



CPA2003-00002 - PART 3

COMP PLAN

Southwest Florida International Airport *Lee County Comprehensive Plan Amendment*



Southwest Florida International Airport



CPA 2003-02
Southwest Florida International Airport
Port Board
Sponsored Amendment to the Lee County Comprehensive Plan

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Summary of Request

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. This application contains the following 2 requests:

1. A map amendment (Map 3F) is requested that amends the current Airport Layout Plan for the Southwest Florida International Airport.
2. Text amendments to include amendments to the following sections of the Lee Plan; Lee County Vision 2020, Policy 1.2.1, Policy 1.2.2, Objective 32.1, Policy 32.1.1, Policy 32.2.3, Policy 32.2.5, Policy 32.5.7., Policy 32.6.1, Objective 108.4, and Policy 108.4.1.

The amendments should be approved for the following reasons:

1. The amendments are in conformance with the MOU between the Lee County Port Authority and Lee County dated September 10, 2002 that sets forth the procedure of adopting the Airport Master Plan into the Lee Plan.
2. The proposed land use changes are consistent with the recommendations in the Airport Master Plan and adjacent land uses surrounding the Southwest Florida International Airport.
3. The proposed text changes will allow the continued development of the Southwest Florida International Airport that supports the air transportation needs for the region.

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CONSULTANT TEAM

Program Management

**DMJM Aviation
13900 Airport Haul Road
Trailer 1
Ft. Myers, Florida 33913**

Planning / Traffic

**Reynolds Smith and Hills, Inc.
10748 Deerwood Park Blvd
Jacksonville, Florida 32256**

Environmental

**Kevin L Erwin Consulting Ecologist, Inc.
2077 Bay Shore Parkway
Ft. Myers, Florida 33901**

Stormwater

**Johnson Engineering, Inc.
2158 Johnson Street
Ft. Myers, Florida 33901**

Airport Master Plan Update

**Birk Hillman
6751 Forum Drive, Suite 240
Orlando, Florida 32821**

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Department of Community Development
Division of Planning
Post Office Box 398
Fort Myers, FL 33902-0398
Telephone: (239) 479-8585
FAX: (239) 479-8519

**APPLICATION FOR A
COMPREHENSIVE PLAN AMENDMENT**

(To be completed at time of intake) _____

DATE REC'D _____

REC'D BY: _____

APPLICATION FEE _____

TIDEMARK NO: _____

THE FOLLOWING VERIFIED:

Zoning

Commissioner District

Designation on FLUM

(To be completed by Planning Staff)

Plan Amendment Cycle: Normal Small Scale DRI Emergency

Request No: _____

APPLICANT PLEASE NOTE:

Answer all questions completely and accurately. Please print or type responses. If additional space is needed, number and attach additional sheets. The total number of sheets in your application is:

Submit **6** copies of the complete application and amendment support documentation, including maps, to the Lee County Division of Planning. Additional copies may be required for Local Planning Agency, Board of County Commissioners hearings and the Department of Community Affairs' packages.

I, the undersigned owner or authorized representative, hereby submit this application and the attached amendment support documentation. The information and documents provided are complete and accurate to the best of my knowledge.

DATE

SIGNATURE OF OWNER OR AUTHORIZED REPRESENTATIVE

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I. APPLICANT/AGENT/OWNER INFORMATION

Lee County Port Authority – Mark Fisher**

APPLICANT

16000 Chamberlin Parkway, Suite 8671

ADDRESS

Ft. Myers

FL

33913-8899

CITY

STATE

ZIP

239-768-4492

TELEPHONE NUMBER

239-768-4912

FAX NUMBER

Jeffrey W. Breeden

AGENT*

10748 Deerwood Park Blvd. South

ADDRESS

Jacksonville

FL

32256-0597

CITY

STATE

ZIP

904-256-2468

TELEPHONE NUMBER

904-256-2501

FAX NUMBER

Lee County Board of County Commissioners Attention: Mark Fisher

OWNER(s) OF RECORD

P. O. Box 398

ADDRESS

Ft. Myers

FL

33902-0398

CITY

STATE

ZIP

239-479-8585

TELEPHONE NUMBER

FAX NUMBER

Name, address and qualification of additional planners, architects, engineers, environmental consultants, and other professionals providing information contained in this application.

* This will be the person contacted for all business relative to the application.

** Please include Mark Fisher in all correspondence.

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II. REQUESTED CHANGE (Please see Item 1 for Fee Schedule)

A. TYPE: (Check appropriate type)

Text Amendment

Future Land Use Map Series Amendment
(Maps 1 thru 19)
List Number(s) of Map(s) to be amended

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.

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:

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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

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)

Industrial intensity See LDC 34-395 (a) (2)

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)

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.

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The following pertains to all proposed amendments that will affect the development potential of properties (unless otherwise specified).

1. Provide any proposed text changes. (See Attachment A - 1)
2. Provide a Future Land Use Map showing the boundaries of the subject property, surrounding street network, surrounding designated future land uses, and natural resources. (See Attachment A - 2)
3. Map and describe existing land uses (not designations) of the subject property and surrounding properties. Description should discuss consistency of current uses with the proposed changes. (See Attachment A - 3)
4. Map and describe existing zoning of the subject property and surrounding properties. (See Attachment A - 4)
5. The legal description(s) for the property subject to the requested change. (See Attachment A - 5)
6. A copy of the deed(s) for the property subject to the requested change. (See Attachment A - 6)
7. An aerial map showing the subject property and surrounding properties. (See Attachment A - 7)
8. If applicant is not the owner, a letter from the owner of the property authorizing the applicant to represent the owner. (See Attachment A - 8)

B. Public Facilities Impacts

NOTE: The applicant must calculate public facilities impacts based on a maximum development scenario (see Part II.H.).

1. Traffic Circulation Analysis

The analysis is intended to determine the effect of the land use change on the Financially Feasible Transportation Plan/Map 3A (20-year horizon) and on the Capital Improvements Element (5-year horizon). Toward that end, an applicant must submit the following information:

Long Range – 20-year Horizon:

- a. Working with Planning Division staff, identify the traffic analysis zone (TAZ) or zones that the subject property is in and the socio-economic data forecasts for that zone or zones;



- b. Determine whether the requested change requires a modification to the socio-economic data forecasts for the host zone or zones. The land uses for the proposed change should be expressed in the same format as the socio-economic forecasts (number of units by type/number of employees by type/etc.);
- c. If no modification of the forecasts is required, then no further analysis for the long range horizon is necessary. If modification is required, make the change and provide to Planning Division staff, for forwarding to DOT staff. DOT staff will rerun the FSUTMS model on the current adopted Financially Feasible Plan network and determine whether network modifications are necessary, based on a review of projected roadway conditions within a 3-mile radius of the site;
- d. If no modifications to the network are required, then no further analysis for the long range horizon is necessary. If modifications are necessary, DOT staff will determine the scope and cost of those modifications and the effect on the financial feasibility of the plan;
- e. An inability to accommodate the necessary modifications within the financially feasible limits of the plan will be a basis for denial of the requested land use change;
- f. If the proposal is based on a specific development plan, then the site plan should indicate how facilities from the current adopted Financially Feasible Plan and/or the Official Trafficways Map will be accommodated.

Short Range – 5-year CIP horizon:

- a. Besides the 20-year analysis, for those plan amendment proposals that include a specific and immediated development plan, identify the existing roadways serving the site and within a 3-mile radius (indicate laneage, functional classification, current LOS, and LOS standard);
- b. Identify the major road improvements within the 3-mile study area funded through the construction phase in adopted CIP's (County or Cities) and the State's adopted Five-Year Work Program;

Projected 2020 LOS under proposed designation (calculate anticipated number of trips and distribution on roadway network, and identify resulting changes to the projected LOS);

- c. For the five-year horizon, identify the projected roadway conditions (volumes and levels of service) on the roads within the 3-mile study area with the programmed improvements

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in place, with and without the proposed development project. A methodology meeting with DOT staff prior to submittal is required to reach agreement on the projection methodology;

- d. Identify the additional improvements needed on the network beyond those programmed in the five-year horizon due to the development proposal.
2. Provide an existing and future conditions analysis for:
 - a. Sanitary Sewer (See Attachment B – 2a)
 - b. Potable Water (See Attachment B – 2b)
 - c. Surface Water/Drainage Basins (See Attachment B – 2c)
 - d. Parks, Recreation, and Open Space. (See Attachment B – 2d)

Analysis should include (but is not limited to) the following:

- Franchise Area, Basin, or District in which the property is located;
 - Current LOS, and LOS standard of facilities serving the site;
 - Projected 2020 LOS under existing designation;
 - Projected 2020 LOS under proposed designation;
 - Improvements/expansions currently programmed in 5 year CIP, 6-10 year CIP, and long range improvements; and
 - Anticipated revisions to the Community Facilities and Services Element and/or Capital Improvements Element (state if these revisions are included in this amendment).
3. Provide a letter from the appropriate agency determining the adequacy/provision of existing/proposed support facilities, including:
 - a. Fire protection with adequate response times; (See Attachment B – 3a)
 - b. Emergency medical service (EMS) provisions; (See Attachment B – 3b)
 - c. Law enforcement; (See Attachment B – 3c)
 - d. Solid Waste; (See Attachment B – 3d)
 - e. Mass Transit; (See Attachment B – 3e) and
 - f. Schools. (See Attachment B – 3f)

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In reference to above, the applicant should supply the responding agency with the information from Section's II and III for their evaluation. This application should include the applicant's correspondence to the responding agency.

C. Environmental Impacts

Provide an overall analysis of the character of the subject property and surrounding properties, and assess the site's suitability for the proposed use upon the following:

1. A map of the Plant Communities as defined by the Florida Land Use Cover and Classification system (FLUCCS). (See Attachment C – 1)
2. A map and description of the soils found on the property (identify the source of the information). (See Attachment C – 2)
3. A topographic map with property boundaries and 100-year flood prone areas indicated (as identified by FEMA). (See Attachment C – 3)
4. A map delineating wetlands, aquifer recharge areas, and rare & unique uplands. (See Attachment C – 4)
5. A table of plant communities by FLUCCS with the potential to contain species (plant and animal) listed by federal, state or local agencies as endangered, threatened or species of special concern. The table must include the listed species by FLUCCS and the species status (same as FLUCCS map). (See Attachment C – 5)

D. Impacts on Historic Resources

List all historic resources (including structure, districts, and/or archeologically sensitive areas) and provide an analysis of the proposed change's impact on these resources. The following should be included with the analysis:

1. A map of any historic districts and/or sites, listed on the Florida Master Site File, which are located on the subject property or adjacent properties.
(See Attachment D - 1)
2. A map showing the subject property location on the archeological sensitivity map for Lee County. (See Attachment D - 2)

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E. Internal Consistency with the Lee Plan (See Attachment E)

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.
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.
3. Describe how the proposal affects 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.

F. Additional Requirements for Specific Future Land Use Amendments

(See Attachment F)

1. Requests involving Industrial and/or categories targeted by the Lee Plan as employment centers (to or from)
 - a. State whether the site is accessible to arterial roadways, rail lines, and cargo airport terminals,
 - b. Provide data and analysis required by Policy 2.4.4,
 - c. The affect of the proposed change on county's industrial employment goal specifically policy 7.1.4.
2. Requests moving lands from a Non-Urban Area to a Future Urban Area
 - a. Demonstrate why the proposed change does not constitute Urban Sprawl. Indicators of sprawl may include, but are not limited to: low-intensity, low-density, or single-use development; 'leap-frog' type development; radial, strip, isolated or ribbon pattern type development; a failure to protect or conserve natural resources or agricultural land; limited accessibility; the loss of large amounts of functional open space; and the installation of costly and duplicative infrastructure when opportunities for infill and redevelopment exist.
3. Requests involving lands in critical areas for future water supply must be evaluated based on policy 2.4.2.

