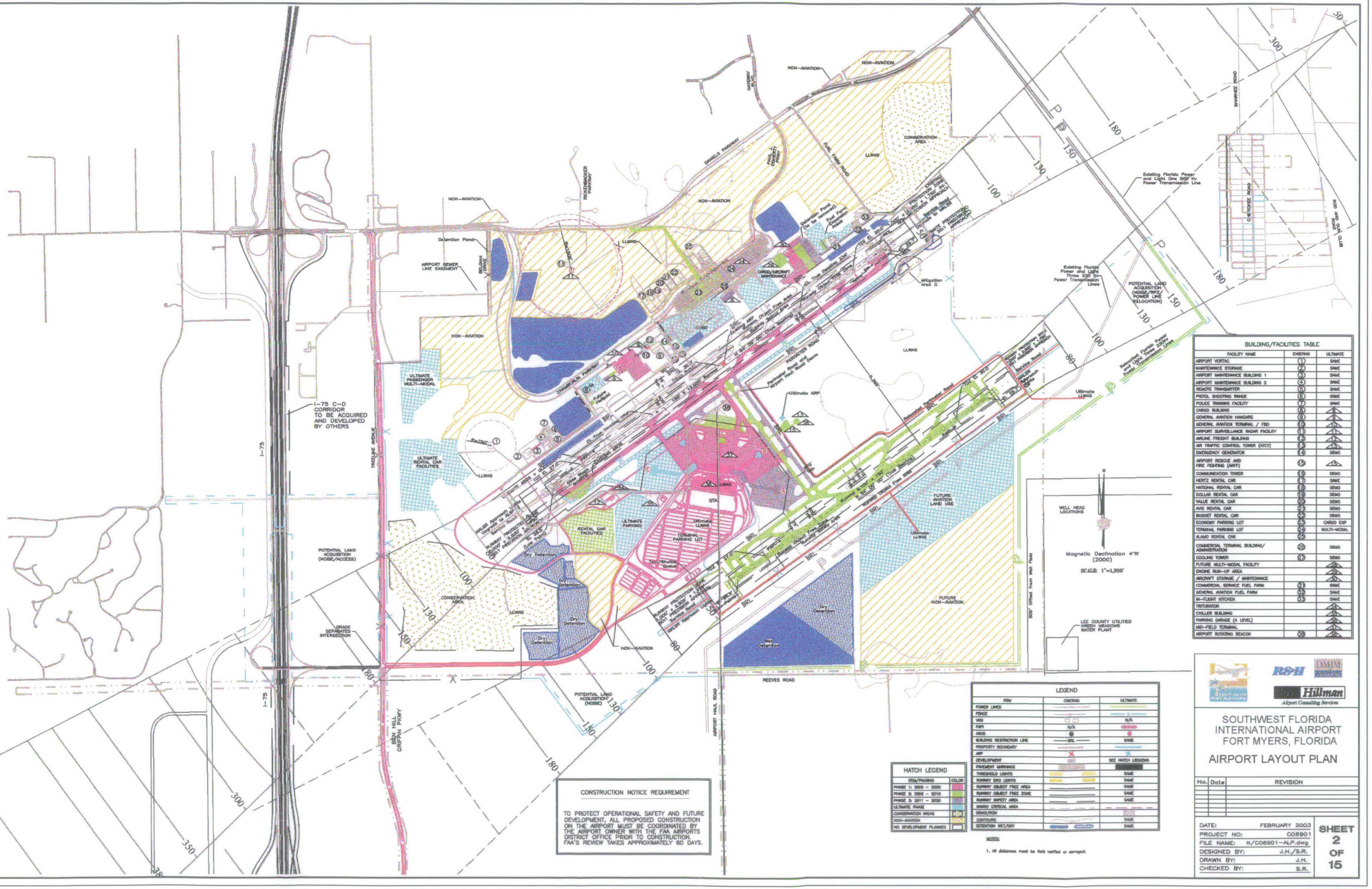
3. This Development includes 10% retail


NON-AVIATION
CONSERVATION AREA
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QTA
TERMINAL
CARGO/AIRCRAFT MAINTENANCE
CARGO
Future Hangars
Future Hangars
Future Hangars

ATTACHMENT A – 1
PROPOSED TEXT CHANGES

NOTE: These are the following Visions, Policies, Goals, and Objectives that are recommended to be modified.

LEE COUNTY – A Vision for 2020 – 10. Gateway/Airport: This Community is located South of SR 82, generally east of I-75, north of Alico Road including those portions of the Gateway development which have not been or not anticipated to be annexed into the City of Fort Myers, the Southwest Florida International Airport and the properties it is expected the airport will use for its expansion, the lands designated as Airport Commerce, and the land designated as Industrial Development west of I-75 north of Alico Road. In addition to these two land use designations, properties in this community are designated New Community (the Gateway development), Airport, Density Reduction/Groundwater Resource (primarily the anticipated airport expansion areas), Rural, and General Interchange. The road network in this community is planned to change dramatically over time creating access to and from this community to the north, south, and east without relying on I-75.

There are three distinct areas within this community. The Gateway portion of this community is the area where residential uses will occur. Gateway will be a thriving, nearly built-out, mixed-use community in 2020. The population of this community is anticipated to grow from 1,500 permanent residents in 1996 to approximately 8,000 in 2020 and is expected to have fewer than 1,000 units remaining to be built in the year 2020. The Gateway/Airport community will remain to have an average seasonal resident influx for the Lee County area with an expected 2020 functional population of 10,000.

The second area in this community is the Southwest Florida International Airport. The airport will be greatly expanded by 2020. The expanded airport will have a second parallel runway and a new terminal building which will more than double the existing capacity of the airport. Development will be guided by the Airport Master Plan Update

The airport expansion and the completion of Florida Gulf Coast University are expected to energize the remaining area in this community, the commercial and industrial component of this community. This portion of the community is to the south and west of Gateway and the airport and extends west of I-75 along Alico Road. While this segment of the community is not expected to build out during the timeframe of this plan, the area will be much more urbanized with hi-tech/clean industry businesses. (Added by Ordinance No. 99-15)

POLICY 1.2.1: Airport lands include the Southwest Florida International Airport's existing facility and projected growth areas through the year 2020. These areas will include airport-related development to support the continued development of the Southwest Florida International Airport to include hotels/motels, airport related terminals and freight transfer facilities, light industrial, service stations, limited retail, shopping, and office development. Any future airport expansion will ~~also include extensive environmental buffer areas for the protection of groundwater resources and wildlife habitat~~ offset environmental impacts through the mitigation park or other appropriate mitigation acceptable to the permitting agencies. The physical design of the airport expansion will minimize any degradation of the recharge capability of land in the expansion area. Any airport expansion beyond the present boundaries will be subject to ~~appropriate modifications to the DRI development order and~~ any necessary amendments to the Lee Plan. (Amended by Ordinance No. 94-30, 00-22)

POLICY 1.2.2: The Airport Commerce areas are commercial and industrial lands adjacent to the airport needed to accommodate projected growth through the year 2020. These areas will include developments consisting of light manufacturing or assembly, warehousing, and distribution facilities; offices; ground transportation and airport related terminals or transfer facilities; and hotels/motels, meeting facilities, and other hospitality services. Because this area is located within the Six Mile Cypress Basin and is also a primary point of entry to Lee County, special environmental and design review guidelines will be applied to its development to maintain the appearance of this area as a primary point of entry into Lee County. Retail commercial uses in this category are only permitted within hotels and motels. Property in Section 1 and the east ½ of Section 2, Township 46 South, Range 25 East, and in Section 6, Township 46 South, Range 26 East, must be rezoned to a planned development zoning category prior to any development other than the construction of essential public services. During the rezoning process, the best environmental management practices identified on pages 43 and 44 of the July 28, 1993 Henigar & Ray study entitled, "Groundwater Resource Protection Study" will be rebuttably presumed to be necessary to protect potential groundwater resources in the area. Residential uses are only permitted in this category to the extent described in Chapter XIII and must be compatible with the approved Airport Noise ~~Overlay~~ Zone. (Amended by Ordinance No. 94-30)

OBJECTIVE 32.1: ECONOMIC GROWTH. The capacity of Southwest Florida International Airport will be expanded in compliance with the adopted Airport Master Plan to aid in the diversification of the county's economic growth. Project implementation of the proposed development ~~and approval~~ will be funded through user fees, airline contributions, and other funding sources not involving general county tax dollars. (Amended by Ordinance No. 98-09, 99-15)

POLICY 32.1.1: The Port Authority will coordinate the implementation of scheduled infrastructure and facility improvements for the Southwest Florida International Airport, consistent with the approved Airport Master Plan ~~and in compliance with the MOU between Lee County and the Lee County Port Authority approved September 10, 2002. The first phase priority will be the implementation of the new midfield terminal and its supporting infrastructure~~. (Amended by Ordinance No. 98-09, 99-15)

POLICY 32.2.3: Future updates of the Page Field and Southwest Florida International Airport Master Plans will monitor development of non aviation related and industrial development uses as appropriate.

POLICY 32.2.5: The county will utilize the approved Airport Master Plan and FAR Part 150 Study, including updates ~~through the Lee Plan Update process as outlined in the MOU dated September 10,2002~~ , as a basis to amend the comprehensive land use plan and the land development code to prohibit development that is incompatible with the Southwest Florida International Airport, to ensure future economic enhancement consistent with Objective 31.2.

POLICY 32.3.4: The general development plan for Southwest Florida International Airport is depicted in Table 5 of the Lee Plan which includes both aviation and non-aviation related development.

POLICY 32.5.7: The county will protect its existing and proposed aviation facilities from the encroachment of incompatible land uses by updating of the Future Land Use Map as needed to reflect ~~the preferred Port Authority expansion alternative layout (including necessary environmental mitigation acreage)~~. the most recent adopted version of the Airport Master Plan Update

Policy 32.6.1: The Port Authority will Coordinate and obtain approval for airport expansion plans from the county through the adoption of the Airport Master Plan Update process and the incorporation by reference by the Lee Plan. A copy of the most recent Airport Layout Plan Sheet that has been approved by the LCPA, FAA and FDOT will be incorporated into the Lee Plan as Map 2F that depicts the planned expansion of the Southwest Florida International Airport. Lee County will also be provided copies of the annual capital improvement plan or other similar document for the Southwest Florida International Airport ~~annual capital improvement planning and programming process~~ to ensure compatibility with other county programs (Amended by Ordinance No. 99-15)

OBJECTIVE 108.4 COORDINATION OF AIRPORT IMPROVEMENTS AT THE SOUTHWEST FLORIDA INTERNATIONAL AIRPORT: Coordinate, where possible between the Port Authority, Lee County,

Southwest Florida Regional Planning Council, and Florida Department of Community Affairs to ensure that the Airport Master Plan and Lee Plan are consistent.