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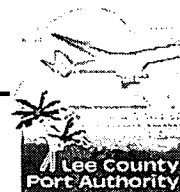
4. Requests moving lands from Density Reduction/Groundwater Resource must fully address Policy 2.4.3 of the Lee Plan Future Land Use Element.

G. Justify the proposed amendment based upon sound planning principles. Be sure to support all conclusions made in this justification with adequate data and analysis. (See Attachment G)

Item 1: Fee Schedule

Map Amendment Flat Fee	\$500.00 each
Map Amendment > 20 Acres	\$500.00 and \$20.00 per 10 acres up to a maximum of \$2,255.00
Text Amendment Flat Fee	\$1,250.00 each

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AFFIDAVIT

I, _____, certify that I am the owner or authorized representative of the property described herein, and that all answers to the questions in this application and any sketches, data, or other supplementary matter attached to and made a part of this application, are honest and true to the best of my knowledge and belief. I also authorize the staff of Lee County Community Development to enter upon the property during normal working hours for the purpose of investigating and evaluating the request made through this application.

Signature of owner or owner-authorized agent

Date

Typed or printed name

STATE OF FLORIDA)
COUNTY OF LEE)

The foregoing instrument was certified and subscribed before me this _____ day of _____
19____, by _____, who is personally known to me or who has produced
_____ as identification.

(SEAL)

Signature of notary public

Printed name of notary public

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Attachment III – A
STRAP Numbers

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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



**Attachment A – 1
Proposed Text Changes**



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

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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 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

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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 32.5.7: 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 International Airport

Draft

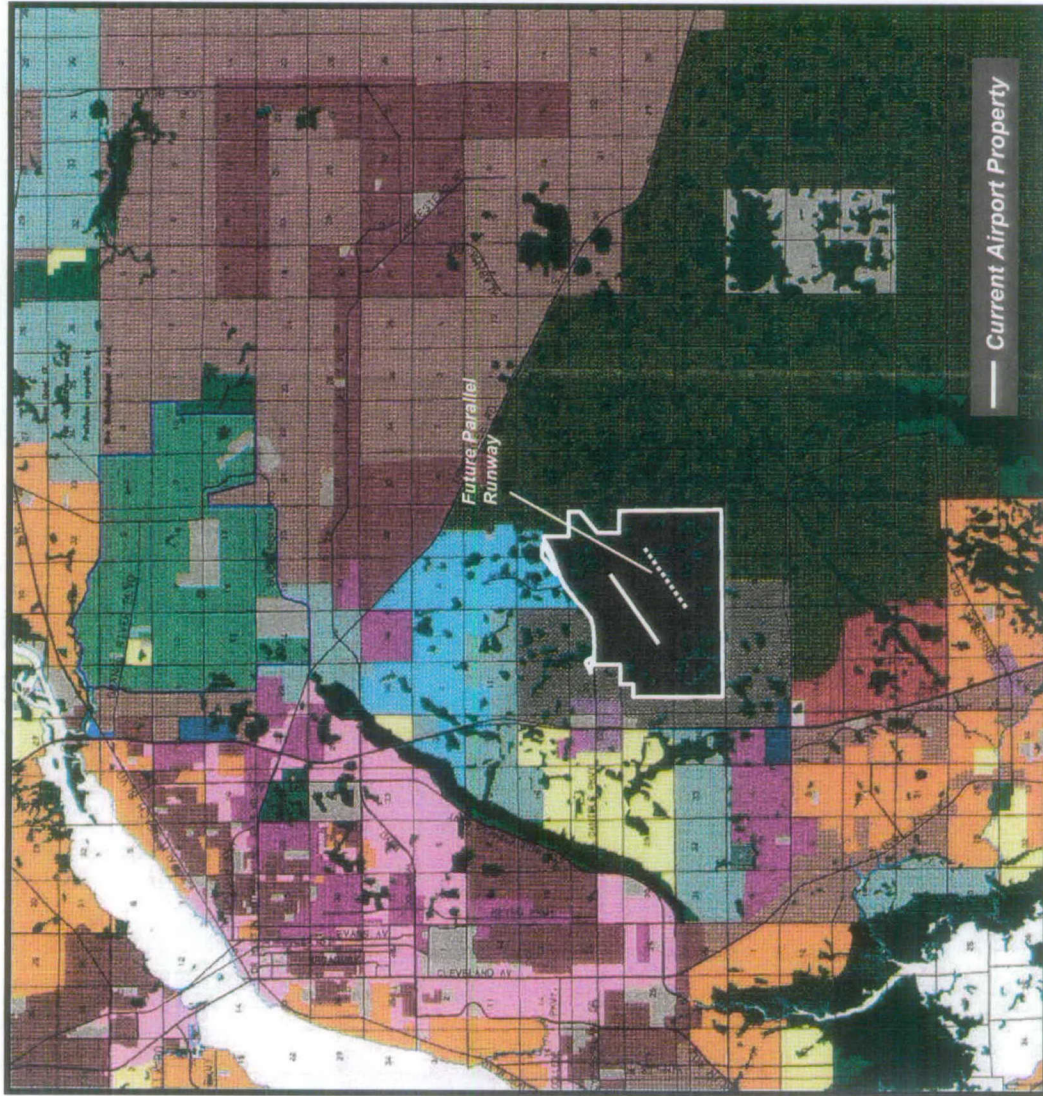


Southwest Florida Regional Planning Council, and Florida Department of Community Affairs to ensure that the Airport Master Plan and Lee Plan are consistent.

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.



Attachment A – 2
Future Land Use Map



- Future Urban Areas**
- Intensive Development
 - Central Urban
 - Urban Community
 - Suburban
 - Outlying Suburban
 - Industrial Development
 - Public Facilities
 - University Campus
 - Interchange Areas
 - Industrial
 - General
 - General Commercial
 - Industrial Commercial
 - University Village
 - Mixed Use
 - New Community
 - New Community
 - Airport Areas
 - Airport Commerce
 - Airport
 - Non-Urban Areas
 - Rural
 - Rural Community Preserve
 - Outer Islands
 - Open Lands
 - Density Reduction/
 - Groundwater Resource
 - Upland Conservation Lands
 - Wetlands
 - Wetlands
 - Wetland Conservation Lands

Source: Lee County Comprehensive Plan 2002



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 A - 2
 Future Land Use Map



Attachment A – 3
Existing Land Use Map



Legend	
	RESIDENTIAL
	COMMERCIAL
	INDUSTRIAL
	AGRICULTURAL
	INSTITUTIONAL
	GOVERNMENT
	MISCELLANEOUS
	PROPERTY BOUNDARY
	AOPD
	AIRPORT OPERATIONS
	PLANNED DEVELOPMENT

Source: Lee County, 2002



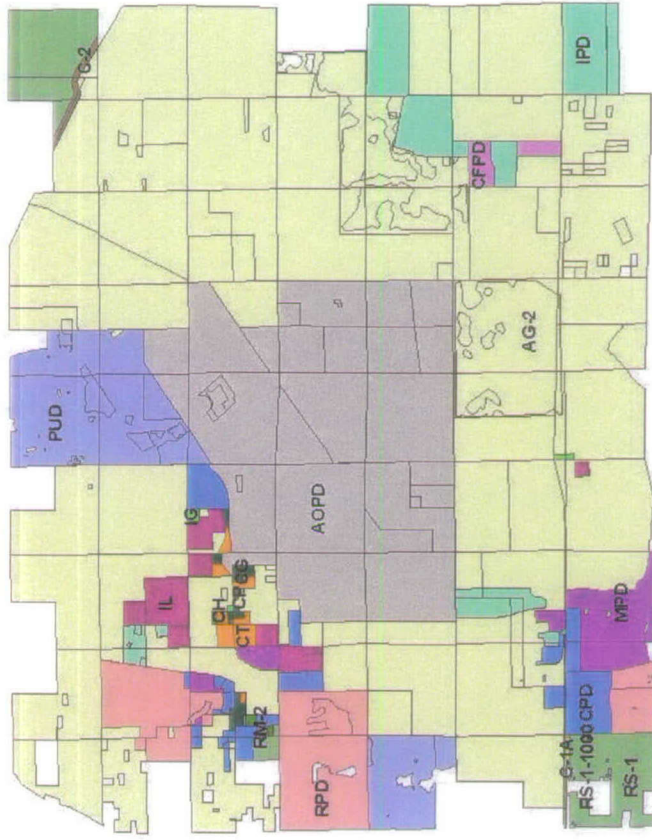
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Jacksonville, Florida

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 Lee County Comprehensive Plan Amendment**

Attachment A - 3
 Existing Land Use Map



Attachment A – 4
Existing Zoning Map



Scale: NTS

Legend

AG-2	CG	CT	PUD
AOPD	CH	IG	RM-2
C-1A	CN-1	IL	RPD
C-2	CP	IPD	RS-1
CFPD	CPD	MPD	RS-1-1000

Source: Lee County Property Appraiser, December 2002



RSH
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 Architectural, Engineering Planning
 and Environmental Services
 Jacksonville, Florida

**Southwest Florida International Airport
 Lee County Comprehensive Plan Amendment**

Attachment A - 4
AOPD Zoning Map



Attachment A – 5
Legal Description of Property

JOHNSON ENGINEERING, INC.

ENGINEERS, SURVEYORS, PLANNERS AND ECOLOGISTS

FORT MYERS
NAPLES
PORT CHARLOTTE

2158 JOHNSON STREET
TELEPHONE (841) 334-0046
FAX (941) 334-3881
POST OFFICE BOX 1350
FORT MYERS, FLORIDA
33902-1350

CARL E. JOHNSON
1911-1988

March 14, 2000

LEGAL DESCRIPTION

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT
PARCELS A, B, C AND D
SECTIONS 23, 24, 25, 26, 35 AND 36
TOWNSHIP 45 SOUTH, RANGE 25 EAST; AND
SECTIONS 17, 18, 19, 20, 29, 30, 31 AND 32
TOWNSHIP 45 SOUTH, RANGE 26 EAST
ALL IN LEE COUNTY, FLORIDA

PARCELA

A tract or parcel of land lying in Sections 23, 24, 25, 26, 35 and 36 in Township 45 South, Range 25 East, and in Sections 17, 18, 19, 20, 29, 30, 31 and 32 in Township 45 South, Range 26 East, all in Lee County, Florida, and being more particularly described as follows:

Commencing at the southwest corner of the Southwest Quarter (SW-1/4) of Section 35, Township 45 South, Range 25 East, thence run N 89° 20' 16" W a distance of 1321.80 feet to the Point of Beginning. From said Point of Beginning run N 00° 34' 17" W a distance of 2654.20 feet; thence run N 00° 21' 15" E a distance of 2654.86 feet to a point lying along the north line of the Northwest Quarter (NW-1/4) of Section 35, Township 45 South, Range 25 East; thence run N 02° 05' 25" W along the west line of the East Half (E-1/2) of the Southwest Quarter (SW-1/4) of Section 26, Township 45 South, Range 25 East a distance of 2655.48 feet; thence run N 00° 49' 34" W along the west line of the Southeast Quarter (SE-1/4) of the Northwest Quarter (NW-1/4) of the aforementioned Section 26 a distance of 1320.31 feet; thence run N 87° 59' 48" E along the north line of the Southeast Quarter (SE-1/4) of the Northwest Quarter (NW-1/4) of the aforementioned Section 26 a distance of 1356.41 feet; thence run N 01° 04' 03" W along the west line of the Northeast Quarter (NE-1/4) of the aforementioned Section 26 a distance of 1317.08 feet to the northwest corner of the Northeast Quarter (NE-1/4) of the aforementioned Section 26; thence run N 88° 04' 46" E along the south line of the Southeast Quarter (SE-1/4) of Section 23, Township 45 South, Range 25 East a distance of 2027.84 feet; thence run N 01° 04' 08" W along the west line of the East Half (E-1/2) of the East Half (E-1/2) of the Southeast Quarter (SE-1/4) of the aforementioned Section 23 for 2542.82 feet to a point on a non-tangent curve on the southerly line of Daniels Parkway (transitioning from 200 feet to 270 feet wide); thence run along said southerly line through said Sections 23 and 24 in Township 45 South, Range 25 East and Sections 19, 18 and 17 in Township 45 South, Range 26 East for the following courses: southeasterly along the arc of a curve to the right of radius 2191.83 feet (delta 09° 36' 28") (chord 367.11 feet) (chord bearing S 85° 27' 02" E) for 367.54 feet to a point of tangency; thence S 80° 38' 48" E for 435.96 feet to a point of curvature; thence southeasterly and easterly along the arc of a curve to the left of radius 2391.83 feet (delta 18° 04' 40")

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FORREST H. BANKS

PRESIDENT
STEVEN K. MORRISON

PARTNERS
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CHRIS D. HAGAN
KENTON R. KEILING
PATRICIA H. NEWTON
W. BRITT POMEROY
ANDREW D. TILTON
MARK G. WENTZEL
KEVIN M. WINTER

ASSOCIATES
LONNIE V. HOWARD
MICHAEL L. LOHR
MICHAEL W. NORMAN
CHURCH L. ROBERTS, IV
BARRY E. SYREN

(chord 751.53 feet) (chord bearing S 89° 41' 08" E) for 754.65 feet to a point of tangency; thence N 81° 16' 32" E for 542.86 feet to a point of curvature; thence northeasterly along the arc of a curve to the right of radius 2181.83 feet (delta 08° 50' 48") (chord 336.55 feet) (chord bearing N 85° 41' 56" E) for 336.88 feet to a point of tangency; thence S 89° 52' 40" E for 1090.00 feet to a point of curvature; thence northeasterly along the arc of a curve to the left of radius 2980.56 feet (delta 42° 49' 14") (chord 2176.07 feet) (chord bearing N 68° 42' 43" E) for 2227.55 feet to a point of tangency; thence N 47° 18' 06" E for 623.86 feet to a point of curvature; thence northeasterly along the arc of a curve to the right of radius 2181.83 feet (delta 06° 41' 54") (chord 254.93 feet) (chord bearing N 50° 39' 03" E) for 255.07 feet to a point of tangency; thence N 54° 00' 00" E for 3655.05 feet to a point of curvature; thence northeasterly along the arc of a curve to the right of radius 4473.66 feet (delta 24° 00' 00") (chord 1860.25 feet) (chord bearing N 66° 00' 00" E) for 1873.92 feet to a point of tangency; thence N 78° 00' 00" E for 586.36 feet to a point of curvature; thence northeasterly along the arc of a curve to the left of radius 3384.04 feet (delta 24° 00' 00") (chord 1407.16 feet) (chord bearing N 66° 00' 00" E) for 1417.50 feet to a point of tangency; thence N 54° 00' 00" E for 737.49 feet; thence run N 89° 30' 50" E along the north line of the Southeast Quarter (SE-1/4) of said Section 17 for 345.05 feet to the northeast corner of said fraction; thence run S 01° 00' 03" E along the west line of said Southeast Quarter (SE-1/4) for 2663.49 feet to the southwest corner of said fraction; thence run N 89° 27' 32" E along the south line of said fraction for 2643.37 feet to the northeast corner of said Section 20, Township 45 South, Range 26 East; thence run S 01° 25' 31" E along the east line of the Northeast Quarter (NE-1/4) of the aforementioned Section 20 a distance of 1163.82 feet; thence run S 54° 00' 06" W a distance of 3219.77 feet; thence run S 01° 14' 49" E a distance of 2341.65 feet to the southwest corner of the Southeast Quarter (SE-1/4) of the aforementioned Section 20; thence run N 88° 19' 17" E along the south line of the Southeast Quarter (SE-1/4) of the aforementioned Section 20 a distance of 2658.48 feet to the southeast corner of the aforementioned Section 20; thence run S 00° 01' 11" W along the east line of the Northeast Quarter (NE-1/4) of Section 29, Township 45 South, Range 26 East a distance of 2581.60 feet to the southeast corner of the Northeast Quarter (NE-1/4) of said Section 29; thence run S 00° 01' 11" W along the east line of the Southeast Quarter (SE-1/4) of said Section 29 a distance of 2581.60 feet to the southeast corner of the Southeast Quarter (SE-1/4) of said Section 29; thence run S 00° 24' 19" E along the east line of the Northeast Quarter (NE-1/4) of Section 32, Township 45 South, Range 26 East a distance of 2657.00 feet to the southeast corner of the Northeast Quarter (NE-1/4) of said Section 32; thence run S 00° 24' 19" E along the east line of the Southeast Quarter (SE-1/4) of said Section 32 a distance of 2657.02 feet to the southeast corner of the Southeast Quarter (SE-1/4) of said Section 32;

thence run S 89° 25' 27" W along the south line of the Southeast Quarter (SE-1/4) of said Section 32 a distance of 2645.47 feet to the southwest corner of the Southeast Quarter (SE-1/4) of said Section 32; thence run S 89° 31' 23" W along the south line of the Southwest Quarter (SW-1/4) of said Section 32 a distance of 2649.58 feet to the southwest corner of said Section 32; thence run S 89° 17' 39" W along the south line of the Southeast Quarter of Section 31, Township 45 South, Range 26 East a distance of 2638.68 feet to the southwest corner of the Southeast Quarter (SE-1/4) of said Section 31; thence run S 89° 22' 14" W along the south line of the Southwest Quarter (SW-1/4) of said Section 31 a distance of 2506.33 feet to the southwest corner of said Section 31; thence run S 89° 08' 03" W along the south line of the Southeast Quarter (SE-1/4) of Section 36, Township 45 South, Range 25 East a distance of 2643.51 feet to the southwest corner of the Southeast Quarter of said Section 36; thence run S 89° 08' 03" W along the south line of the Southwest Quarter (SW-1/4) of said Section 36 a distance of 2643.52 feet to the southwest corner of said Section 36; thence run S 89° 20' 02" W along the south line of the Southeast Quarter (SE-1/4) of Section 35, Township 45 South, Range 25 East a distance of 2645.02 feet to the southwest corner of the Southeast Quarter (SE-1/4) of said Section 35; thence run S 89° 20' 16" W along the south line of the East Half (E-1/2) of the Southwest Quarter (SW-1/4) of said Section 35 a distance of 1321.83 feet to the Point of Beginning.

LESS AND EXCEPT the following described parcels (all from Parcel A):

In Section 36, Township 45 South, Range 25 East:

A tract or parcel of land (parcel 8C, Lee County I.D., 36-45-25-01-0000B.0040) as recorded and described in Official Record Book 2946 at page 1329 of the official records of Lee County, Florida.

Said parcel contains 4.040 acres, more or less.

In Section 30, Township 45 South, Range 26 East:

A tract or parcel of land (Lee County I.D. 30-45-26-00-00001.1010) as recorded and described in Official Record Book 2933 at page 1268 of the official records of Lee County, Florida. Said parcel contains 2.000 acres, more or less.

A tract or parcel of land (Lee County I.D. 30-45-26-00-00001.1020) as recorded and described in Official Record Book 1958 at page 4414 of the official records of Lee County, Florida. Said parcel contains 2.000 acres, more or less.

A tract or parcel of land (Lee County I.D. 30-45-26-00-00001.1030) as recorded and described in Official Record Book 1958 at page 4404 of the official records of Lee County, Florida. Said parcel contains 2.000 acres, more or less.

A tract or parcel of land (Lee County I.D. 30-45-26-00-00001.1040) as recorded and described in Official Record Book 1958 at page 4394 of the official records of Lee County, Florida. Said parcel contains 2.000 acres, more or less.

A tract or parcel of land (Lee County I.D. 30-45-26-00-00001.1050) as recorded and described in Official Record Book 1958 at page 4552 of the official records of Lee County, Florida. Said parcel contains 2.000 acres, more or less.

A tract or parcel of land (Lee County I.D. 30-45-26-00-00001.1060) as recorded and described in Official Record Book 1990 at page 2561 of the official records of Lee County, Florida. Said parcel contains 2.000 acres, more or less.

In Section 31, Township 45 South, Range 26 East:

A tract or parcel of land (Lee County I.D. 31-45-26-00-00001.1030) as recorded and described in Official Record Book 3181 at page 323 of the official records of Lee County, Florida. Said parcel contains 2.000 acres, more or less.

A tract or parcel of land (Lee County I.D. 31-45-26-00-00001.1040) as recorded and described in Official Record Book 3181 at page 451 of the official records of Lee County, Florida. Said parcel contains 2.000 acres, more or less.

A tract or parcel of land (Lee County I.D. 31-45-26-00-00001.1010) as recorded and described in Official Record Book 2885 at page 1274 of the official records of Lee County, Florida. Said parcel contains 2.000 acres, more or less.

A tract or parcel of land (Lee County I.D. 31-45-26-00-00001.1020) as recorded and described in Official Record Book 1960 at page 1533 of the official records of Lee County, Florida. Said parcel contains 2.000 acres, more or less.

A tract or parcel of land (Lee County I.D. 31-45-26-00-00001.1080) as recorded and described in Official Record Book 2601 at page 2503 of the official records of Lee County, Florida. Said parcel contains 1.185 acres, more or less.

A tract or parcel of land (Lee County I.D. 31-45-26-00-00001.1050) as recorded and described in Official Record Book 2091 at page 927 of the official records of Lee County, Florida. Said parcel contains 2.000 acres, more or less.

A tract or parcel of land (Lee County I.D. 31-45-26-00-00001.1060) as recorded and described in Official Record Book 2091 at page 922 of the official records of Lee County, Florida. Said parcel contains 2.000 acres, more or less.

Said Parcel A contains 6308.002 acres (net), more or less.

TOGETHER WITH (added to Parcel A):

PARCEL B

A tract or parcel of land lying in the East Half (E-1/2) of the Northeast Quarter (NE-1/4) of Section 23, Township 45 South, Range 25 East, Lee County, Florida, which tract or parcel is described as follows:

From the southeast corner of said Northeast Quarter (NE-1/4) run N 00° 17' 41" W along the east line of said fraction for 94.00 feet to the north line of Daniels Parkway, thence run S 88° 39' 26" W along said north line for 49.46 feet to the Point of Beginning.

From said Point of Beginning continue along said north line S 88° 39' 26" W for 572.96 feet and S 88° 07' 09" W for 727.86 feet to the west line of the East Half (E-1/2) of the Northeast Quarter (NE-1/4) of said Section; thence run N 00° 43' 22" E along said west line for 25.51 feet; thence departing said west line and running through the Northeast Quarter (NE-1/4) of said Section 23 the following courses: thence N 88° 06' 12" E for 165.23 feet; thence N 54° 36' 12" E for 729.30 feet; thence N 88° 10' 25" E for 219.31 feet; S 40° 25' 15" E for 494.87 feet; thence S 00° 17' 50" E parallel with the east line of the Northeast Quarter (NE-1/4) of said Section for 46.34 feet to the Point of Beginning.

Containing 7.114 acres, more or less.

TOGETHER WITH (to be added to Parcels A and B):

PARCEL C

A tract or parcel of land lying in the Southeast Quarter (SE-1/4) of Section 18, Township 45 South, Range 26 East, Lee County, Florida, which tract or parcel is described as follows:

From the southeast corner of said fraction run N 00° 58' 41" W along the east line of said fraction for 1870.26 feet to an intersection with the northerly right-of-way line of Daniels Parkway; (the following two courses being along and coincident with said northerly right-of-way line) thence S 78° 00' 00" W a distance of 233.32 feet to a point of curvature with a tangent circular curve, concave to the south; thence along said curve, having for its elements a radius of 4743.66 feet, a central angle of 01° 12' 20", a chord distance of 99.81 feet, a chord bearing of S 77° 23' 50" W, and an arc distance of 99.81 feet to the Point of Beginning.