~~POLICY 108.4.1: Follow the process established by the memorandum of understanding between Lee County Port Authority and Lee County approved September 10, 2002 that establishes the procedures for adopting the Airport Master Plan into the Lee Plan.~~

Lehigh Acres Commercial Overlay: Not Applicable

Airport Noise Zone 2 or 3: Located on Airport Property – No Effect

Acquisition Area: Not Applicable

Joint Planning Agreement Area (adjoining other jurisdictional lands): Not Applicable

Community Redevelopment Area: Not Applicable

D. Proposed change for the Subject Property:

~~This Amendment will bring the Airport Master Plan in conformance with the Lee Plan~~
See Attached Sheet

E. Potential development of the subject property:

1. Calculation of maximum allowable development under existing FLUM:

Residential Units/Density	None
Commercial intensity	None
Industrial intensity (Aviation Related Development)	None (31,450,000 Sq. Ft.)

2. Calculation of maximum allowable development under proposed FLUM:

Residential Units/Density	None
Commercial intensity	4,775,000 Sq. Ft.
Industrial intensity (Aviation Related Development)	4,200,000 Sq. Ft. (22,475,000 Sq. Ft.)

IV. AMENDMENT SUPPORT DOCUMENTATION

At a minimum, the application shall include the following support data and analysis. These items are based on comprehensive plan amendment submittal requirements of the State of Florida, Department of Community Affairs, and policies contained in the Lee County Comprehensive Plan. Support documentation provided by the applicant will be used by staff as a basis for evaluating this request. To assist in the preparation of amendment packets, the applicant is encouraged to provide all data and analysis electronically. (Please contact the Division of Planning for currently accepted formats)

A. General Information and Maps

NOTE: For each map submitted, the applicant will be required to provide a reduced map (8.5" x

11") for inclusion in public hearing packets.

D. Proposed Change for Subject Property

The proposed change for this application is to allow the Lee County Port Authority to benefit from the recent changes in the Florida Statutes that allow Airports to be excused from DRI requirements as long as they meet certain criteria. These criteria include a provision that in order for airports to be granted relief from DRI requirements, the Airport Master Plan and resulting Airport Layout Plan Sheet must be adopted into the local comprehensive plan to allow for local government coordination. By adopting the Airport Master Plan and Airport Layout Plan sheet into the Lee Plan, it allows the Lee County Port Authority the necessary flexibility to meet the aviation needs of Southwest Florida.

The proposed Lee Plan Amendment does not change the future land use definition of Airport nor does it change the boundaries currently shown on the Lee County Future Land Use Map. However, the application proposes additional ~~land allowable~~ land uses within the future Airport land use category. These future land uses deal primarily with non-aviation ~~land use~~ activities such as hotel, industrial, office and limited retail land uses and are explained in greater detail in section J of this application. These additional land uses are compatible and similar to those land uses allowed within the future land use category Airport Commerce area which is located to the North and West of the subject property. A table presenting proposed development for the Southwest Florida International Airport has also been generated for inclusion in the Lee Plan.

The Lee Plan Amendment Application proposes to revise Map ~~3~~ 2F in the Lee Plan which is the Airport Layout Plan Sheet for Southwest Florida International Airport and proposes several text amendments to address the new master plan update for the airport..

Surrounding Zoning and Land Uses

To the north of the property is Daniels Parkway and a variety of PUDs have been approved or in process. The following is a summary from east to west:

- The Gateway DRI / PUD is located directly north of the airport and consists of an approximately 3,368 acre mixed use development. Gateway is approved for 731 acres of commercial development, 248 acres of conservation, 1,001 acres of public use development and 7,094 single and multi family residential units.
- The Worthington Commerce Park MPD application is pending with Lee County. This development will rezone approximately 310 acres from the Gateway PUD to MPD and remove the property from the Gateway DRI.
- The Airside Plaza CPD/DRI located west of Gateway and North of the subject property has been approved for 200,000 sq. ft. of commercial retail, 170,000 sq. ft. of commercial office, 300 unit hotel (40,000 sq. ft.), and 500,000 sq. ft. of industrial or a total of 910,000 sq. ft. of development on 125 acres.
- The Treeline Park IPD is located North of the subject property and is approved for 33,600 sq. ft of Commercial development and 64,800 sq. ft of Industrial development or a total of 98,000 sq. ft of development on 9.3 acres.
- The Airport Woods IPD is approved for 150,000 sq. ft of Commercial Office, 30,000 sq. ft of Commercial Retail, 520,000 sq. ft of Industrial for a total of 700,000 sq. ft. on 62.1 acres.

To the west of the property is I-75 and the future Treeline Avenue and Ben Hill Griffin Parkway scheduled to open in early 2005. Treeline Avenue and Ben Hill Griffin Parkway have been designed to be a controlled access roadway system. The majority of land west of the airport is zoned AG-2. However, it is expected that additional development will occur once Treeline Avenue and Ben Hill Griffin Parkway are open to traffic.

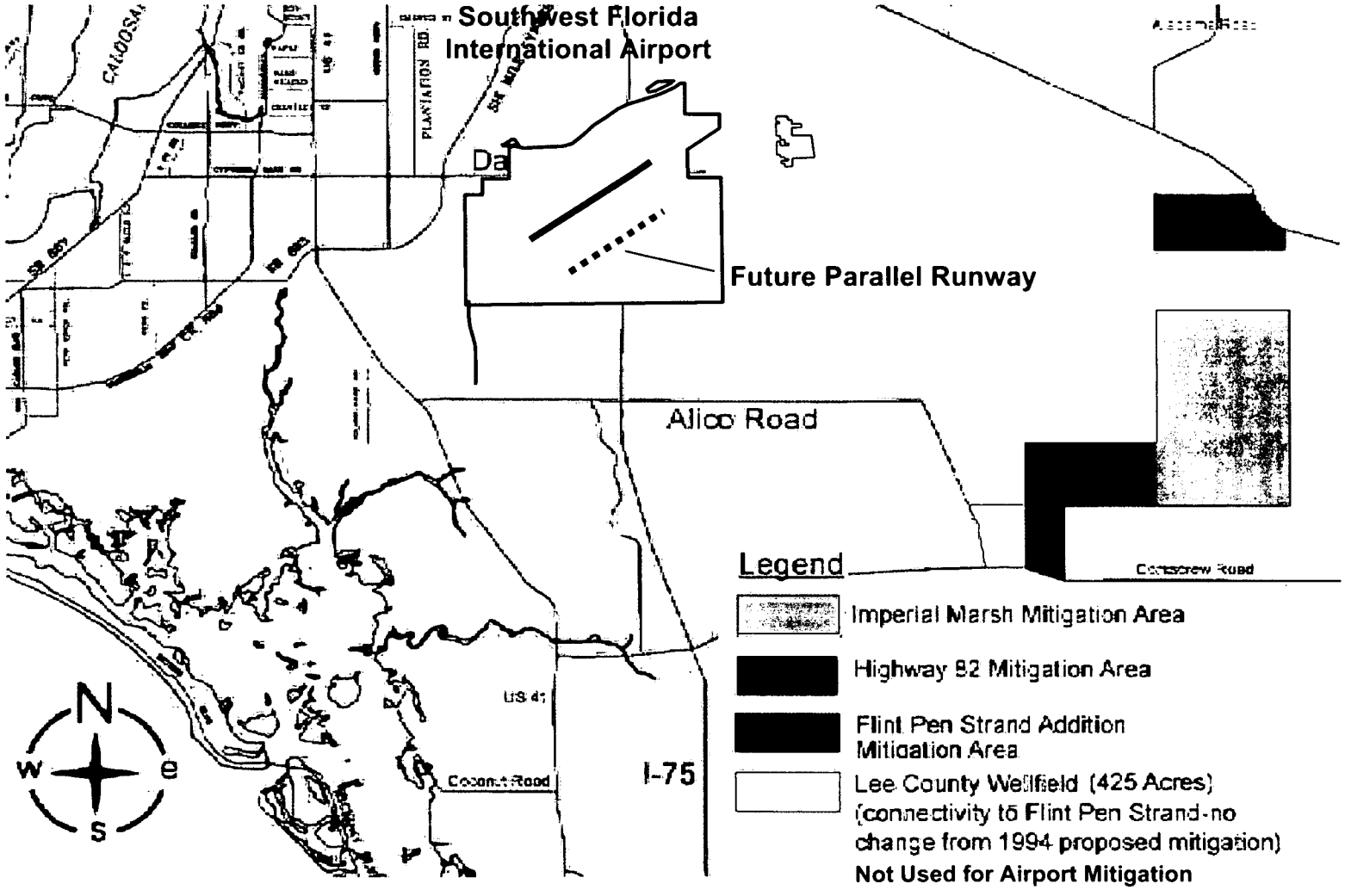
To the south are also several existing or proposed DRI/PUDs adjacent to the subject property. In addition, Florida Gulf Coast University is located approximately 3 miles south of the subject property. The following is a summary from west to east:

- The Rockett 44 IPD is approved for 506,000 sq. ft. of Industrial land use on 44 acres.
- The Ledo Lines IPD is approved for 75,000 sq. ft. on 38 acres.
- The Airport South Interchange IPD application is ~~pending.~~ approved.
- The Coca Cola Bottling IPD is approved for 25,000 sq. ft. on 20.2 acres.
- The Jetway Tradeport MPD application is ~~pending.~~ approved.
- The Airport Technology Center application is ~~pending.~~ approved.
- The Southwest International Commerce Park application is pending
- The South Alico Commerce Center application is pending
- Alico Airpark Center application is pending

To the east of the subject property are no major roads and the majority of land is zoned AG-2

An examination of surrounding land uses shows that the area is currently primarily agricultural / vacant land use immediately surrounding the subject property. There are several scattered commercial developments to the West, North and South of the subject property. However, the this area is rapidly urbanizing and will be under additional development pressure with the continued growth of Gulf Coast University to the South and the eventual opening of Treeline Avenue / Ben Hill Parkway.

The future land use categories surrounding the subject property include Airport Commerce to the north, west and south, Density Reduction / Groundwater Resource to the east and New Community also to the north. The proposed additional land uses within the Airport future land use category are compatible with the land uses currently allowed within the Airport Commerce future land use category.



Lee County Port Authority

RS&H

Reynolds, Smith and Hills, Inc.