From said Point of Beginning; thence continue along said northerly right-of-way line along a tangent circular curve, concave to the south, having for its elements a radius of 4743.66 feet, a central angle of 07° 46' 39", a chord distance of 643.42 feet, a chord bearing of S 72° 54' 20" W, and an arc distance of 643.92 feet; thence N 54° 00' 00" E a distance of 655.83 feet; thence S 36° 00' 00" E a distance of 62.75 feet to a point of curvature with a tangent circular curve, concave to the west; thence along said curve, having for its elements a radius of 180.00 feet, a central angle of 23° 31' 09", a chord distance of 73.37 feet, a chord bearing of S 24° 14' 26" E, and an arc distance of 73.89 feet; thence S 12° 28' 51" E a distance of 80.59 feet to the Point of Beginning.
Containing 1.514 acres, more or less.

TOGETHER WITH (to be added to Parcels A, B and C):

PARCEL D

A tract or parcel of land lying in the Southwest Quarter (SW-1/4) of Section 17 and the Southeast Quarter (SE-1/4) of Section 18, Township 45 South, Range 26 East, Lee County, Florida, which tract or parcel is described as follows:

From the southeast corner of said Southeast Quarter (SE-1/4) of said Section 18 run N 00° 58' 41" W along the east line of said fraction for 1870.26 feet to the Point of Beginning, said point also lying along the northerly right-of-way line of Daniels parkway.

From said Point of Beginning; thence S 78° 00' 00" W along said north right-of-way line a distance of 213.12 feet; thence N 12° 28' 51" W a distance of 80.55 feet to a point of curvature with a tangent circular curve, concave to the west; thence along said curve, having for its elements a radius of 300.00 feet, a central angle of 23° 31' 07", a chord distance of 122.28 feet, a chord bearing of N 24° 14' 40" W, and an arc distance of 123.15 feet; thence N 36° 00' 00" W a distance of 62.75 feet; thence N 54° 00' 00" E a distance of 1026.83 feet; thence N 89° 30' 50" E a distance of 1301.13 feet to an intersection with the northerly right-of-way line of Daniels Parkway; thence S 54° 00' 00" W a distance of 359.16 feet to a point of curvature with a tangent circular curve, concave to the northwest; thence along said curve, having for its elements a radius of 3114.04 feet, a central angle of 24° 00' 00", a chord

distance of 1294.89 feet, a chord bearing of S 66° 00' 00" W, and an arc
distance of 1304.41 feet, to said Point of Beginning.
Containing 20.625 acres, more or less.

Said Southwest Florida International Airport (Parcels A, B, C and D) contains 6337.255
acres, more or less.

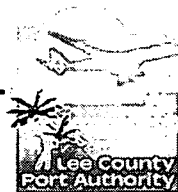


Michael A. Ward (for The Firm LB-642)
Professional Land Surveyor
Florida Certificate No. 5301



Attachment A – 6
Copy of Deed(s) for Property

Southwest Florida International Airport
Draft



ATTACHMENT A – 6
DEED INFORMATION

A copy of all deeds can be found on file at the Lee County Port Authority Offices.

Southwest Florida International Airport
Draft



Attachment A – 7
Aerial Map



Source: RS&H, DMJM Aviation 2000



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 A - 7

Aerial Photograph of Site



Attachment A – 8
Authorization Letter from Property Owner



Direct Dial: 239-768-4492
 Fax: 239-768-4912

ROBERT M. BALL, A.A.E.
 EXECUTIVE DIRECTOR

JAMES G. YAEGER
 PORT AUTHORITY ATTORNEY

February 3, 2003

Mr. Jeffrey W. Breeden, AICP
 Project Manager
 Reynolds, Smith & Hills, Inc.
 10748 Deerwood Park Boulevard South
 Jacksonville, Florida 32256-0597

BOARD OF
 PORT COMMISSIONERS

JOHN F. ALBION

ANDREW W. COY

BOB JAMES

RAY JUDAH

DOUGLAS R. ST. CERNY

Dear Mr. Breeden:

Re: **Authorized Representative
 Lee Plan Application
 Southwest Florida International Airport
 Ft. Myers, Florida**

This letter is to confirm that you have been designated as the authorized representative of the Lee County Port Authority for the purpose of submitting and completing a Lee Plan Application.

Sincerely,

Lee County Port Authority

Mark R. Fisher, A.A.E.
 Division Director, Development

MRF/jr



Attachment B – 1
Traffic Circulation Analysis



ATTACHMENT B – 1 TRAFFIC CIRCULATION ANALYSIS

1. Traffic Circulation Analysis

The analysis is intended to determine the effect of the land use change on the Financially Feasible Transportation Plan/Map 3A (20-year horizon) and on the Capital Improvements Element (5-year horizon). Toward that end, an applicant must submit the following information:

Long Range – 20-year Horizon:

- a. Working with Planning Division staff, identify the traffic analysis zone (TAZ) or zones that the subject property is in and the socio-economic data forecasts for that zone or zones;

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.

- b. Determine whether the requested change requires a modification to the socio-economic data forecasts for the host zone or zones. The land uses for the proposed change should be expressed in the same format as the socio-economic forecasts (number of units by type/number of employees by type/etc.);

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 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 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

Southwest Florida International Airport

Draft

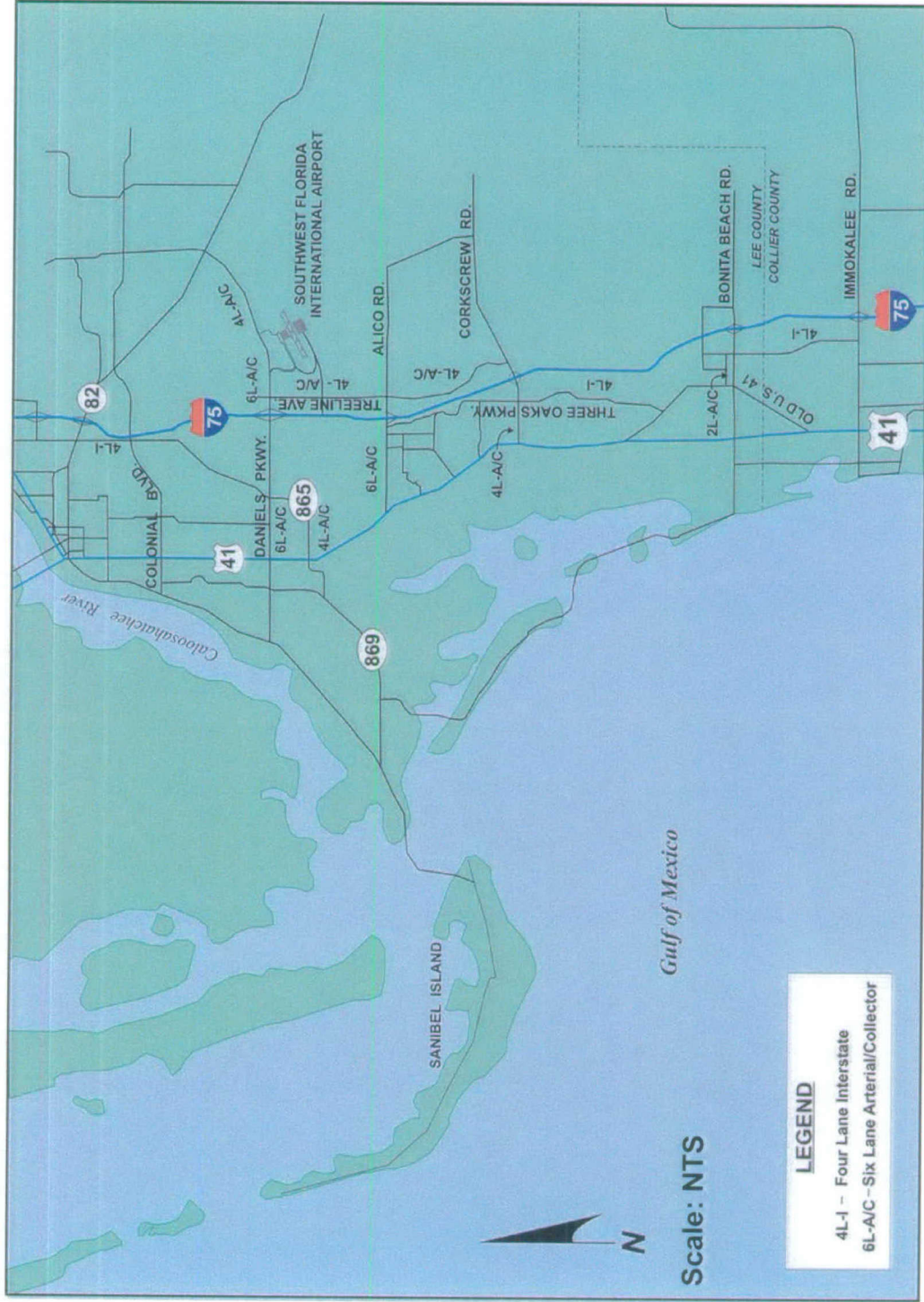


data with Lee DOT and the MPO. As a result of this analysis, no modification of the forecasts or socio-economic data is required.

- c. **If no modification of the forecasts is required, then no further analysis for the long range horizon is necessary. If modification is required, make the change and provide to Planning Division staff, for forwarding to DOT staff. DOT staff will rerun the FSUTMS model on the current adopted Financially Feasible Plan network and determine whether network modifications are necessary, based on a review of projected roadway conditions within a 3-mile radius of the site;**

No modification of the forecasts is required; therefore no further analysis for the long range horizon is necessary.

- d. **If no modifications to the network are required, then no further analysis for the long range horizon is necessary. If modifications are necessary, DOT staff will determine the scope and cost of those modifications and the effect on the financial feasibility of the plan;**
- e. **An inability to accommodate the necessary modifications within the financially feasible limits of the plan will be a basis for denial of the requested land use change;**
- f. **If the proposal is based on a specific development plan, then the site plan should indicate how facilities from the current adopted Financially Feasible Plan and/or the Official Trafficways Map will be accommodated.**



Source: RS&H Traffic Analysis, 2003



RS&H
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**Southwest Florida International Airport
 Lee County Comprehensive Plan Amendment**

Attachment B - 1
 Transportation Network

Table 1. RSW Trip Generation

		2020					
Trip Generation	Land Use	ITE		P.M. Peak Hour		Daily Total	
		LUC	Size Units	In	Out		
	General Office	710	225 KSF	56	275	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	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



RS&H
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 Architectural, Engineering Planning
 and Environmental Services
Jacksonville, Florida

**Southwest Florida International Airport
 Lee County Comprehensive Plan Amendment**

Attachment B - 1b
 Trip Generation

Southwest Florida International Airport

Draft



**Attachment B – 2a
Sanitary Sewer Analysis**

Southwest Florida International Airport

Draft



ATTACHMENT B – 2a

SANITARY SEWER ANALYSIS

According to a letter from the Lee County Port Authority to the Lee County Utilities Department, a list of total water meters was tabulated within the boundary of Southwest Florida International Airport.

The following lists the water meters belonging to the Port Authority and available Airport tenants:

Water/Sewage Usage at Existing Facilities

Owner	Location	Meter #	Generation (Gal)/Year
LCPA	16000 Chamberlin Parkway	0034744898	377,000
LCPA	Maintenance Bldg.	0031832327	258,000
LCPA	Sewer Plant	0039154456	802,000
LCPA	Main Terminal	0031945250	12,794,000
LCPA	E. End Dump	0039159493	42,000
LCPA	Fuel Farm A11091	0029704586	6,000
LCPA	Fuel Farm A70189	0002184051	223,000
LCPA	Cargo	0041744989	107,000
LCPA	Sewer Lift Station	0039021056	109,000
LCPA	Chiller Bldg.	0031897352	6,412,000
Total LCPA			21,130,000
Other Airport Tenants			
Budget RAC	16020 Chamberlin Parkway	0087128750	902,000
National RAC	16060 Chamberlin Parkway	0087128752	1,566,000
Jet South, Inc/FedEx	11854 Regional Lane	0088615227	221,000
Jet South, Inc/UPS	15960 Chamberlin Parkway	0037348475	264,000
Dollar/Hertz RAC	16050 Chamberlin Parkway	0087128749	952,000
Alamo RAC	16040 Chamberlin Parkway	0039021046	26,000
Avis RAC	16030 Chamberlin Parkway	0039159484	1,049,000
APCOA, Inc	Parking Tollbooth	0087101391	95,000
Airborne Express	10089 Amberwood Road	0037981809	90,000
Caterair/LSG/Sky Chefs	12420 Fuel Farm Road	0031832331	1,029,000
Total Other Airport Tenants			6,194,000
Total All Existing Facilities			27,324,000
Total Average Gal/Day for LCPA			58,900 (Gal/Day)
Total Average Gal/Day for Other Airport Tenants			17,000 (Gal/Day)
Total Average Gal/Day for All Existing Facilities			75,900(Gal/Day)

Based on FY 2001 Data as recorded from Lee County Utilities Billing Department.