Architectural, Engineering Planning and Environmental Services

Jacksonville, Florida

Southwest Florida International Airport
Lee County Comprehensive Plan Amendment

Exhibit

Mitigation Park Map

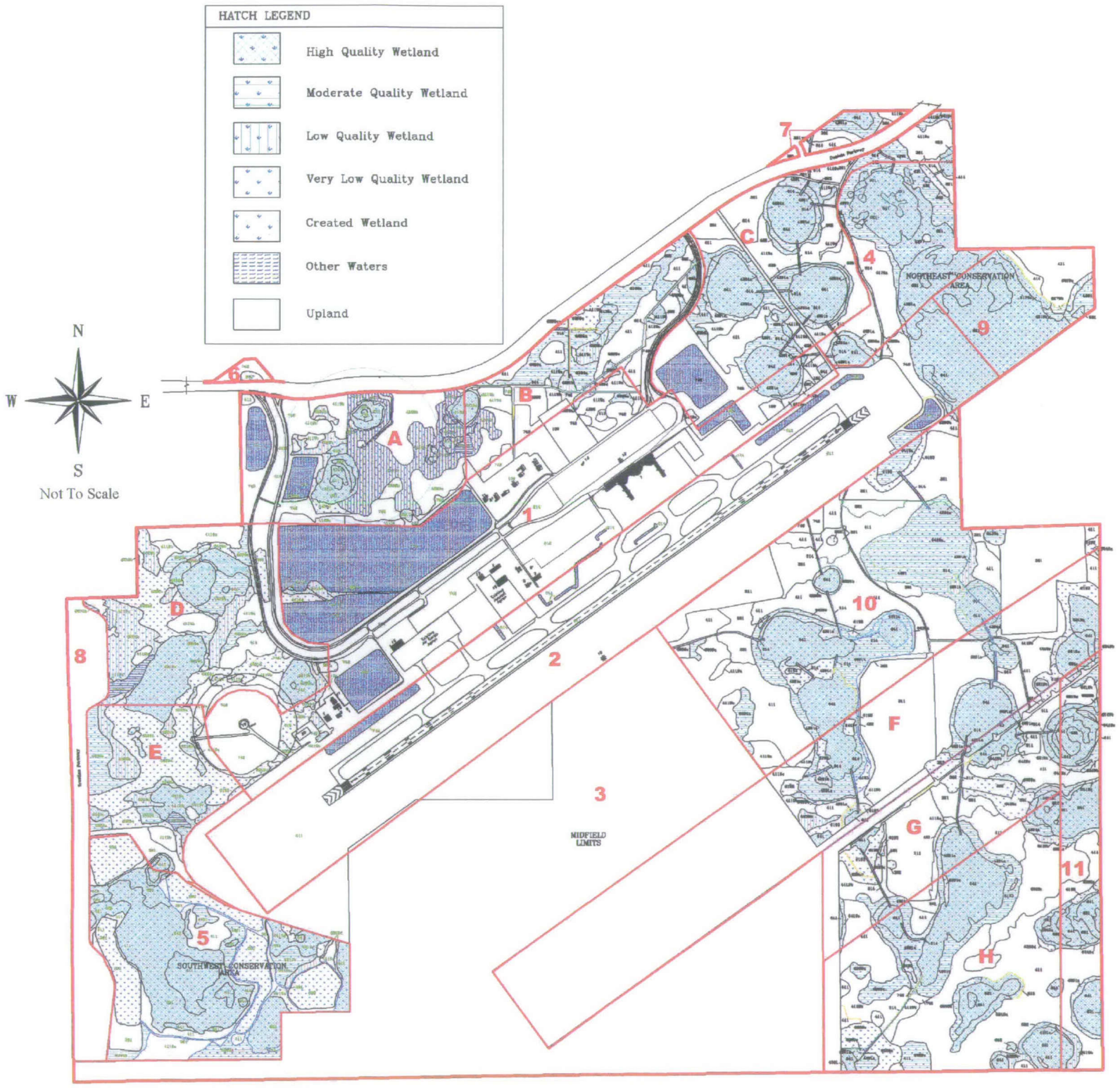
Non-Aviation Related Development Analysis

The non-aviation development area located on the north side of Southwest Florida International Airport adjacent to Daniels Parkway is approximately 1000+/- acres. As indicated on the wetlands exhibit map, this area is identified as development area A through D. Future non-aviation related development is also shown in area H, located South of the future parallel runway and is not included in this total.

Of the approximately 1000+/- acres dedicated as Non-Aviation Development located north of the existing terminal, there are approximately 496 acres of wetlands within the area including low, medium and high quality wetlands. The total proposed impacts of wetlands within this area is estimated to be approximately 121 acres. Uplands within the area account for 448+/- acres and other surface waters account for approximately 47 acres. As a result, approximately 375 acres can be considered to be developable within the area in question. A detailed description of wetland and upland acreage is shown on the Wetlands Summary within the Wetlands Map Exhibit.

As discussed previously in this application, several non-aviation related land uses are proposed including hotel/motel, gas station/convenience store, office, warehouse/ distribution, and manufacturing and assembly. The proposed location of the hotel/motel and gas station convenience store is within the midfield terminal loop road. These sites have been previously permitted and filled so no additional impacts are anticipated. The majority of the office, warehouse/distribution, and manufacturing/assembly development is anticipated to occur along Daniels Parkway within development areas A and B. Proposed development for the twenty year planning period is a total of 425,000 sq. ft of development. The proposed 425,000 sq. ft. of development is equal to 9.75 acres of development not including parking and access roadways. For planning purposes, it is assumed that the parking and access roadways would cover another 30 acres for a total of 39.75 acres of non-aviation related development. As depicted on the enclosed wetland analysis table, areas A and B on the wetland map total approximately 424 acres of which 224 acres are classified as uplands. While it would be unrealistic to assume that the proposed development would not impact any on-site wetlands, with proper planning and siting of development, this analysis demonstrates that the proposed site contains sufficient uplands to accommodate the proposed development while minimizing wetland impacts.

All non-aviation related development would be constructed on Lee County Port Authority owned lands under a long term lease agreement between the tenant /developer and the Lee County Port Authority. This development would be responsible for coordinating and securing all necessary permits including the payment of impact fees to Lee County and providing mitigation in accordance with local, state and federal agencies requirements.



Wetland and Upland Acreage Summary by Identified Development Area

Development Areas (A-H)	Wetland					Other Surface Waters	Uplands	Area Total
	High Quality	Moderate Quality	Low Quality	Very Low Quality	Total			
A-Non-Aviation	25.3	4.2	66.4	3.5	99.4	20.4	121.6	241.4
B-Non-Aviation	13.9	43.2	14.6	7.4	79.1	1.6	102.1	182.8
C-Non-Aviation	85.0	47.5	2.2	2.2	136.9	25.0	137.6	299.5
D-Non-Aviation	62.6	31.2	45.2	41.6	180.6	0.2	87.1	267.9
E-Rental Car Expansion	23.3	30.3	14.7	65.3	133.6	0.0	21.0	154.6
F-Future Parallel Runway & Taxiway	60.8	26.1	8.5	25.3	120.7	2.5	436.2	559.4
G-Future Aviation-Related Development	30.8	18.0	2.8	35.6	87.2	2.4	134.8	224.4
H-Non-Aviation	96.2	61.1	4.6	17.3	179.2	2.0	210.5	391.7
Existing Facilities Areas (1-3)								
1-Existing Land Side Development	10.4	5.4	6.7	17.4	39.9	157.1	465.6	662.6
2-Existing Runway 6-24	47.7	4.3	1.1	0.1	53.2	21.1	665.0	739.3
3-Midfield Terminal Area	0.0	0.0	0.0	0.0	0.0	0.0	1212.9	1212.9
Conservation Easement Areas (4-5)								
4-Northeast Conservation Area	87.2	29.7	0.0	0.0	116.9	0.5	38.1	155.5
5-Southwest Conservation Area	221.9	28.8	2.1	5.4	258.2	0.0	61.3	319.5
Future Development Areas (6-11)								
6-Non-Aviation	1.6	0.0	0.0	0.0	1.6	0.0	5.6	7.2
7-Non-Aviation	3.8	0.0	5.6	0.0	9.4	0.4	12.4	22.2
8-Treeline Water Management System	0.0	0.0	0.0	0.0	0.0	0.0	102.4	102.4
9-Non-Aviation	76.0	7.5	2.2	0.0	85.7	0.0	27.6	113.3
10-Area Between Runways	65.6	120.3	7.0	18.8	211.7	4.7	345.8	562.2
11-Wellfield Site	61.6	16.2	5.3	2.4	85.5	0.0	53.4	138.9
Total	973.7	473.8	189.0	242.3	1878.8	237.9	4241.0	6357.7

Source: Kevin L. Erwin Consulting Ecologist, Inc. and Reynolds, Smith and Hills, Inc., 2002

Lee County Port Authority

RS-H

Reynolds, Smith and Hills Inc.
Architectural, Engineering, Planning
and Environmental Services
Jacksonville, Florida

Southwest Florida International Airport
Lee County Comprehensive Plan Amendment

Exhibit
Wetlands Grid Map

RS&H
Architectural, Engineering, Planning, and Environmental Services

Reynolds, Smith and Hills, Inc.
10748 Deerwood Park Blvd South
Jacksonville, Florida 32256
Voice 904 256 2500
Fax 904 256 2501

FL Cert Nos AAC001886 EB0005620 LCC0002!0

RECEIVED
JUN 12 2003
ZONING COUNTER

June 10, 2003

Matthew A. Noble, AICP
Principal Planner
Lee County Department of Community Development, Division of Planning
P.O. Box 398
Fort Myers, Florida 33902-0398

0002

Re: CPA 2003-02, Southwest Florida International Airport Plan Amendment
Request for additional information #1

Dear Mr. Noble:

Please find enclosed the additional information requested for the above referenced Lee Plan Amendment. The following is a summary of the responses to each question and the information provided.

The following applies to Part II of the application:

Please indicate (list) the Map number that is proposed to be amended.
See Updated Application page 5.

Please expand this discussion. Staff understands that the application is a result of recent changes to Florida Statutes; please summarize these changes and how this amendment is related to those recent changes.
See page 5a.

The following applies to Part III of the application:

A.2. It appears that two strap numbers have been excluded (20-45-26-00-00003.0000 and 32-45-26-00-00001.0010)
See page 15.

Please summarize the proposed change for the Subject Property (i.e. how is the Airport Master Plan being proposed to be incorporated into the Lee Plan).
See page 6 and 6a.

E.1. The referenced section of Chapter 34 of the Land Development Code (34-395(a)(2)) is not a valid section number in the latest revision to Chapter 34.
This should have been referenced as 34-935 (a) (2). This section has been updated. See page 6.

E.2. Staff believes that the application should represent the total square footage of potential development on the subject site.
See page 6.

The following comments pertain to Part IV of the application:

A. 1. Planning staff has previously provided verbal comments concerning the proposed language. These comments centered around the proposed non-aviation uses and the MOU. Staff believes that the agreed upon non-aviation thresholds (square footage by use) should be incorporated into the Lee Plan. Staff also believes that the Lee Plan should be amended to provide guidance as to how the uses will be established (i.e. thru a PD rezoning) and that these uses will be subject to the requirements of the Land Development Code (i.e. buffering, open space, landscaping, concurrency, etc.). Staff believes that a summarized/generalized version of Attachment I should be incorporated into the Lee Plan as a new table as well as appropriate references in proposed policies.
See updated development summary table listed as page 1 and 2 which uses a strike out and underline format to denote changes. We have also added a note at the bottom of the table which address mitigation for the non-aviation related development.

A. 3. Item A.3 of the plan amendment application requires a map and description of the existing land uses within the subject property and surrounding properties. Staff has located the map of existing uses, but is unable to locate any narrative description of the existing land uses. Please provide a description of the existing land uses for the subject property and surrounding properties, providing details on the name of the development and the density or intensity of the existing uses.
See new section titled Surrounding Zoning and Land Uses along with a new map for this section.

A. 4. This item ties in with A.3 above. The application requires a map and description of the existing zoning for the subject property and surrounding properties. The map was provided, but the description appears to be missing. Please provide a description of the surrounding zoning, including the name of the development, zoning resolution numbers, types of uses approved, and what density or intensity is approved under the current zoning.
See response above

A. 5. Staff finds the submitted legal description to be cumbersome. Please provide a metes and bound legal description with a certified boundary survey.
A metes and bounds survey has been included.

B.3.b. Please provide a follow up letter from Lee County EMS after providing the revised scope of the request.
See Correspondence.

B.3.d Please provide the required letter from the appropriate solid waste provider.
Waiting on response.

B.3.e Please provide a follow up letter as the submitted letter indicates a desire for continued coordination from Lee Tran.
Waiting on response.

C.1. Submitted map is very hard to read, please re-submit an original.
Original has been submitted.

D.2. Please provide a map showing the subject property location on the archeological sensitivity map for Lee County.
Map has been updated.

ADDITIONAL COMMENTS

Attachment E.2. refers to a proposed golf course. Please clarify if a golf course is in fact being proposed.
Typo has been removed. See page 2 attachment E

Attached are additional comments from Public Works staff.
The application has been revised.

Address comments provided by Lee County Natural Resources Department regarding stormwater management system.
See revised text.

The table within the non-aviation related land use discussion has been updated to reflect moving the gas station / convenience store to phase I.

The proposed Lee Plan language changes have also been included.

Please find the attached information and we would be happy to meet with you following your initial review of the request for additional information.

Sincerely,
Reynolds Smith and Hills, Inc.

Jeffrey W. Breeden, AICP
Project Manager

Enclosure

Cc: Bill Horner – LCPA w/ Encl.

II. REQUESTED CHANGE (Please see Item 1 for Fee Schedule)

A. TYPE: (Check appropriate type)

[x] Text Amendment

[x] Future Land Use Map Series Amendment (Maps 1 thru 19)
List Number(s) of Map(s) to be amended

Map 3F

B. SUMMARY OF REQUEST (Brief explanation):

~~A recent change in Florida statutes allows airports to be exempt from the DRI process as long as the Airport Master Plan has been recognized and is in conformance with the local Comprehensive Plan.~~ See attached sheet

III. PROPERTY SIZE AND LOCATION OF AFFECTED PROPERTY

(for amendments affecting development potential of property)

A. Property Location:

1. Site Address: 16000 Chamberlin Parkway, Ft. Myers, FL 33913-8899
2. STRAP(s): See Attachment III - A

B. Property Information

Total Acreage of Property: 6372 +/- acres

Total Acreage included in Request: 6372 +/- acres

Area of each Existing Future Land Use Category: 6372 +/- acres

Total Uplands: 4255 +/- acres

Total Wetlands: 1879 +/- acres Other Surface Waters: 238 +/- acres

Current Zoning: AOPD

Current Future Land Use Designation: Airport

Existing Land Use: Airport

C. State if the subject property is located in one of the following areas and if so how does the proposed change effect the area:

Summary of Request

The purpose of this Lee Plan Amendment Application is the desire of the Lee County Port Authority to request the adoption of the recently completed Airport Master Plan Update into the Lee Plan so that it can abandon the existing Development of Regional Impact (DRI) Development Order (DO) the Southwest Florida International Airport is currently operating under. Chapter 2002-20, Laws of Florida revising FS Chapters 163 and 380 became effective on July 1, 2002. In addition, provision II.H.6.c of the 4th DO for the Southwest Florida International Airport contains a provision that allows the Board the option to adopt a resolution to provide relief from DRI requirements in the event that airports are provided relief from DRI requirements from the Florida Legislature. Additional discussion regarding the background and details for HB 261 is provided in attachment G of the application. The desired amendment will allow the Southwest Florida International Airport the additional flexibility of meeting time sensitive aviation demand yet still conducting the necessary coordination with local government.

The major elements of the proposed Lee Plan Amendment is the incorporation of the newly revised Airport Layout Plan Update Sheet which graphically depicts the proposed development of the airport by phase for the next twenty year planning period, the incorporation of a new table within the Lee Plan that summarizes the proposed development and revisions to the Goals, policies and objectives sections that pertain to the Southwest Florida International Airport. The proposed amendment will establish a new process of reviewing and adopting the proposed development plan for the Southwest Florida International Airport that will allow the future development to be coordinated with local government. In addition, the former GATX – Ft. Myers Petroleum Terminal DRI which was never constructed and is on airport property will be abandoned at the same time.

Lehigh Acres Commercial Overlay: Not Applicable

Airport Noise Zone 2 or 3: Located on Airport Property – No Effect

Acquisition Area: Not Applicable

Joint Planning Agreement Area (adjoining other jurisdictional lands): Not Applicable

Community Redevelopment Area: Not Applicable

D. Proposed change for the Subject Property:

~~This Amendment will bring the Airport Master Plan in conformance with the Lee Plan~~
See Attached Sheet

E. Potential development of the subject property:

1. Calculation of maximum allowable development under existing FLUM:

Residential Units/Density	None
Commercial intensity	~~See LDC 34-395 (a) (2)~~ 4,775,000 sq ft Non Aviation
Industrial intensity	~~See LDC 34-395 (a) (2)~~ 4,200,000sq ft. Non Aviation

2. Calculation of maximum allowable development under proposed FLUM:

Residential Units/Density	Same as above
Commercial intensity	Same as above
Industrial intensity	Same as above

IV. AMENDMENT SUPPORT DOCUMENTATION

At a minimum, the application shall include the following support data and analysis. These items are based on comprehensive plan amendment submittal requirements of the State of Florida, Department of Community Affairs, and policies contained in the Lee County Comprehensive Plan. Support documentation provided by the applicant will be used by staff as a basis for evaluating this request. To assist in the preparation of amendment packets, the applicant is encouraged to provide all data and analysis electronically. (Please contact the Division of Planning for currently accepted formats)

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The proposed Lee Plan Amendment does not change the future land use definition of Airport nor does it change the boundaries currently shown on the Lee County Future Land Use Map. However, the application proposes additional land allowable land uses within the future Airport land use category. These future land uses deal primarily with non-aviation land use activities such as hotel, industrial, office and limited retail land uses and is explained in greater detail in section J of this application. These additional land uses are compatible and similar to those land uses allowed within the future land use category Airport Commerce area which is located to the North and West of the subject property. A table presenting proposed development for the Southwest Florida International Airport has also been generated for inclusion in the Lee Plan.

The Lee Plan Amendment Application proposes to revise Map 3F in the Lee Plan which is the Airport Layout Plan Sheet for Southwest Florida International Airport and proposes several text amendments to address the new master plan update for the airport..

Attachment III – A
STRAP Numbers
(Revised 5-20-03)

STRAP Numbers

SC TN RG AR BLOCK LOT	DOR	IMP	MOD	TYP	USE	ACRES
36-45-25-00-00005.0000	86	00	0	0	9910	80.4021
36-45-25-00-00002.0000	86	00	0	0	9910	80.4322
31-45-26-00-00001.1030	99	00	0	0	9905	1.99844
31-45-26-00-00001.1040	99	00	0	0	9905	1.99862
31-45-26-00-00001.1010	00	00	0	0	0000	1.86958
31-45-26-00-00001.1020	63	00	0	0	0000	1.86977
31-45-26-00-00001.1080	63	00	0	0	9905	1.17787
31-45-26-00-00001.2000	86	00	0	0	9905	18.8070
31-45-26-00-00001.1050	99	00	0	0	9905	1.99915
31-45-26-00-00001.1060	99	00	0	0	9905	1.99842
31-45-26-00-00001.1000	80	00	0	0	9905	65.2662
31-45-26-00-00001.1070	86	00	0	0	9905	1.58110
36-45-25-01-0000C.0030	84	00	0	0	9910	3.76320
36-45-25-01-0000B.0010	86	00	0	0	9910	4.64957
36-45-25-01-0000B.0020	86	00	0	0	9910	4.20788
36-45-25-01-0000A.0010	86	00	0	0	9910	4.32015
36-45-25-01-0000A.0060	86	00	0	0	0000	4.27278
36-45-25-01-0000A.0110	86	00	0	0	9910	4.26085
36-45-25-01-0000C.0010	86	00	0	0	9910	3.88970
36-45-25-01-0000C.0020	86	00	0	0	9910	3.56987
36-45-25-01-0000B.0040	00	00	0	0	9910	3.99055
25-45-25-00-00005.0010	90	82	6	0	1800	.303731
36-45-25-01-0000A.0020	86	00	0	0	9910	4.11516
35-45-25-00-00003.0000	101	00	0	0	8600	619.218
19-45-26-00-00002.0000	86	82	6	0	2000	1249.40
36-45-25-00-00001.0000	86	00	0	0	9910	280.889
30-45-26-00-00001.1000	86	00	0	0	9905	25.9933
30-45-26-00-00001.1070	86	00	0	0	0000	2.02158
25-45-25-00-00003.0000	101	01	1	0	8600	1083.31
30-45-26-00-00001.1010	63	00	0	0	0000	2.04309
30-45-26-00-00001.1020	63	00	0	0	0000	1.98977
30-45-26-00-00001.1060	63	00	0	0	0000	2.00952
30-45-26-00-00001.1050	63	00	0	0	0000	1.98587
30-45-26-00-00001.1030	63	00	0	0	0000	1.98778
30-45-26-00-00001.1040	63	00	0	0	0000	1.98567
24-45-25-00-00005.001F	90	65	6	0	2700	2.10903
24-45-25-00-00005.001E	90	65	6	0	2700	2.16248
24-45-25-00-00005.001D	90	65	6	0	2700	1.56156
24-45-25-00-00005.001C	90	65	6	0	2700	1.95788
24-45-25-00-00005.001B	90	65	6	0	2700	2.48094
24-45-25-00-00002.0000	101	00	0	0	8600	365.447
24-45-25-00-00005.001A	90	79	4	0	2700	1.96734
32-45-26-00-00001.0000	86	00	0	0	0000	546.046
30-45-26-00-00003.0000	101	00	0	0	8600	910.379
29-45-26-00-00001.0000	86	00	0	0	0000	37.3531
29-45-26-00-00002.0000	101	00	0	0	8600	685.483
19-45-26-00-00002.0010	46	84	6	0	4800	2.90127
17-45-26-00-00003.0000	101	00	0	0	8600	237.227
20-45-26-00-00003.0000						1.0
32-45-26-00-00001.0010						79.91