Southwest Florida International Airport

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The following tenants including all air carriers are located within the main passenger terminal located at 16000 Chamberlin Parkway and should be included in the item listed as LCPA, Main Terminal, Meter number 0031945250, and 12,794,000 gallons per year. These tenants include:

Air Tran
Airport Terminal Services
American Airlines
Aviation Ground Services, Ltd.
Continental Airlines
Delta Airlines
DynAir Fueling
General Aviation Terminal Services
Host Marriott, Inc.
LTU
Northwest Airlines
Spirit Airlines
Triangle
United Airlines
US Airways

Southwest Florida International Airport

Draft



Future Demand Analysis for Aviation Related Activities

Beginning in 2005, the Midfield Terminal will become operational resulting in an increase of terminal building square footage from 380,915 square feet to 761,193 square feet. Current water/sewer usage for water meters billed to Lee County Port Authority for the existing terminal building is calculated at 33.5 gallons per square foot.

For analysis purposes, the similar usage was assumed for the new mid field terminal building. The data was then combined with the other airport tenants shown in the previous table titled Water/Sewer Usage at Existing Facilities. The enplanement average annual growth rate was then applied to project future demand.

The demand for water and sewer from the airport terminal facility compares favorably to the water and sewer demand listed in section 64E-6.008 of the Florida Administrative Code.

Aviation Land Use Water Usage

Year	Enplanements	Water Usage (Gal/Year)	Growth Rate	Total (Gal/day)
2000	2,632,088	27,324,000		74,900
2005	3,294,000	49,201,400	(2000-2005) 4.6%	135,600
2010	3,978,800	51,464,664	(2005-2010) 3.9%	147,200
2020	5,627,100	55,236,355	(2010-2020) 3.7%	157,700

Source: RS&H Analysis and Southwest Florida International Airport Master Plan Update, 2002.

Southwest Florida International Airport

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Non Aviation Related Land Use Analysis

The calculation of water usage within the non-aviation land use was based on the development square footage listed in the Existing vs. Proposed Development Table prepared for the current Airport Master Plan Update. The development table shows 100,000 square feet of office space will be constructed during the 2005, 2010, and 2020 year per period. A 300-room hotel will be constructed in the year 2020. A 200,000-sq. ft. warehouse distribution center is planned during 2020.

Water and Sewer usage guidelines listed in Section 64E-6.008 in the Florida Administrative Code was used to calculate the potential usage. The F.A.C. the following water and sewage flows:

Office Space 15 gallons per 100 sq.ft.

Hotel/Motel 100 gallons per room

Warehouse Distribution 1 gallon per 20 sq.ft.

Non-Aviation Land Use Water Usage (Gal/day)

Year	Hotel	Office	Warehouse/ Intermodal	Build-Out Total
2005	-	15,000	-	15,000
2010	30,000	30,000	-	60,000
2020	30,000	45,000	10,000	85,000

Source: RS&H Analysis

Total Land Use (Gal/day)

Year	Aviation Land Use	Non-Aviation Land Use	Total
2005	135,600	15,000	150,600
2010	147,200	60,000	207,200
2020	157,700	85,000	242,700

Source: RS&H Analysis



BOARD OF COUNTY COMMISSIONERS

Writer's Direct Dial Number: 479-8536

Bob Janes
District One

December 16, 2002

Douglas R. St. Camy
District Two

Jeffrey W. Breeden
Reynolds, Smith and Hills, Inc.
4651 Salisbury Rd.
Jacksonville, FL 32256

Ray Judah
District Three

Andrew W. Coy
District Four

John E. Albion
District Five

**RE: LEE PLAN APPLICATION
SOUTHWEST FLORIDA INTERNATIONAL AIRPORT
ADEQUACY OF POTABLE WATER AND SANITARY SEWER CAPACITY**

Donald D. Stilwell
County Manager

Dear Mr. Breeden:

James G. Yaeger
County Attorney

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.

Diana M. Parker
County Hearing Examiner

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.

Please be advised that this letter should not be construed as a commitment to serve, but only as to the availability of service. Lee County Utilities will commit to serve only upon receipt of all appropriate connection fees, a signed request for service and/or executed service agreement, and the approval of all State and local regulatory agencies.

Sincerely,

LEE COUNTY UTILITIES

Sergio Ivan Velez, P. E.
Deputy Director
Utilities Engineering Division

S:\UTILS\ENGR\TAK\LETTERS\OTHER\FY 2003\REYNOLDS, SMITH AND HILLS - JEFFREY BREEDEN - RSW - LEE PLAN APP DRAFT.DOC



Attachment B – 2b
Potable Water Analysis



ATTACHMENT B – 2b
POTABLE WATER ANALYSIS

It is estimated the potable water demand for the Midfield Terminal project will be 120,000 gallons per day. Potable water service is provided from Lee County Utilities Corkscrew water treatment plant. Lee County Utilities owns and maintains a 30-inch potable water line on the project site.

Projected water demand is listed in the chart below for the project planning period and each phase of development.

Southwest Florida International Airport
Total Water Demand Projections

Phase	Total Water Demand (MGD)
Existing	0.055257
2005	0.077183
2010	0.093228
2020	0.131850

Source: RS&H 2002, Lee County Port Authority 1999

Traditionally the airport has experienced peak season traffic from January to April, with March being the peak month. In addition to the usual peak season, the airport has been experiencing a healthy increase in enplanements through the summer months (May-August). Historical data suggests variations in water usage are not expected to exceed 0.015867 MGD on average between months.

The estimated water needs through the project planning period were determined by finding the correlation between water usage and passenger enplanements from historical data and using that ratio to predict future use. The total passenger enplanements for 1998 were 2,358,258 and total gallons of water used in 1998 were 20,168,792. Therefore, each passenger enplanement represents approximately 8.6 gallons of water used. This number was projected for the life of the project by applying it to the 2000 Master Plan Update enplanement forecast through 2020.

Water use generated by Airport Support Area Land Use. See text from the Sanitary Sewer Analysis.



Attachment B – 2c
Surface Water/Drainage Basins Analysis



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, the Ten Mile Canal, 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. 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, and then out into the Gulf of Mexico.

The SFWMD and the Lee County Commissioners have each adopted 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. A 37 csm outfall would also result in a beneficial hydroperiod for the downstream Six Mile Cypress Strand.

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 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

Southwest Florida International Airport

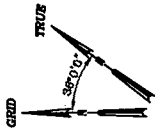
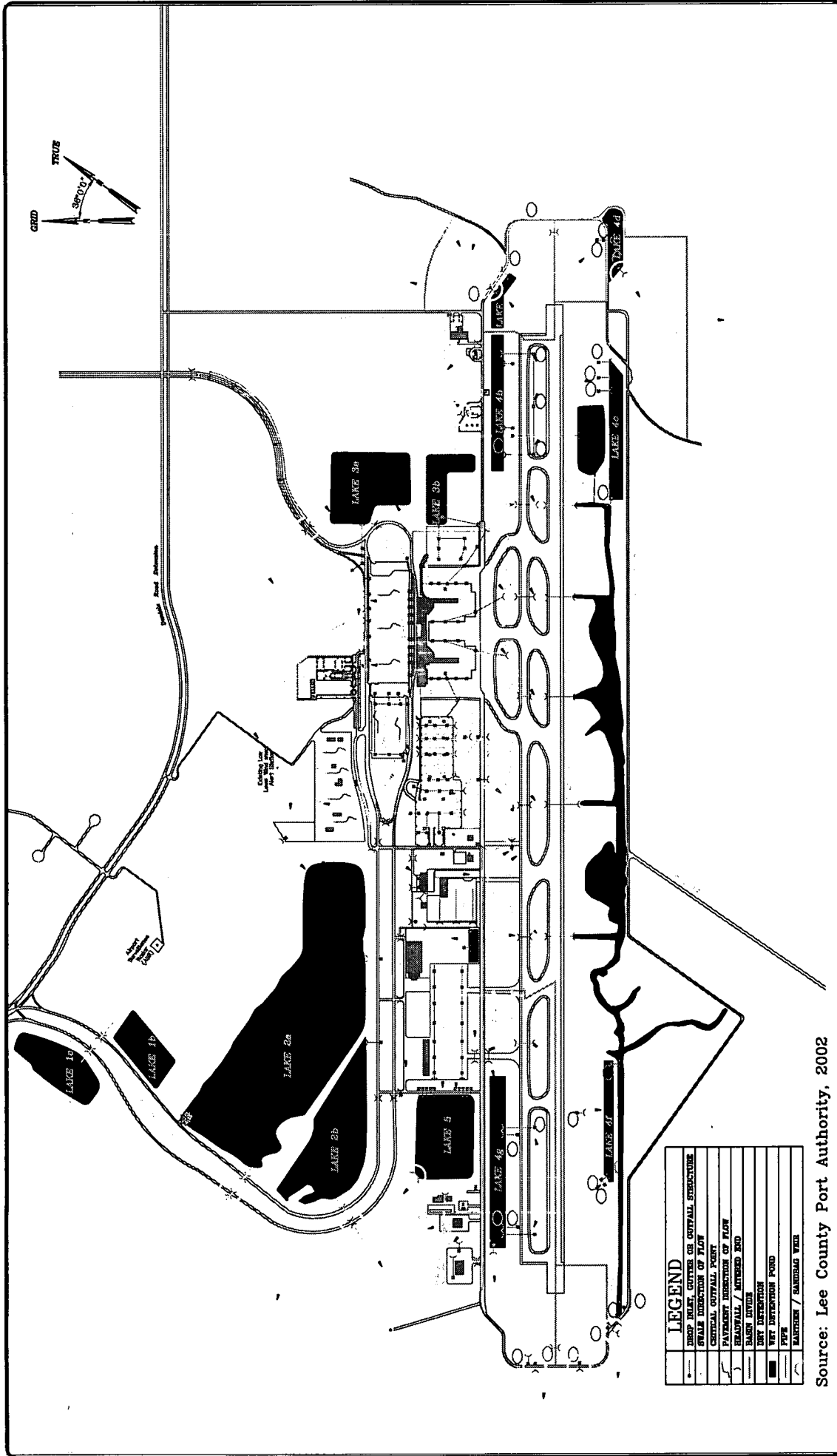
Draft



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. 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 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.

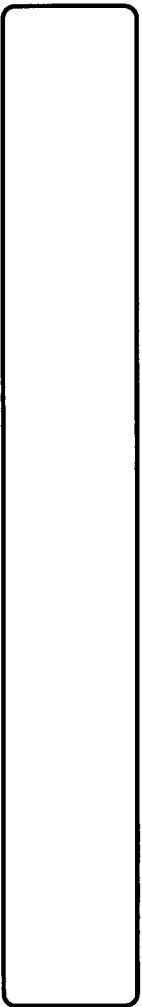
All future development will be designed similarly to the Midfield Terminal project with a self contained watershed system and will be designed for the 37 csm requirement outlines by the South Florida Water Management District.