Southwest Florida International Airport Existing vs. Proposed Development 2005-2020				
Development	**Existing**	**2005**	**2010**	**2020**
Landside				
Midfield Terminal Complex	28 gates 761,193 S.F.	No improvements planned	Expand to 32-33 gates 771,193 S.F.	Expand to 43-47 gates 978,362 S.F.
Auto Access	Main entrance at intersection of Daniels and Chamberlin Parkway. Access also from Daniels via Treeline and Alico via Ben Hill Griffin Parkway.	Cargo Road improvements from Chamberlin Connector road for maintenance facilities	Rehab perimeter, service and fuel farm roads Expand entrance road to 6 lanes Construct I-75 access	Miscellaneous roadway improvements
~~Parking~~ ~~Passenger~~ ~~Hourly~~ ~~Daily~~ ~~Employee~~ ~~Taxi/Limo/Toll Booth~~ ~~Rental Cars~~	~~14,399 total existing spaces~~ ~~11,461 spaces~~ ~~2,519 spaces~~ ~~8,942 spaces~~ ~~1,288 spaces~~ ~~150 spaces~~ ~~1,500 spaces~~	~~No improvements planned~~	~~Construct 750 additional employee spaces~~	~~Ultimately 5,126 total hourly spaces~~ ~~Ultimately 9,342 total daily spaces~~ ~~Ultimately 200 total Taxi/Limo spaces~~ ~~Ultimately 3,000 total rental car spaces~~
Airside				
Existing Runway 6-24	12,000 ft. X 150 ft. runway	Rehabilitate 6-24, using taxiway as a temporary runway	No improvements planned	No improvements planned
Parallel Runway 6R-24L	No improvements planned	No improvements planned	Begin construction on 9,100ft. X 150ft. runway (5,385 ft. separation between runways)	No improvements planned
Taxiways	Taxiway A-parallel taxiway to Rnwy 6-24, 12,000 ft. long X 75 ft. wide; Taxilane B-apron taxilane that runs parallel to terminal for transitioning aircraft going from gates to Taxiway A for approximately 1,580 ft.	No improvements planned	Construct parallel taxiway north of Rnwy 6R-24L (9,100ft. X 75ft. wide) If NLA , then 100ft. wide. Hold bay & by-pass improvements to Rnwy 6R-24L parallel taxiway	Construct dual cross-field connector taxiway (Approx. 4,215 ft. long and 75ft. wide) If NLA, then 100ft. wide.
Terminal Apron	165,000 S.Y.	253,700 SY*	No improvements planned	No improvements planned
Air Cargo	Total of 39,500 S.F. cargo building 69,000 S.Y. apron area	Rehabilitate existing cargo ramp (69,000 S.F.) New freight forwarding facility 15,000 S.F. Expand cargo facilities to 41,189 S.F.	Expand building cargo facilities to 45,389 S.F.	Expand cargo building facilities to 58,314 S.F.
Belly Cargo	15,000 S.F.	No improvements planned	No improvements planned	No improvements planned
General Aviation	8,000 S.F. facility 26,180 S.F. hangar space 48,650 S.Y. apron area	Construct multi-use hangars (12,500 S.F.)	Infrastructure for second FBO Construct multi-use hangars (41,000 S.F.)	Construct multi-use hangars (75,500 S.F.) Expand GA apron to 49,700 S.Y.
Aircraft Maintenance ~~GA~~ General Aviation Large Aircraft	Approximately 13,000 S.F. -	- Construct one hangar to accommodate aircraft including the Boeing 747. Land to accommodate an additional three hangars should be set aside, should it be needed in the future.	26,000 S.F. (using existing facilities)	Expand to 36,000 S.F. necessary
~~Aircraft Rescue & Fire Fighting (ARFF)~~	~~12,500 S.F.~~	~~No improvements planned~~	~~Construct new midfield facility of approximate equal size to existing facility of 12,500 S.F.~~	~~No improvements planned~~
~~Air Traffic Control Tower (ATCT)~~	~~Height 76.91 ft., 8,600 S.F.~~	-	~~Relocate to midfield-same S.F. as existing 8,600 ft. or more. New height must be greater than 80 ft.**~~	~~No improvements planned~~
~~Land Acquisition~~	~~No acquisition planned~~	~~Land between Haul and Alico-48 acres~~ ~~Land east of Runway 24-1,150 acres~~ ~~Land for I-75 access road-335 acres~~	~~Mitigation land acquisition~~	~~Mitigation land acquisition~~

Table (Continued)
Southwest Florida International Airport
Existing vs. Proposed Development 2005-2020

Development	Existing	2005	2010	2020
Airside (Continued)				
~~NAVAIDs~~ ~~General~~ ~~Runway 6-24~~ ~~Future Runway 6R-24L~~	~~VORTAC/DME~~ ~~Non Directional Beacon (NDB)~~ ~~Airport Surveillance Radar (ASR)~~ ~~Rotating Beacon~~ ~~Segmented Circle~~ ~~VASI (Visual Approach Slope Indicator)~~ ~~ALS (Approach Lighting System)~~ ~~Instrument Landing System (ILS)~~ ~~Global Positioning System (GPS)~~ -	 ~~Upgrade to ASR-11~~ ~~Upgrade VASI to PAPI (during runway rehab)~~	~~Cat II ILS w/ALS~~ ~~Upgrade RVR for Rnwy 6L-24R~~ ~~Precision GPS Approach~~	~~No improvements planned~~
Fuel Farm	Commercial (3)420,000 gallon tanks Jet A General Aviation (4) 15,000 gallon Jet A tanks (1) 12,000 gallon 100LL tank	Fuel to be pumped from existing fuel farm area by a hydrant fueling system to the new midfield area	No improvements planned	No improvements planned
Miscellaneous	No improvements planned		Relocate high voltage power lines Upgrade airfield emergency generator Helipad (11,000 S.F.) Develop multi-modal center	
~~Stormwater Mitigation~~		~~Stormwater/drainage improvements~~ ~~Stormwater Management Plan~~ ~~Cargo area drainage improvements~~ ~~Remove Mitigation area "G"~~	~~Stormwater/drainage improvements~~ ~~Daniels property infrastructure~~	~~Stormwater/drainage improvements~~
~~Security Fencing~~	~~As required by FAA~~	~~As required by FAA~~	~~As required by FAA~~	~~As required by FAA~~
~~Rental Car Expansion~~		~~Rental car fuel farm~~		
~~Utilities~~	~~As required by various projects~~	~~As required by various projects~~	~~As required by various projects~~	~~As required by various projects~~
Non-Aviation Related Land Uses Hotel Light Manufacturing/Assembly Gas Station/Convenience Store Warehouse/Distribution Office		- Construct 25,000 S.F. Construct 3,500 S.F. w/ 12 pumps Construct 25,000 S.F. Construct 75,000 S.F.	Construct 300 Rooms Additional 25,000 S.F. ~~Construct 3,500 S.F. w/ 12 pumps~~ Additional 25,000 S.F. Additional 75,000 S.F.	- -Additional 50,000 S.F. - Additional 50,000 S.F. Additional 75,000 S.F.

~~* Based on Phase I Concept A of the DMJM Concept Design Phase I document~~
~~**A detailed study will be required to determine the exact tower height upon completion of the midfield terminal~~
~~*** It is assumed for planning purposes that the hotel will comprise 300,000 sq. ft. and occupy 3 stories.~~

1. This table is for general phasing and major development items only. More specific detail is available in the annual Capital Improvement Plan (CIP) prepared by the Lee County Port Authority for the Southwest Florida International Airport.
2. All non-aviation related development will meet local land development code requirements such as open space requirements listed in LDC Sec. 10-415 and Wetland Impacts requirements listed in LDC Sec. 14-293. All development will be required to undergo local site and zoning review prior to local development order issuance.

Surrounding Zoning and Land Uses

To the north of the property is Daniels Parkway and a variety of PUDs have been approved or in process. The following is a summary from east to west:

- The Gateway DRI / PUD is located directly north of the airport and consists of an approximately 3,368 acre mixed use development. Gateway is approved for 731 acres of commercial development, 248 acres of conservation, 1,001 acres of public use development and 7,094 single and multi family residential units.
- The Worthington Commerce Park MPD application is pending with Lee County. This development will rezone approximately 310 acres from the Gateway PUD to MPD and remove the property from the Gateway DRI.
- The Airside Plaza CPD/DRI located west of Gateway and North of the subject property has been approved for 200,000 sq. ft. of commercial retail, 170,000 sq. ft. of commercial office, 300 unit hotel (40,000 sq. ft.), and 500,000 sq. ft. of industrial or a total of 910,000 sq. ft. of development on 125 acres.
- The Treeline Park IPD is located North of the subject property and is approved for 33,600 sq. ft of Commercial development and 64,800 sq. ft of Industrial development or a total of 98,000 sq. ft of development on 9.3 acres.
- The Airport Woods IPD is approved for 150,000 sq. ft of Commercial Office, 30,000 sq. ft of Commercial Retail, 520,000 sq. ft of Industrial for a total of 700,000 sq. ft. on 62.1 acres.

To the west of the property is I-75 and the future Treeline Avenue and Ben Hill Griffin Parkway scheduled to open in early 2005. Treeline Avenue and Ben Hill Griffin Parkway have been designed to be a controlled access roadway system . The majority of land west of the airport is zoned AG-2. However, it is expected that additional development will occur once Treeline Avenue and Ben Hill Griffin Parkway are open to traffic.