LEGEND	
[Symbol]	DEEP DRAIN, OUTFALL OR OUTFALL STRUCTURE
[Symbol]	SCALE DIRECTION OF FLOW
[Symbol]	CRITICAL OUTFALL POINT
[Symbol]	PAYMENT DIRECTION OF FLOW
[Symbol]	HEADWALL / MITERED END
[Symbol]	BASEIN DIVIDE
[Symbol]	DEFT INTERSECTION
[Symbol]	WET INTERSECTION POOD
[Symbol]	PVE
[Symbol]	RAINFALLERS / SANDTRAP VEE

Source: Lee County Port Authority, 2002

Southwest Florida International Airport
Lee County Comprehensive Plan Amendment



Reynolds, Smith and Hills Inc.
Architectural, Engineering, Planning
and Environmental Services
Jacksonville, Florida

Attachment B - 2c - 1
Drainage Map



Attachment B – 2d
Parks, Recreation, and Open Space Analysis

Southwest Florida International Airport

Draft



ATTACHMENT B – 2d

PARKS, RECREATION AND OPEN SPACE ANALYSIS

The proposed improvements outlined in the Airport Master Plan Update for the Southwest Florida International Airport are not included. The list of specific uses are defined in Section 2-306 of the Land Development Code for Lee County for Regional Parks and Section 2-346 in the Land Development Code for Community Parks. The Lee County Port Authority has committed in 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.



Attachment B – 3a
Fire Protection Letter



Direct Dial: (941) 768-4330

Fax: (941) 768-4482

ROBERT M. BALL, A.A.E.
EXECUTIVE DIRECTOR

JAMES G. YAEGER
PORT AUTHORITY ATTORNEY

November 19, 2002

BOARD OF
PORT COMMISSIONERS

JOHN E. ALBION

ANDREW W. COY

BOB JAMES

RAY JUDAH

DOUGLAS H. ST. CERNY

Cyrus T. Callum
Aviation Consultant
Reynolds, Smith, and Hills, Inc.
4651 Salisbury Road
Jacksonville, FL 32256

Dear Mr. Callum:

Subject: Lee County Comprehensive Plan Amendment

The following is in response to your request for a letter outlining the fire and medical response services that are available at the Southwest Florida International Airport.

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.

Reynolds, Smith and Hills, Inc.
November 19, 2002
Page 2

If additional information is needed, please call me at (239) 768-4330.

Sincerely,

LEE COUNTY PORT AUTHORITY



Ed Howell, Chief
Aircraft Rescue and Fire Fighting

JEH:krh
L02 JEH 11-19 RSH
cc/att: Reader File
Gary Duncan, Aviation



Attachment B – 3b
Emergency Medical Service Letter



BOARD OF COUNTY COMMISSIONERS

335-1604

Writer's Direct Dial Number: _____

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

March 9, 2002

Jennifer Rice Collins
Reynolds, Smith and Hills, Inc.
4651 Salisbury Road
Jacksonville, Florida 32256

**Re: Written Determination of Adequacy from EMS Services at the
Southwest Florida International Airport**

Dear Ms. Collins:

I have reviewed your letter received February 19, 2002. Please be advised that the current compliment and budgeted resources are adequate to meet the needs of the current facility. However, without reviewing the scope of this new project, I cannot provide you with a definitive answer.

Please provide me with a brief overview of the scope of this new project. This will allow for a proper response as to whether additional EMS resources will be required to adequately address demands for service from persons occupying the proposed facilities.

Respectfully submitted,

DIVISION OF PUBLIC SAFETY

H.C. "Chris" Hansen
EMS Manager



Attachment B – 3c
Law Enforcement Letter



Direct Dial: (239) 768-4485
Fax: (239) 768-4933

ROBERT M. BALL, A.A.E.
EXECUTIVE DIRECTOR

December 4, 2002

JAMES G. YAEGER
PORT AUTHORITY ATTORNEY

Mr. Cyrus T. Callum
Aviation Consultant
Reynolds, Smith and Hills, Inc.
4651 Salisbury Road
Jacksonville, FL 32256-0901

BOARD OF
PORT COMMISSIONERS

JOHN E. ALBIGN

Dear Mr. Callum:

ANDREW W. COY

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.

BOB JANES

RAY JUDAH

If you require any further comment, feel free to contact me.

DOUBLAS R. ST. CERNY

Sincerely,

LEE COUNTY PORT AUTHORITY

Richard H. Severson, Chief
Airport Police and Security

RHS:hec
0123L-02/GC.150.a



Attachment B – 3d
Solid Waste Letter

Southwest Florida International Airport
Draft



ATTACHMENT B – 3d
SOLID WASTE LETTER

To be provided at a later date.



Attachment B – 3e
Mass Transit Letter



BOARD OF COUNTY COMMISSIONERS

239-277-5012 x2233

Writer's Direct Dial Number: _____

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

October 28, 2002

Mr. Cyrus T. Callum
Reynolds, Smith and Hills, Inc.
4651 Salisbury Road
Jacksonville, FL 32256

RE: LEE COUNTY COMPREHENSIVE PLAN AMENDMENT

Dear Mr. Callum:

Thank you for your correspondence with Lee County Transit (Lee Tran) in regards to preparing a Lee Plan application package for the Southwest Florida International Airport. Lee Tran does currently provide service to the existing terminal using route 50, with service provided every hour from 7:05 am to 9:00 pm. 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 have not yet been contacted by an airport representative to discuss the inclusion of transit amenities in the new terminal design.

If you have any further questions or comments, please call me at 277-5012 ext. 2233.

Sincerely,

TRANSIT DIVISION

Michael Horsting
Transit Planner



Attachment B – 3f
Schools Letter



THE SCHOOL DISTRICT OF LEE COUNTY

2055 CENTRAL AVENUE • FORT MYERS, FLORIDA 33901-3916 • (239) 334-1102

JANE E. KUCKEL, Ph.D.
CHAIRMAN • DISTRICT 3

TERRI K. WAMPLER
VICE CHAIRMAN • DISTRICT 1

JEANNE S. DOZIER
DISTRICT 2

KATHERINE BOREN
DISTRICT 4

LISA POCKRUS
DISTRICT 5

JOHN W. SANDERS, Ed.D.
SUPERINTENDENT

KEITH B. MARTIN
BOARD ATTORNEY

October 17, 2002

Mr. Cyrus T. Callum
Aviation Consultant
Reynolds, Smith and Hills, Inc.
4651 Salisbury Road
Jacksonville, Florida 32256

RE: Lee County Comprehensive Plan Amendment
Southwest Florida International Airport
Fort Myers, Florida

Dear Mr. Callum:

I have received your letter concerning the above referenced matter.

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.

Sincerely,

John W. Sanders, Ed.D.
Superintendent

JWS:mls



Attachment C – 1
FLUCFCS Information and Map



ATTACHMENT C – 1
FLUCFCS INFORMATION AND MAP

Kevin L. Erwin Consulting Ecologist, Inc. (KLECE) mapped the major plant communities on recent rectified digital aerial photography using the January 1999 edition of the Florida Land Use, Forms and Cover Classification System (FLUCFCS), Level III Map F. A fourth digit (Level IV) was included where appropriate to further identify specific habitat types. Any standard three digit FLUCFCS code which has a 9 added to the end indicates that the habitat was disturbed. Disturbances on this property were due primarily to the presence of exotic vegetation. Extensive ground verification was conducted from August through October 2001 to insure the accuracy of this mapping effort. As part of the mapping process, the approximate level of exotic/nuisance plant species infestations within each plant community were delineated. Plant communities were broken down into four potential categories of exotic/nuisance infestation:

- a = 5 – 24 percent cover by exotic/nuisance species,
- b = 25 – 49 percent cover by exotic/nuisance species,
- c = 50 – 75 percent cover by exotic/nuisance species, or
- d = greater than 75 percent cover by exotic/nuisance species.

These exotic species designators (a, b, c, or d) were then added to the standard FLUCFCS Codes to provide additional information on the character and quality of each mapped polygon. Areas without an exotic species designator contained less than five percent cover by exotic or nuisance species. These disturbance designators were not added to FLUCFCS Codes of areas such as improved pasture, fallow cropland, and roadways that are, by definition, highly disturbed habitats. Notes on water levels were also recorded for each wetland system. At the time of the vegetation mapping, evidence of cattle were observed in both conservation areas and all of the site south of the existing runway.

During the habitat mapping and subsequent listed species survey notes on the vegetation characteristic of each habitat type were recorded. This includes the dominant species as well as species that are present in lesser densities. Descriptions of the FLUCFCS Codes delineated on-site are presented below. These descriptions are based on areas of the particular habitat that contained relatively low levels of exotic or nuisance plants. For example, the description of the freshwater marsh community was based on conditions observed in the areas delineated as FLUCFCS Codes 641 (marsh with less than five percent exotics) and 6419a (marsh with 5 – 24 percent exotics). Plant species diversity in habitats assigned as category "a" had similar species diversities to the same habitats with less than five percent

Southwest Florida International Airport

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exotic/nuisance species infestation. Species diversity in habitats assigned as categories “b” and “c” contained fewer species, and each species constituted a smaller percentage of the total vegetative cover than the same habitats with less than five percent cover by exotic/nuisance species. Category “d” was nearly devoid of all native vegetative cover, and species present comprised a low percentage of the total area. Areas mapped as exotics (i.e. FLUCFCS Code 6193 for melaleuca wetlands) typically contained less than five percent remnant native vegetation.

In order to gain a historical perspective of the lands within the study area a series of old aerial photographs have been reviewed. These include black and white 1944 and 1953 1” = 1,320’ aerials available from the Natural Resource Conservation Service and the 1977 aerials in the Soil Survey of Lee County, Florida. In the 1944 aerials the study area consists of a mosaic of flatwoods (both upland and wetland) with very sparse tree cover, numerous large freshwater marshes, and scattered areas of cypress. No major farm fields or ditches are apparent. However, the land was likely being used as rangeland for cattle. In the 1953 aerials several farm fields off-site to the north are present. Ditching between several of the large marshes is also in place. The transitional zones of one group of marshes appear to have been cleared and cultivated for the production of row crops. By 1977 (prior to any airport development) farm fields are the dominant feature on the overall site. Extensive agricultural ditching is evident. Evidence of row cropping in transitional zones of additional large freshwater marshes is apparent. Secondary growth of slash pines within the remaining pine flatwoods is also apparent.

A description of current site conditions by FLUCFCS Code (vegetation association) is provided below. The water depths in these descriptions refer to water levels at the time of the January – March listed species surveys. The acreage of each habitat type, by percent cover of exotic species, is provided in Table 4.

Urban and Built-Up (FLUCFCS Code 100)

This land use designation was used to map existing non-aviation development features RSW property. This consists primarily of the car rental facilities. Typically, all native vegetation has been removed and replaced by impervious surfaces, water management areas, and landscaping.

Improved Pasture (FLUCFCS Code 211)

This upland community is dominated by grass and sedge species. Dominant species include bahia grass (*Paspalum notatum*), common carpet grass (*Axonopus fissifolius*), crab grass (*Digitaria sp.*), flat sedges (*Cyperus spp.*), and dog fennel (*Eupatorium capillifolium*). Regular agricultural management activities

Southwest Florida International Airport

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have limited the growth of woody plants to widely scattered shrubs. Improved pasture plant communities are dominated by exotic/nuisance species and provide minimal habitat for listed species. These areas were dry at the soil surface during surveying.