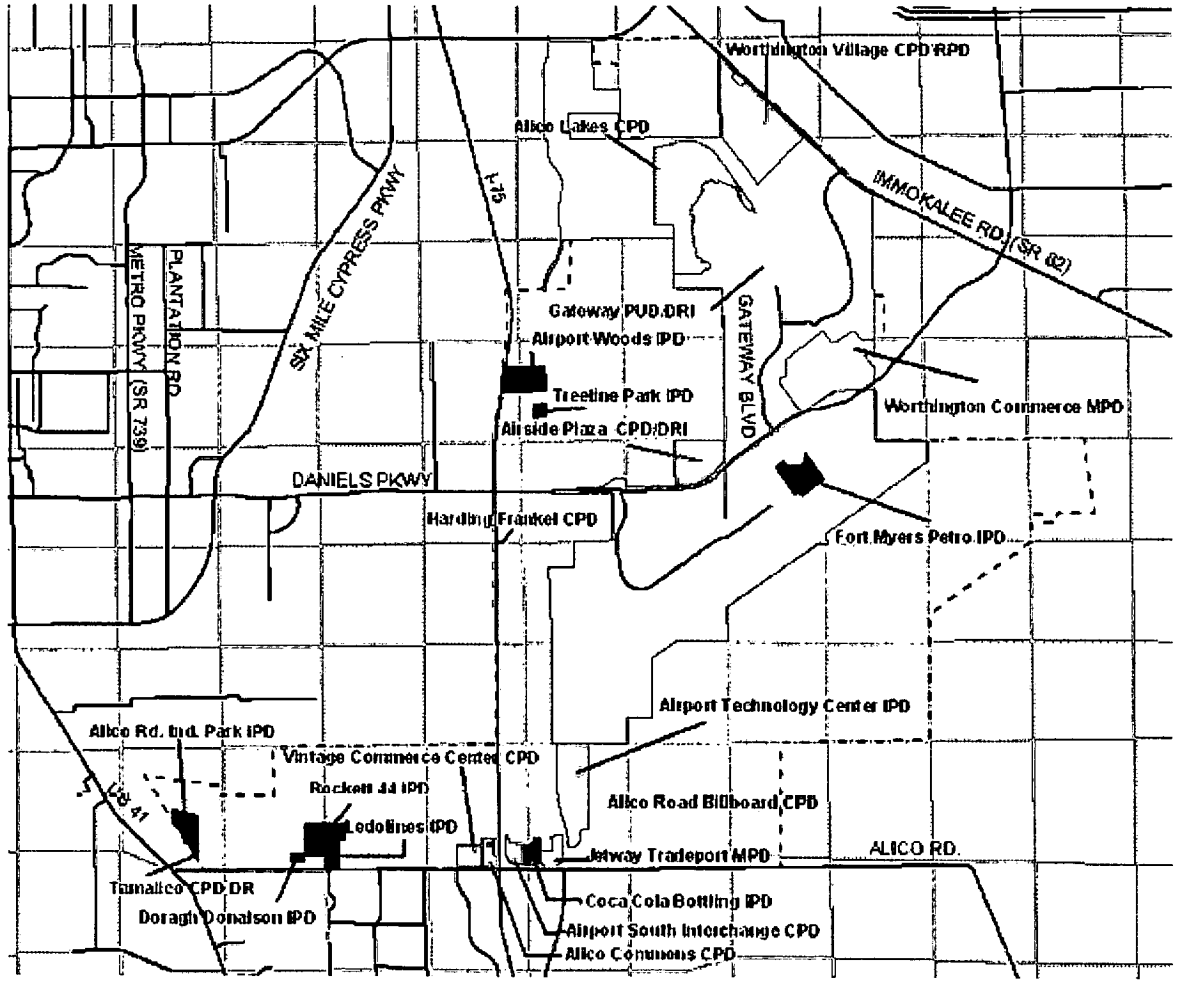
To the south are also several existing or proposed DRI/PUDs adjacent to the subject property. In addition, Gulf Coast University is located approximately 3 miles south of the subject property. The following is a summary from west to east:

- The Rockett 44 IPD is approved for 506,000 sq. ft. of Industrial land use on 44 acres.
- The Ledo Lines IPD is approved for 75,000 sq. ft. on 38 acres.
- The Airport South Interchange IPD application is pending.
- The Coca Cola Bottling IPD is approved for 25,000 sq. ft. on 20.2 acres.
- The Jetway Tradeport MPD application is pending.
- The Airport Technology Center application is pending.

To the east of the subject property are no major roads and the majority of land is zoned AG-2

An examination of surrounding land uses shows that the area is currently primarily agricultural / vacant land use immediately surrounding the subject property. There are several scattered commercial developments to the West, North and South of the subject property. However, the this area is rapidly urbanizing and will be under additional development pressure with the continued growth of Gulf Coast University to the South and the eventual opening of Treeline Avenue / Ben Hill Parkway.

The surrounding future land use categories surrounding the subject property include Airport Commerce to the north, west and south, density reduction / groundwater resource to the east and new community also to the north. The proposed additional land uses within the Airport future land use category are compatible with the land uses currently allowed within the Airport Commerce future land use category.



N

Scale: NTS

Source: Lee County, 2003

Lee County Port Authority

RS&H

Reynolds, Smith and Hills, Inc.

Architectural, Engineering Planning and Environmental Services

Jacksonville, Florida

Southwest Florida International Airport
Lee County Comprehensive Plan Amendment

Adjacent PUD/DRI Developments

Attachment A – 5
Legal Description of Property

A full size boundary survey has been submitted

Attachment B – 3b
Emergency Medical Service Letter

LEE COUNTY
SOUTHWEST FLORIDA

BOARD OF COUNTY COMMISSIONERS

Bob Janes
District One

Douglas R. St. Cerny
District Two

Ray Judah
District Three

Andrew W. Coy
District Four

John E. Albion
District Five

Donald D. Stilwell
County Manager

James G. Yaeger
County Attorney

Diana M. Parker
County Hearing Examiner

335-1604
Writer's Direct Dial Number:

May 23, 2004

Mr. Jeffery W. Breeden, AICP
Project Manager
Reynolds, Smith and Hills, Incorporated
10748 Deerwood Park Boulevard South
Jacksonville, Florida 32256

Re: EMS Adequacy / Availability for Southwest Florida International Airport Terminal Facility Relocation

Dear Mr. Rice:

As previously stated, Lee County EMS currently provides emergency medical services to the Southwest Florida International Airport. I anticipate any increased demand for EMS from the above named project to be addressed by budget plans for new ambulances and personnel.

As phases of this project are completed and the facilities grow, increasing traffic and heightened security will challenge our ability to maintain response time minimums. Lee County EMS will work with the Airport Fire Department to determine additional resources sufficient to meet these demands while maintaining our response time reliability standards.

If you would like to discuss this further, please call me at the above referenced number.

Sincerely,

DIVISION OF PUBLIC SAFETY

Chief Chris Hansen
EMS Manager

H:\hansenhc\impact\SWFIA letter to Jeff Rice RS&H.0503

P.O. Box 398, Fort Myers, Florida 33902-0398 (941) 335-2111
Internet address http://www.lee-county.com
AN EQUAL OPPORTUNITY AFFIRMATIVE ACTION EMPLOYER

Recycled Paper

Attachment B – 3d
Solid Waste Letter

LEE COUNTY
SOUTHWEST FLORIDA

BOARD OF COUNTY COMMISSIONERS

Writer's Direct Dial Number: (239) 338-3302

Bob Janes
District One

Douglas R. St. Cerny
District Two

Ray Judah
District Three

Andrew W. Coy
District Four

John E. Albion
District Five

Donald D. Stilwell
County Manager

James G. Yaeger
County Attorney

Diana M. Parker
County Hearing Examiner

June 2, 2003

Mr. Jeff Breeden
Aviation Planning
Reynolds, Smith and Hills, Inc.
10748 Deerwood Park Blvd. South
Jacksonville, FL 32256-0597

Subject: Lee County South West Regional Airport

Dear Mr. Breeden:

The Lee County Solid Waste Division is planning the development of disposal facilities such that these facilities will have sufficient capacity to manage and dispose of the (Class I Municipal Solid Waste) materials anticipated to be generated by the expanded Regional Airport. It is understood that the airport will continue to pay the County's solid waste disposal assessments and remain in compliance with the County's solid waste ordinances. We direct your attention to the County's ordinance No. 00-20 that contains requirements for the minimum amount of area 'set-aside' for the placement of solid waste and recycling containers and access requirements for such containers. We stress that these requirements are minimum and that the design engineer should provide sufficient areas for this activity.

We also encourage the airport's operator to establish a comprehensive recycling program at the existing and expanded airport facilities including all administrative, terminal, and tenant areas. Such a program would be instrumental in lessening the impact of the development on the County's disposal facilities. The Solid Waste Division is available to assist airport administration in establishing an effective and efficient program.

If you have any questions, please call me.

Sincerely,

Lindsey J. Sampson

Lindsey J. Sampson, Director
Solid Waste Division

Cc: Emory Smith, Recycling Coord.

DOCUMENT1

Recycled Paper

P.O. Box 398, Fort Myers, Florida 33902-0398 (239) 335-2111
Internet address http://www.lee-county.com
AN EQUAL OPPORTUNITY AFFIRMATIVE ACTION EMPLOYER

Attachment B – 3e
Mass Transit Letter

LEE COUNTY
SOUTHWEST FLORIDA

BOARD OF COUNTY COMMISSIONERS

Bob Janes
District One

Douglas R. St. Cerny
District Two

Ray Judah
District Three

Andrew W. Coy
District Four

John E. Albion
District Five

Donald D. Stilwell
County Manager

James G. Yaeger
County Attorney

Diana M. Parker
County Hearing Examiner

239-277-5012 x2233
Writer's Direct Dial Number:

June 10, 2003

Mr. Jeff Breeden
Reynolds, Smith and Hills, Inc.
4651 Salisbury Road
Jacksonville, FL 32256

RE: LEE COUNTY COMPREHENSIVE PLAN AMENDMENT

Dear Mr. Breeden:

This is a follow-up letter to Lee County Transit's (Lee Tran) original correspondence dated October 28, 2002 in regards to preparing a Lee Plan application package for the Southwest Florida International Airport. Lee Tran would like to provide future service for Lee County's residents and visitors once the new midfield terminal is completed at the airport, however we were concerned that we had not yet been contacted by an airport representative to discuss the inclusion of transit amenities in the new terminal design. After discussions with Lee County Port Authority officials, we have been informed that further planning for ground transportation services to the new midfield terminal will not occur until 2004, and that we will be involved with that process at that time. We will be pleased to provide continued service to the airport and look forward inclusion in the planning process next year.

If you have any further questions or comments, please call me at 277-5012 ext. 2233.

Sincerely,

TRANSIT DIVISION

Michael Horsting
Transit Planner

P.O. Box 398, Fort Myers, Florida 33902-0398 (239) 335-2111
Internet address http://www.lee-county.com
AN EQUAL OPPORTUNITY AFFIRMATIVE ACTION EMPLOYER

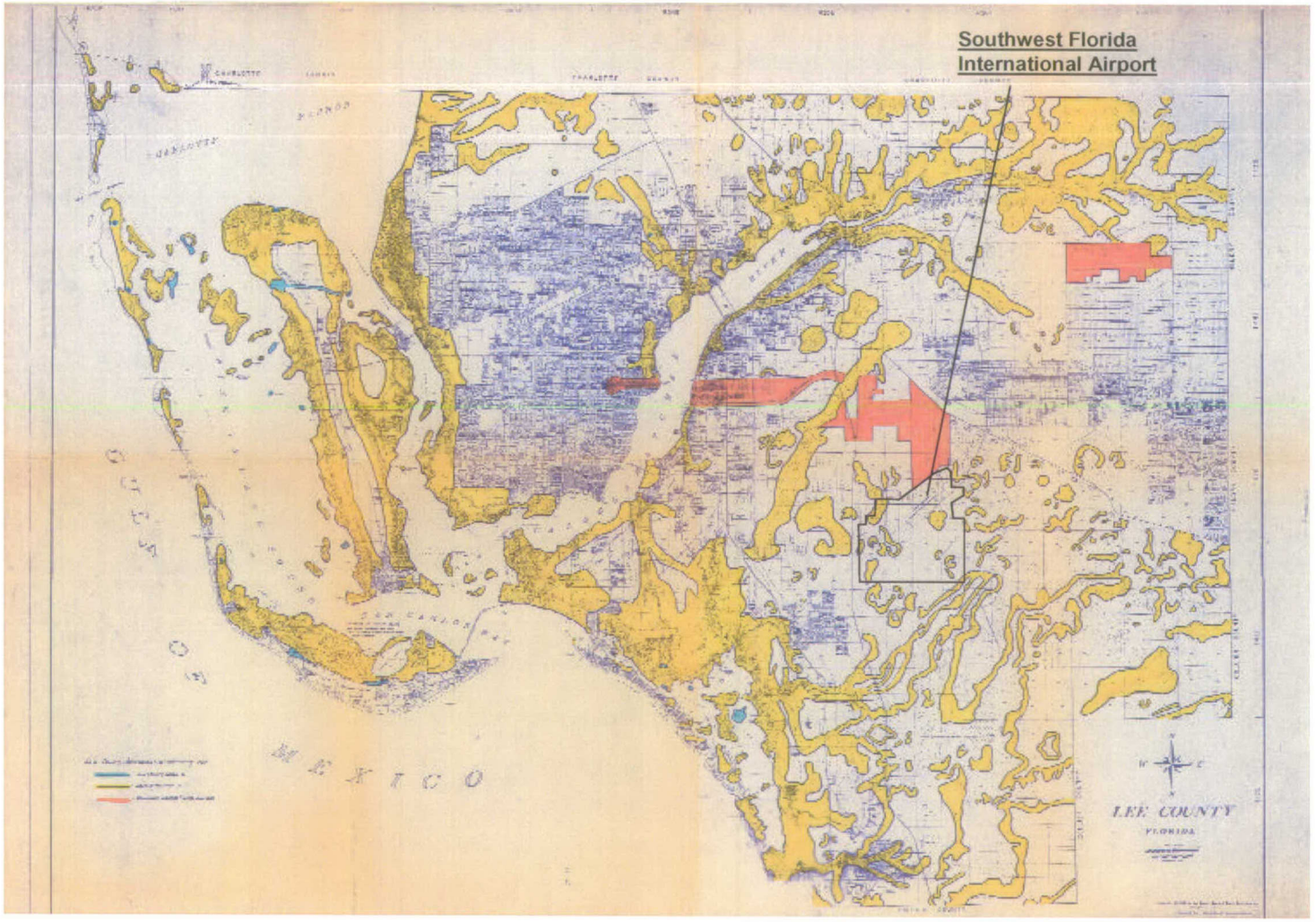
Recycled Paper

Attachment C – 1
FLUCFCS Information and Map

ATTACHMENT C – 1

FLUCFCS INFORMATION AND MAP

A full size map has been included in the submission



Source: Florida Department of State, 1999

Lee County Port Authority

RS&H

Reynolds, Smith and Hills, Inc.

Architectural, Engineering Planning and Environmental Services

Jacksonville, Florida

Southwest Florida International Airport
Lee County Comprehensive Plan Amendment

Attachment D - 2

Archeological Sensitivity Map

ATTACHMENT E

INTERNAL CONSISTENCY WITH THE LEE PLAN

1. **Discuss how the proposal affects established Lee County population projections, Table 1(b) (Planning Community Year 2020 Allocations), and the total population capacity of the Lee Plan Future Land Use Map.**

   The proposed development through the year 2020 for Southwest Florida International Airport will not affect Lee County population projections. The project is the result of increasing growth in the area in both population and tourism. Users of Southwest Florida International Airport will be those residing in and visiting the area who use air travel as a primary mode of transportation. The amendment will not require any revisions to Table 1(b) (Planning Community Year 2020 Allocations) or the Lee Plan Future Land Use Map.

2. **List all goals and objectives of the Lee Plan that are affected by the proposed amendment. This analysis should include an evaluation of all relevant policies under each goal and objective.**

   OBJECTIVE 1.2: Southwest Florida International Airport Area. Designate on the Future Land Use Map adequate land in appropriate locations to accommodate the projected growth needs of the Southwest Florida International Airport and the business and industrial areas related to it through the year 2020. These categories are also considered Future Urban Areas. (Amended by Ordinance No. 94-30, 98-09, 00-22)

   POLICY 1.2.1 which discusses permitted land uses will be revised to include the additional permitted land uses of Southwest Florida International Airport.

   OBJECTIVE 2.4: Future Land Use Amendments. Regularly examine the Future Land Use Map in light of new information and changed conditions, and make necessary modifications.

   The proposed amendment to the Lee Plan is consistent with this objective. As the Lee County Port Authority is requesting a revision to the Future Land Use Map in regards to changes to provisions regarding DRI regulations for airports.

~~GOAL 16: Private Recreational Facilities in the DR/GR. To ensure that the development of Private Recreational Facilities in the DR/GR areas is compatible with the intent of this Future Land Use category, including recharge to aquifers, development of future wellfields and the reduction of density. (Added by Ordinance No. 99-16)~~

~~The proposed golf course located at the Southwest Florida International Airport will be designed and constructed to be in compliance with the standards listed in this section.~~

GOAL 31: Coordinated System of Railways, Aviation, Ports, and Roads. Develop and maintain a coordinated system of railways, aviation, ports, roads, and related facilities to facilitate the safe and efficient movement of commerce, consistent with community values and economic objectives. (Amended by Ordinance No. 99-15)

The proposed amendment to the Lee Plan is in conformance with this goal.

OBJECTIVE 32.1: Economic Growth. The capacity of Southwest Florida International Airport will be expanded in compliance with the adopted Airport Master Plan to aid in the diversification of the county's economic growth. Project implementation and approval will be funded through user fees, airline contributions, and other funding sources not involving general county tax dollars. (Amended by Ordinance No. 98-09, 99-15)

The proposed amendment to the Lee Plan is in compliance with this objective.

OBJECTIVE 32.4: Access. The Southwest Florida International Airport is an intermodal facility of significant value to the region, state and federal transportation system. Protecting this resource requires the provision of adequate landside and airside capacity. (Amended by Ordinance No. 99-15)

The proposed amendment to the Lee Plan is in compliance with this objective.

OBJECTIVE 32.6: Agency Coordination. Ensure that existing and future air system needs can be met safely and with a minimum of land use conflict by coordinating aviation facility plans with appropriate federal, state, regional, and local review and permitting agencies. (Amended by Ordinance No. 99-15)

The proposed amendment to the Lee Plan is in compliance with this objective.

GOAL 109: Growth Management. To coordinate the plans and policies of Lee County, its municipalities, and adjacent local governments so as to guide, manage, and regulate urban growth in a compatible fashion.

The proposed amendment to the Lee Plan is in conformance with this goal.

3. Describe how the proposal affects adjacent local governments and their comprehensive plans.

The proposed amendment to the Lee Plan provides a more comprehensive approach of consolidating the Airport Master Plan required by the Federal Aviation Administration and the Florida Department of Transportation and the Lee Plan is required by the Florida Department of Community Affairs. The proposed action will not affect adjacent local governments and their Comprehensive Plans.

4. List State Policy Plan and Regional Policy Plan goals and policies which are relevant to this plan amendment.

The Florida State Comprehensive Plan listed in F.S. 187.201 was reviewed and the proposed amendment is in compliance with the following sections and goals:

(11) ENERGY

1. Policy 4: *Ensure energy efficiency in transportation design and planning and increase the availability of more efficient modes of transportation.*

   As described in this application, the Southwest Florida International Airport helps support an efficient means of transportation allowing visitors and residents of the area access to the air transportation system thereby reducing the amount of congestion on the roadway system. Aviation is the most efficient means of long distance travel and the only effective means of rapid transport for time sensitive travel for passengers and goods. Intermodal connections afford travel by the most efficient mode thus supporting the regions increased need for mobility.

17) PUBLIC FACILTIES

1. Goal: *Florida shall protect the substantial investments in public facilities that already exist and shall plan for and finance new facilities to serve residents in a timely, orderly and efficient manner.*

   As described in this application, The Lee County Port Authority has made a substantial investment with the use of Federal and state grants along with user fees to develop the Southwest Florida International Airport. The current Midfield Terminal project that is under

construction alone represents an investment of 380 million dollars which is the largest single project in Southwest Florida. Approval of this Comprehensive Plan amendment will allow continued development and protection of the public investment of the facility

Policy 5: *Encourage local government financial self-sufficiency in providing public facilities.*

The approval of this comp plan amendment will allow the continued development of the Southwest Florida International Airport and the additional land uses being requested will provide additional sources of revenue to the applicant. The additional revenue generated by the proposed development will assist in making the airport more financially self-sufficient.

(19) TRANSPORTATION

Goal: *Florida Governments shall economically and efficiently provide the amount and quality of services required by the public.*

The applicant meets the desired goal of this section

(20) GOVERNMENTAL EFFICIENCY

Policy 1: *Encourage the greater cooperation between, among and within all levels of Florida government through the use of appropriate interlocal agreements and mutual participation for mutual benefit.*

The adoption of the Airport Master Plan Update for Southwest Florida International Airport is the result of cooperation among the Lee County Port Authority and Lee County which recognize the mutual benefit all citizens of the region receive from the Airport.

Policy 5: *Eliminate the needless duplication or, and promote cooperation in, governmental activities, among, and within state, regional, county, city and other governmental units.*

This process of combining the airport master planning process into the local comprehensive planning process eliminates the often-dual track system for Airport Master Plans and Development of Regional Impact reviews. Airport Master Plans are required by the Federal Aviation Administration and Florida Department of Transportation and the Development of Regional Impact Reviews required by the Florida Department of Community Affairs are often prepared at separate intervals and can have conflicting information. This new procedure will eliminate this duplicative process.

(24) EMPLOYMENT

Policy 5: *Ensure that the transportation system provides maximum access to jobs and markets*

The adoption of this application will allow continued growth and expansion of the Southwest Florida International Airport, which will provide continued access the Southwest Florida region.

ATTACHMENT B – 2C

SURFACE WATER/DRAINAGE BASINS ANALYSIS

Hydrologically, the SWFIA is ~~predominantly~~ located within the Six Mile Cypress Watershed Basin. Generally, all surface water within this basin travels in a westerly direction toward the Six Mile Cypress ~~Strand~~ Slough, the Ten Mile Canal, to Estero Bay and then out into the Gulf of Mexico.

Historically, the flow of stormwater runoff within the area of the Airport has been predominantly dispersed over the land surface. With the construction of I-75 directly west of the Airport property, this flow was channeled through two separate box culverts (one north and one south of the northerly section line for Section 34, Range 25 E, Township 45S) and underneath a 145-foot-long bridge on the south end of Section 34. Flow from the interstate box culverts then runs west under Fiddlesticks Boulevard and, ultimately, into the Six Mile Cypress ~~Strand~~ Slough. Flow from the 145-foot-long bridge runs both west to Ten Mile Canal and northwest into Six Mile Cypress Strand, the Ten Mile Canal, to Estero Bay and then out into the Gulf of Mexico.

The SFWMD and the Lee County Commissioners have each adopted criteria ~~regulations~~ that limit the surface water outfall for developed properties in the Six Mile Cypress Watershed to 37 cubic feet per second per square mile (csm). Outfalls of greater than 37 csm may result in downstream flooding and create a drought effect for onsite ecological systems. Limiting the flow to 37 csm ~~A 37 csm outfall~~ would also result in a beneficial hydroperiod for the downstream Six Mile Cypress Slough.

Lee County includes the 37 csm requirement in its Development Standards Ordinance (DSO). The DSO allow the use of a variety of mitigative efforts, such as onsite water detention in swales and basins, and other structural methods of regulating flow, to reduce the peak ~~overall~~ discharge into the Ten Mile Canal.