Southwest Florida International Airport

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Southwest Florida International Airport Summary of Existing Conditions

FLUCFCS CODE	Habitat	Percent Cover By Exotic/Nuisance Species					Total
		>5%	(a) 24%	(b) 25-49%	(c) 50-75%	(d) >75%	
100	Urban and Build-up					44.9	44.9
211	Improved Pasture					147.2	147.2
261	Fallow Cropland					196.0	196.0
*262	Low Pasture					16.0	16.0
321	Palmetto Prairie	30.7					30.7
3219	Palmetto Prairie, Disturbed		40.0				40.0
411	Pine Flatwoods	556.0					556.0
4119	Pine Flatwoods, Disturbed		186.8	67.1	9.6	5.7	269.2
414	Pine/Mesic Oak	5.9					5.9
422	Brazilian Pepper	10.4					10.4
427	Live Oak	0.5					0.5
4289	Cabbage Palm, Disturbed		1.1		0.9		2.0
*4291	Wax-myrtle/Willow, Hydric	78.7	152.7	81.4	11.3	8.8	332.9
4299	Wax-myrtle/Willow, Disturbed	10.2		21.6	23.4		55.2
**514	Drainage Canal					20.9	20.9
*600	Created Wetland	91.5					91.5
*6179	Mixed Wetland Hardwood, Disturbed		4.1	1.0			5.1
*6189	Willow and Elderberry, Disturbed		0.8	1.8			2.6
*619	Exotic Wetland Hardwoods					7.3	7.3
*6192	Exotic Wetland Hardwoods, Brazilian Pepper					1.0	1.0
*6193	Exotic Wetland Hardwoods, Melaleuca					45.5	45.5
*621	Cypress	276.5					276.5
*621c	Cypress, Cut					1.2	1.2
*6219	Cypress, Disturbed		96.0	27.9	7.1	4.3	135.3
*6249	Cypress-Pine-Cabbage Palm Disturbed		8.3	10.2	5.8	1.2	25.5
*625	Hydric Pine Flatwoods	43.0					43.0
*6259	Hydric Pine Flatwoods, Disturbed		142.2	68.5	33.9	94.7	339.3
*641	Freshwater Marsh	445.6					445.6
*6419	Freshwater Marsh, Disturbed		56.0	14.5	1.8	4.0	76.3
*643	Wet Prairie	8.7					8.7
*6439	Wet Prairie, Disturbed		9.9	3.1	12.5		25.5
**742	Borrow Areas					217.0	217.0
743	Spoil Areas					7.0	7.0
748	Cleared Areas					229.8	229.8
811	Airport					2407.4	2407.4
814	Roads and Highways					187.6	187.6
818	Airport Parking					51.2	51.2
Totals							
	Upland Sub-Totals	613.7	227.9	88.7	33.9	3276.8	4241.0
	*Wetland Sub-Totals	944.0	470.0	208.4	72.4	184.0	1878.8
	** Other Surface Waters Sub-Totals	0.0	0.0	0.0	0.0	237.9	237.9

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FLUCFCS CODE	Habitat	Percent Cover By Exotic/Nuisance Species					Total
		>5%	(a) 24%	(b) 25-49%	(c) 50-75%	(d) >75%	
	Project Totals	1557.7	697.9	297.1	106.3	3698.7	6357.7

Fallow Cropland (FLUCFCS Code 261)

Fallow cropland is characterized by a mosaic of open areas with thick patches of Brazilian pepper (*Schinus terebinthifolius*) and wax-myrtle (*Myrica cerifera*). Ground vegetation consists of pasture grasses and invasive species such as bahia grass, broom sedge (*Andropogon virginicus*), common carpet grass, crab grass, dog fennel, and flat sedges. The prevalence of shrubs and sapling trees, which is indicative of a lack of routine agricultural management, differentiates this habitat type from the improved pasture described above. Fallow croplands are dominated by exotic/nuisance plant species and provide minimal habitat for listed species. These communities were dry at the soil surface during surveying.

Low Pasture (FLUCFCS Code 262)

Low pasture, a disturbed transitional wetland community, is dominated by exotic/nuisance species such as bahia grass, dog fennel, melaleuca (*Melaleuca quinquenervia*), and torpedo grass (*Panicum repens*). Additional species found in these areas include common carpet grass, coinwort (*Centella asiatica*), frog-fruit (*Phyla nodiflora*), wax-myrtle, and Brazilian pepper. Leaf damage caused by the melaleuca weevil (*Oxyops vitiosa*), an insect recently released as a biological control agent for melaleuca, was observed on many of the melaleuca plants within this and other habitats on-site. Low pastures provide minimal habitat, such as periodic foraging habitat for wading birds, for listed species. These areas were dry during the survey period but are typically inundated by less than three inches of water during portions of the wet season.

Palmetto Prairie (FLUCFCS Code 321)

This upland community is dominated by saw palmetto (*Serenoa repens*) with minor amounts of broom sedge and beak rushes (*Rhynchospora* spp.). Scattered gallberry (*Ilex glabra*), pawpaw (*Asimina* sp.), staggerbush (*Lyonia fruticosa*), and running oak (*Quercus pumila*) are also present in this habitat. The diversity of the ground cover stratum is dictated by the density of saw palmetto. In areas of low fire frequency, the saw palmetto forms dense stands and the overall diversity is low.

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Pine Flatwoods (FLUCFCS Code 411)

Pine flatwoods, an upland community, is dominated by an overstory of slash pine (*Pinus elliottii*) with scattered cabbage palm (*Sabal palmetto*) and wax-myrtle. The understory is dominated by saw palmetto, ranging from 3 to 7 feet in height, with scattered Caesar-weed (*Urena lobata*), pawpaw, running oak, beak rushes, and sunbonnet (*Chaptalia tomentosa*). Several isolated areas of flatwoods have burned in the last 1 – 2 years. In these areas the saw palmetto is shorter and there is a greater variety of ground cover species. All the pine flatwoods on-site appear to have been logged and are comprised of several age classes of pines. The majority of the flatwoods are dominated by relatively small pine trees (DBH of less than six inches) with scattered larger trees. The lack of significant numbers of larger and older pine trees limits the potential use of these flatwoods for nesting by species such as the red-cockaded woodpecker and American bald eagle.

Pine/Mesic Oak (FLUCFCS Code 414)

This upland habitat occurs in limited quantities within the Runway 6/24 conservation areas adjacent to wetlands. The primary distinguishing characteristic of these areas is the tall (greater than six feet) saw palmetto and presence of oaks and cabbage palms.

Brazilian Pepper (FLUCFCS Code 422)

This FLUCFCS Code was used to identify upland areas dominated by Brazilian pepper. Due to the thick growth exotics, few native species are present. This habitat type is typically associated with human disturbances such as the perimeter berms of farm fields.

Live Oak (FLUCFCS Code 427)

A single small island of this upland habitat type is present in the northeast Runway 6/24 conservation area. Live oak (*Quercus virginiana*) dominates the canopy while swamp fern (*Blechnum serrulatum*), Boston fern (*Nephrolepis exaltata*), and small cabbage palm are the prevalent ground cover species. Vines, such as grape vine (*Vitis* sp.) and wild balsam apple (*Momordica charantia*), are also common.

Cabbage Palm, Disturbed (FLUCFCS Code 4289)

The area mapped as cabbage palm is located in the northeast Runway 6/24 conservation area. This upland habitat is dominated by a dense growth of cabbage palm in the mid story and canopy. Scattered slash pines also occur in the canopy. Ground cover consists primarily of grasses.

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Wax-myrtle/Willow, Hydric (FLUCFCS Code 4291)

This wetland community occurs as two forms on the property. A majority of these areas consist of the fringes of large seasonal ponds. These areas were historically wet prairies. Based on a review of historic aerials and observations in the field, it is apparent that many of these transitional zones were cultivated for row crops such as tomatoes, peppers, or melons in the past. During the winter growing season for row crops in southwest Florida these transitional zones would retain sufficient moisture to grow crops without the need of supplemental irrigation. The furrows created by the farming can be seen on historical aerial photographs and are still noticeable on the ground today. This disturbance, reduced hydroperiod caused by the agricultural canals, and reduced fire frequency has facilitated the establishment of wax-myrtle as the dominant vegetation. Ground cover species consist of beak rushes, common carpet grass, crab grass, flat sedges, flat-topped goldenrod (*Euthamia minor*), and little blue maidencane (*Amphicarpum muhlenbergianum*). The second type of this habitat is found in limited quantity west of Chamberlin Parkway. In these areas a dense growth of wax-myrtle, primrose willow (*Ludwigia peruviana*), and Brazilian pepper has overgrown an area that was historically hydric pine flatwoods. Areas mapped as FLUCFCS Code 4291 were dry during the survey period but are typically inundated by 2 – 6 inches of water during the wet season.

Wax-myrtle/Willow, Disturbed (FLUCFCS Code 4299)

The 4299 FLUCFCS Code was used to describe an area of abandon farm field located south of the Daniels Parkway primarily in Section 24. This area was cleared prior to 1966 and, based on a review of aerial photography, had already been fallow for several years by 1986. Currently the field is dominated by wax-myrtle. Additional species commonly occurring in this habitat type include bahia grass, flat-topped goldenrod, little blue maidencane, grape vine, and torpedo grass. Widely scattered slash pine and live oaks are also present.

Drainage Canal (FLUCFCS Code 514)

Previous agricultural operations created a network of drainage canals on the property. These canals typically interconnect the large and other wise isolated seasonal ponds and have altered the hydrology of these areas. The berms adjacent to these drainage ditches are typically densely vegetated by opportunistic species such as melaleuca, Brazilian pepper, willow (*Salix caroliniana*), or wax-myrtle. Vegetation within the ditches varies depending on adjacent land use. However, pickerel weed (*Pontederia cordata*), primrose willow, water lettuce (*Pistia stratiotes*), and torpedo grass, were consistently found in the canals. These waterways ranged from being dry during the survey period to containing water two feet deep. During the wet season, the ditches north of the existing airport facilities

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typically flowed north under Daniels Parkway and the ditches south of the existing runway typically flowed south and west.

Created Wetland (FLUCFCS Code 600)

Wetland creation areas were required as mitigation for unavoidable wetland impacts associated with previous airport facility expansions such as the Runway 6/24 extension. Five wetlands were created in the farm fields within the Southwest Conservation Area. These areas were graded, planted and have revegetated as freshwater marshes. The dominant vegetation includes pickerelweed, arrowhead, spikerush, fire flag, and torpedo grass. Dog fennel and bahia grass have become established along the wetland perimeters. A wetland was also created adjacent to Chamberlin Parkway. In this area trees such as cypress, slash pine, and sweet bay (*Magnolia virginiana*) have been planted. Midstory species such as wax-myrtle are also common. The understory is vegetated by species such as torpedo grass, spikerush (*Eleocharis* sp.), marsh pennywort (*Hydrocotyle umbellata*), climbing hempvine (*Mikania scadens*), beak rushes, and flat sedges. Created wetland habitats ranged from dry to holding one foot of water during the survey period. During the wet season these areas are typically inundated by 12 – 48 inches of standing water.

Mixed Wetland Hardwoods, Disturbed (FLUCFCS Code 6179)

This wetland type occurs only in the Northeastern Conservation Area. The habitat is dominated by laurel oak (*Quercus laurifolia*) and cabbage palm. Ground cover is sparse and consists of greenbrier, swamp fern and little blue maidencane. This habitat type is a transitional zone between the upland pine flatwoods and cypress swamp and is typically inundated by less than 2 – 4 inches of water in the summer.

Willow and Elderberry, Disturbed (FLUCFCS Code 6189)

This wetland type was found adjacent to a created lake and in several other disturbed areas on-site. Willow was the dominant species.

Exotic Wetland Hardwoods (FLUCFCS Code 619)

Limited portions of the property consist of highly disturbed wetlands that are completely dominated by exotics. This consists of melaleuca and Brazilian pepper. Scattered patches of swamp fern are also present.

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Melaleuca, Hydric (FLUCFCS Code 6193)

This FLUCFCS Code was used to designate disturbed wetlands that consist of near monocultures of melaleuca. It includes transitional fringes of seasonal ponds where the dense growth of melaleuca has virtually eliminated native ground cover species and remnant cypress or pine/cypress wetlands that have become completely overgrown by this exotic. In both cases, native wetland species typically comprise less than ten percent cover. Areas mapped as FLUCFCS Code 6193 were dry during the survey period but are typically inundated by 4 – 12 inches of water during the wet season.