Summary of Airport Stormwater System

Implementation of the midfield terminal relocation added approximately 623.5 acres of additional impervious surfaces and required an expanded surface water management system at SWFIA. This additional impervious surface also includes the future parallel runway.

The basic concept is a self-contained watershed system for the Airport. The watershed boundary is generally Daniels Parkway and its proposed Northeast extension on the North; FPL easement on the east and south; the south line of sections 31,34,35 and 36 on the south; and future Treeline Avenue on the

west. Since sheetflow is predominantly from northeast to southwest, the future Treeline Avenue acts as the control for surface flow coming off the westside of the Airport Property. Flow from the remainder of the property is routed through dry and wet detention basins and though the South Outfall conveyance to positive outfalls. A North Outfall has been planned for future development but is not under construction. ~~From Treeline Avenue, it will be routed through two conveyances to positive outfalls.~~

The plan for surface water runoff near the south side of the existing runway is to perpetuate existing flow to the west. The existing perimeter road on the western portion of the property will separate the surface water runoff of the existing facilities from that of the proposed facilities. There will be two primary detention areas. The northwesterly detention area will serve the existing terminal facilities and the proposed taxiway and will provide pretreatment and water quality treatment. The southerly detention area will provide pretreatment, water quality and water quantity control for the Midfield Terminal facilities currently under construction. The facilities will discharge to the southerly detention area then over a weir to the westerly flowway. The entire area is and will be held to the 37csm allowable discharge for 25-year storm event by the system design. Control at Treeline Avenue is provided by weirs. Weir gates are used to preempt stormwater runoff or hold water back to protect previously flooded downstream areas.

All future development will be designed similarly to the Midfield Terminal project with a self contained watershed system and will be designed for the 37 csm requirement ~~outlines~~ by the South Florida Water Management District.

Non Aviation Related Development

LAND USE SUMMARIES

Land Use	Year 2005	Year 2010	Year 2020
Hotel / Motel [1]		300 Rooms	
Office Development [1]	75,000 sq. ft.	150,000 sq. ft.	225,000 sq. ft.
Gas Station Convenience Store	3,500 sq. ft. 12 Pumps	~~3,500 sq. ft.~~ ~~12 Pumps~~	
Warehouse	25,000 Sq. Ft	50,000 Sq. Ft	100,000 Sq. Ft
Light Manufacturing	25,000 Sq. Ft	50,000 Sq. Ft	100,000 Sq. Ft

Source: Reynolds Smith & Hills, Inc. Analysis
2003

Note: All proposed development totals are cumlative
[1]This development includes 10% retail

ATTACHMENT A – 1
PROPOSED TEXT CHANGES

NOTE: These are the following Visions, Policies, Goals, and Objectives that will be recommended to be modified.

LEE COUNTY – A Vision for 2020 – 10. Gateway/Airport: This Community is located South of SR 82, generally east of I-75, north of Alico Road including those portions of the Gateway development which have not been or not anticipated to be annexed into the City of Fort Myers, the Southwest Florida International Airport and the properties it is expected the airport will use for its expansion, the lands designated as Airport Commerce, and the land designated as Industrial Development west of I-75 north of Alico Road. In addition to these two land use designations, properties in this community are designated New Community (the Gateway development), Airport, Density Reduction/Groundwater Resource (primarily the anticipated airport expansion areas), Rural, and General Interchange. The road network in this community is planned to change dramatically over time creating access to and from this community to the north, south, and east without relying on I-75.

There are three distinct areas within this community. The Gateway portion of this community is the area where residential uses will occur. Gateway will be a thriving, nearly built-out, mixed-use community in 2020. The population of this community is anticipated to grow from 1,500 permanent residents in 1996 to approximately 8,000 in 2020 and is expected to have fewer than 1,000 units remaining to be built in the year 2020. The Gateway/Airport community will remain to have an average seasonal resident influx for the Lee County area with an expected 2020 functional population of 10,000.

The second area in this community is the Southwest Florida International Airport. The airport will be greatly expanded by 2020. The expanded airport will have a second parallel runway and a new terminal building which will more than double the existing capacity of the airport. Development will be guided by the Airport Master Plan Update

The airport expansion and the completion of Florida Gulf Coast University are expected to energize the remaining area in this community, the commercial and industrial component of this community. This portion of the community is to the south and west of Gateway and the airport and extends west of I-75 along Alico Road. While this segment of the community is not expected to build out during the timeframe of this plan, the area will be much more urbanized with hi-tech/clean industry businesses. (Added by Ordinance No. 99-15)

POLICY 1.2.1: Airport lands include the Southwest Florida International Airport's existing facility and projected growth areas through the year 2020. These areas will include airport-related development to support the continued development of the Southwest Florida International Airport to include hotels/motels, airport related terminals and freight transfer facilities, light industrial, service stations, limited retail, shopping, and office development. Any future airport expansion will ~~also include extensive environmental buffer areas for the protection of groundwater resources and wildlife habitat~~ offset environmental impacts through the mitigation park or other appropriate mitigation acceptable to the permitting agencies. The physical design of the airport expansion will minimize any degradation of the recharge capability of land in the expansion area. Any airport expansion beyond the present boundaries will be subject to ~~appropriate modifications to the DRI development order and~~ any necessary amendments to the Lee Plan. (Amended by Ordinance No. 94-30, 00-22)

POLICY 1.2.2: The Airport Commerce areas are commercial and industrial lands adjacent to the airport needed to accommodate projected growth through the year 2020. These areas will include developments consisting of light manufacturing or assembly, warehousing, and distribution facilities; offices; ground transportation and airport related terminals or transfer facilities; and hotels/motels, meeting facilities, and other hospitality services. Because this area is located within the Six Mile Cypress Basin and is also a primary point of entry to Lee County, special environmental and design review guidelines will be applied to its development to maintain the appearance of this area as a primary point of entry into Lee County. Retail commercial uses in this category are only permitted within hotels and motels. Property in Section 1 and the east ½ of Section 2, Township 46 South, Range 25 East, and in Section 6, Township 46 South, Range 26 East, must be rezoned to a planned development zoning category prior to any development other than the construction of essential public services. During the rezoning process, the best environmental management practices identified on pages 43 and 44 of the July 28, 1993 Henigar & Ray study entitled, "Groundwater Resource Protection Study" will be rebuttably presumed to be necessary to protect potential groundwater resources in the area. Residential uses are only permitted in this category to the extent described in Chapter XIII and must be compatible with the approved Airport Noise ~~Overlay~~ Zone. (Amended by Ordinance No. 94-30)

OBJECTIVE 32.1: ECONOMIC GROWTH. The capacity of Southwest Florida International Airport will be expanded in compliance with the adopted Airport Master Plan to aid in the diversification of the county's economic growth. Project implementation of the proposed development ~~and approval~~ will be funded through user fees, airline contributions, and other funding sources not involving general county tax dollars. (Amended by Ordinance No. 98-09, 99-15)

POLICY 32.1.1: The Port Authority will coordinate the implementation of scheduled infrastructure and facility improvements for the Southwest Florida International Airport, consistent with the approved Airport Master ~~Plan and in compliance with the MOU between Lee County and the Lee County Port Authority approved September 10, 2002. The first phase priority will be the implementation of the new midfield terminal and its supporting infrastructure~~. (Amended by Ordinance No. 98-09, 99-15)

POLICY 32.2.3: Future updates of the Page Field and Southwest Florida International Airport Master Plan will monitor development of non aviation related and industrial development uses as appropriate.

POLICY 32.2.5: The county will utilize the approved Airport Master Plan and FAR Part 150 Study, including updates ~~through the Lee Plan Update process as outlined in the MOU dated September 10,2002~~ , as a basis to amend the comprehensive land use plan and the land development code to prohibit development that is incompatible with the Southwest Florida International Airport, to ensure future economic enhancement consistent with Objective 31.2.

POLICY 32.3.4: The general development plan for Southwest Florida International Airport is depicted in Table XX of the Lee Plan which includes both aviation and non-aviation related development.

POLICY 32.5.7: The county will protect its existing and proposed aviation facilities from the encroachment of incompatible land uses by updating of the Future Land Use Map as needed to reflect the ~~preferred Port Authority expansion alternative layout (including necessary environmental mitigation acreage)~~. the most recent adopted version of the Airport Master Plan Update

Policy 32.6.1: The Port Authority will Coordinate and obtain approval for airport expansion plans from the county through the adoption of the Airport Master Plan Update process and the incorporation by reference by the Lee Plan. A copy of the most recent Airport Layout Plan Sheet that has been approved by the LCPA, FAA and FDOT will be incorporated into the Lee Plan as Map 2F that depicts the planned expansion of the Southwest Florida International Airport. Lee County will also be provided copies of the annual capital improvement plan or other similar document for the Southwest Florida International ~~Airport annual capital improvement planning and programming process~~ to ensure compatibility with other county programs (Amended by Ordinance No. 99-15)

OBJECTIVE 108.4 COORDINATION OF AIRPORT IMPROVEMENTS AT THE SOUTHWEST FLORIDA INTERNATIONAL AIRPORT: Coordinate, where possible between the Port Authority, Lee County,

Southwest Florida Regional Planning Council, and Florida Department of Community Affairs to ensure that the Airport Master Plan and Lee Plan are consistent.

~~POLICY 108.4.1: Follow the process established by the memorandum of understanding between Lee County Port Authority and Lee County approved September 10, 2002 that establishes the procedures for adopting the Airport Master Plan into the Lee Plan.~~

LEE COUNTY
SOUTHWEST FLORIDA

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March 31, 2003

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RE: CPA 2003-02 - Southwest Florida International Airport Lee Plan Amendment

Planning Division staff requests your agency's help in reviewing the above referenced Lee Plan amendment. The submitted application provides that "this Lee Plan Application is a result of approved administrative changes to the Florida Statutes 163.3177(k) that will allow Airports to be exempt from current Development of Regional Impact (DRI) requirements if the Airport adopts the current Airport Master Plan and Airport Layout Plan into the local comprehensive plan." The proposal is to amend Map 3F of the Lee Plan to reflect the latest Master Plan Update for the airport. The amendment also proposes various text amendments to the Lee Plan. Please go to the Lee County website address shown below to view the application and all supporting data supplied by the applicant: http://www.lee-county.com/dcd1/PlanAmendments/Other/CPA200302A1.pdf.

Planning staff requests that your agency help determine the adequacy of existing and planned services in this area and if the proposal has any negative impact on these services. Planning staff requests that your agency review the proposal and provide written comments as soon as possible but no later than April 15, 2003. If these proposed changes result in any potential impact to your agencies budget, please include this information in your comments.

Thank you for your attention in this matter. If you have any questions, please do not hesitate to call Matt Noble of my staff at 479-8548.

Sincerely,

DEPARTMENT OF COMMUNITY DEVELOPMENT

Paul O'Connor

PAUL O'CONNOR, AICP
Director, Division of Planning

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