Cypress (FLUCFCS Code 621)

This wetland community is dominated by pond cypress (*Taxodium ascendens*) with minor amounts of bald cypress (*Taxodium distichum*), cabbage palm, slash pine, and melaleuca. Wax-myrtle was the dominant mid-story species with scattered willow and Brazilian pepper. Dominant understory species include swamp fern, bald-rush (*Psilocarya nitens*), poison ivy (*Toxicodendron radicans*), and bladderworts (*Utricularia* spp.). Several species of airplants including, common wild pine (*Tillandsia fasciculata*), needle-leaf airplant (*Tillandsia setacea*), inflated wild pine (*Tillandsia balbisiana*), Spanish moss (*Tillandsia usneoides*), and ball-moss (*Tillandsia recurvata*) were found in cypress plant communities. Cypress swamps provide suitable potential habitat for listed species such as wading bird rookery and roosting sites and Big Cypress fox squirrel nesting habitat. Water depths in cypress habitats ranged from dry at the surface to over two feet of water at the time of the survey. Water marks and adventitious roots on trees indicate that water depths of up to 36 – 48 inches deep occur in some portions of this habitat during the wet season.

Cypress, cut (FLUCFCS Code 621c)

A small area of cut cypress occurs in the eastern portion of the property along the north side of the existing FPL power line. In this area the cypress trees have been cut and are laying on the ground. Ground cover in the area consists of frog fruit, stinkweed (*Pluchea* sp.), dog fennel, and day flower (*Commelina diffusa*). The area was dry during the survey period but is typically inundated by 6 – 8 inches of water during the wet season.

Cypress-Pine-Cabbage Palm, Disturbed (FLUCFCS Code 6249)

This wetland community represents a transitional zone from cypress to pine flatwoods and contains many species present in both community types. The canopy is dominated by pond cypress, cabbage palm, and slash pine, with varying amounts of bald cypress and melaleuca. The mid-story is dominated by young pond cypress and cabbage palm with lesser densities of Brazilian pepper and dahoon holly (*Ilex cassine*). Dominant plants in the understory were typical of both cypress and hydric pine plant communities.

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Swamp fern was the dominant understory plant, however, gulfdune paspalum (*Paspalum monostachyum*), little blue maidencane, and pink sundew (*Drosera capillaris*) made up a large proportion of the ground cover. Islands of saw palmetto were also present. These areas were dry during the survey period. Water depths of 6 – 10 inches are common during the wet season.

Hydric Pine Flatwoods (FLUCFCS Code 625)

This wetland plant community is dominated by slash pine, with minor amounts of melaleuca and cabbage palm. The mid-story consists of myrsine (*Myrsine guianensis*) and lesser densities of wax-myrtle and dahoon holly. The understory consists of little blue maidencane, red root (*Lachnanthes caroliniana*), yellow-eyed grass (*Xyris* sp.), maidencane (*Panicum hemitomon*), pink sundew, wire grass (*Aristida stricta*), and inundated beak rush (*Rhynchospora inundata*). Fire suppression and periodic logging have resulted in a dense stand of thin pine trees unsuitable for many listed species. These areas were dry during the survey period and are typically inundated by 1 – 4 inches of water during portions of the wet season.

Freshwater Marsh (FLUCFCS Code 641)

Freshwater marshes occur as large depressions (also known as seasonal ponds) in the landscape and within the center, deepest, portions of cypress swamps. Dominant plant species include arrowhead (*Sagittaria lancifolia*), beak rushes, blue hyssop (*Bacopa caroliniana*), corkwood (*Stillingia aquatica*), maidencane, pickerel weed, and spikerush (*Eleocharis cellulosa*). Several of the freshwater marshes on-site contain small shrub islands. These areas are vegetated by short willow and buttonbush (*Cephalanthus occidentalis*) with sawgrass (*Cladium jamaicense*), primrose willow, and white vine (*Sarcostemma clausum*). Freshwater marshes provide suitable habitat for many listed species, especially wading birds. Water levels at the time of surveying ranged from dry at the soil surface to over two feet deep. Water levels during the wet season, as estimated from water marks and adventitious roots, were as deep as 48 inches in several locations.

Wet Prairie (FLUCFCS Code 643)

Many of the areas on-site that were historically wet prairie have become over grown by either wax-myrtle or melaleuca and, therefore, have been mapped as FLUCFCS Codes 4291 or 6193, respectively. The remaining areas of this wetland plant community type are dominated by species such as little blue maidencane, mild water-pepper (*Polygonum hydropiperoides*), blue hyssop, climbing hempvine, corkwood, frog-fruit, hatpin (*Eriocaulon decagulare*), inundated beak rush, red ludwigia (*Ludwigia repens*), sand cordgrass (*Spartina bakeri*), St. John's wort (*Hypericum* sp.), umbrella grass (*Fuirena* sp.), and yellow-eyed grass. These areas were dry at the soil surface during the survey period and are inundated

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by 3 – 8 inches of water during the wet season. Wet prairies provide periodic foraging habitat opportunities for wading birds as water levels recede at the end of the wet season.

Borrow Areas (FLUCFCS Code 742)

Borrow areas were excavated during the construction of the existing airport facilities. They were used both to provide fill material and surface water management. Few patches of emergent vegetation exist in the center of these areas. The littoral zones of the borrow areas, ranging from approximately 3 – 20 feet in width, are dominated by, spikerush and torpedo grass. Wading birds were frequently found around the edge of this habitat type.

Spoil Areas (FLUCFCS Code 743)

This FLUCFCS Code was used to delineate the existing FPL power line maintenance road. This filled road is 2 – 4 feet above grade and bisects several wetlands. Culverts are present at intervals under the road.

Cleared Areas (FLUCFCS Code 748)

The cleared areas category was used to delineate those areas of the site that have been previously cleared of the majority of the native vegetation and are periodically mowed. These areas are vegetated primarily by ground cover species such as bahia grass, Caesar-weed, common carpet grass, coinwort, and marsh pennywort. Scattered clumps of pines, Brazilian pepper, and wax-myrtle are also present. The shrub layer becomes more predominant in areas that are not frequently mowed. The cleared areas were dry during the survey period.

Airport (FLUCFCS Code 811)

This FLUCFCS Code was used to delineate the existing airport facilities (including the runway/taxiway, terminal, support facilities, and all areas within the Aircraft Operations Area) and the Midfield Terminal Complex which is currently under construction.

Roads and Highways (FLUCFCS Code 814)

This FLUCFCS Code consists of paved roads (Chamberlin Parkway, Paul J. Doherty Parkway, and Fuel Farm Road) and dirt roads filled above natural grade. For paved roads, the mapping unit consists of the actual road, the fill side slope, and the maintained median. Dominant species include bahia grass, Bermuda grass (*Cynodon dactylon*), common carpet grass, and marsh pennywort. Even though these roadside shoulders and medians were dry during the survey period, portions of this mapping unit are inundated during the wet season.

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Airport Parking (FLUCFCS Code 818)

The existing public parking (short term, long term, and economy) is delineated by this FLUCFCS Code. Little native vegetation is present in these areas.

The conditions observed within the project boundary are typical for this part of Lee County. No unusual or unique features of the plant communities have been observed.

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This map is not available.

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Summary of Existing Conditions

FLUCFCS CODE	Habitat	Percent Cover By Exotic/Nuisance Species					Total
		>5%	(a) 24%	(b) 25-49%	(c) 50-75%	(d) >75%	
100	Urban and Build-up					44.9	44.9
211	Improved Pasture					147.2	147.2
261	Fallow Cropland					196.0	196.0
*262	Low Pasture					16.0	16.0
321	Palmetto Prairie	30.7					30.7
3219	Palmetto Prairie, Disturbed		40.0				40.0
411	Pine Flatwoods	556.0					556.0
4119	Pine Flatwoods, Disturbed		186.8	67.1	9.6	5.7	269.2
414	Pine/Mesic Oak	5.9					5.9
422	Brazilian Pepper	10.4					10.4
427	Live Oak	0.5					0.5
4289	Cabbage Palm, Disturbed		1.1		0.9		2.0
*4291	Wax-myrtle/Willow, Hydric	78.7	152.7	81.4	11.3	8.8	332.9
4299	Wax-myrtle/Willow, Disturbed	10.2		21.6	23.4		55.2
**514	Drainage Canal					20.9	20.9
*600	Created Wetland	91.5					91.5
*6179	Mixed Wetland Hardwood, Disturbed		4.1	1.0			5.1
*6189	Willow and Elderberry, Disturbed		0.8	1.8			2.6
*619	Exotic Wetland Hardwoods					7.3	7.3
*6192	Exotic Wetland Hardwoods, Brazilian Pepper					1.0	1.0
*6193	Exotic Wetland Hardwoods, Melaleuca					45.5	45.5
*621	Cypress	276.5					276.5
*621c	Cypress, Cut					1.2	1.2
*6219	Cypress, Disturbed		96.0	27.9	7.1	4.3	135.3
*6249	Cypress-Pine-Cabbage Palm Disturbed		8.3	10.2	5.8	1.2	25.5
*625	Hydric Pine Flatwoods	43.0					43.0
*6259	Hydric Pine Flatwoods, Disturbed		142.2	68.5	33.9	94.7	339.3
*641	Freshwater Marsh	445.6					445.6
*6419	Freshwater Marsh, Disturbed		56.0	14.5	1.8	4.0	76.3
*643	Wet Prairie	8.7					8.7
*6439	Wet Prairie, Disturbed		9.9	3.1	12.5		25.5
**742	Borrow Areas					217.0	217.0
743	Spoil Areas					7.0	7.0
748	Cleared Areas					229.8	229.8
811	Airport					2407.4	2407.4
814	Roads and Highways					187.6	187.6
818	Airport Parking					51.2	51.2
Totals							
	Upland Sub-Totals	613.7	227.9	88.7	33.9	3276.8	4241.0
	*Wetland Sub-Totals	944.0	470.0	208.4	72.4	184.0	1878.8
	** Other Surface Waters Sub-Totals	0.0	0.0	0.0	0.0	237.9	237.9

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FLUCFCS CODE	Habitat	Percent Cover By Exotic/Nuisance Species				Total
		>5%	(a) 24%	(b) 25-49%	(c) 50-75%	
Project Totals		1557.7	697.9	297.1	106.3	3698.7



Attachment C – 2
Soils Information and Map

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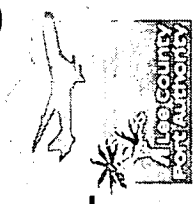


Southwest Florida International Airport Soil Descriptions and Interpretations

SOIL NAME & MAP SYMBOL	BRIEF SOIL DESCRIPTION	SEASONAL HIGH WATER TABLE DEPTH DURATION (FT)*	PERMEABILITY RATE (in/hour) Depth in / Inches	LIMITATION FOR LOW BUILDINGS	DEGREE & KIND OF LIMITATION FOR POND EMBANKMENTS
6-Hallandale fine sand	Level, poorly drained soil on low, broad flatwoods area; slope at 0-2%; gray fine sand	0-1; Jun-Nov	0-2 6-20 2-7 6-20 7-12 6-6 12 --	Severe	Severe
10-Pompano fine sand	Nearly level, poorly drained soil on sloughs; slopes are smooth to concave & range from 0-1%; fine sand	0-1; Jun-Nov	0-80 6-20	Severe	Severe
12-Felda fine sand	Nearly level, poorly drained soil on broad, nearly level sloughs; slopes are smooth to concave and range from 0-2%; fine sand	0-1; Jul-Mar	0-22 6-20 22-38 6-6 38-80 6-20	Severe	Severe
13-Boca fine sand	Nearly level, poorly drained soil on flatwoods; slopes are smooth & range from 0-2%; fine sand	0-1; Jun-Feb	0-3 6-20 3-25 6-20 25-30 6-2 30 --	Severe	Severe
14-Valkaria fine sand	Nearly level, poorly drained soil on sloughs; slopes are smooth to concave and range from 0-1%; fine sand	0-1; Jun-Sep	0-2 6-20 2-7 6-20 7-80 6-20	Severe	Severe
22-Beaches 26-Pineda fine sand	Nearly level, poorly drained soil in depressions; slopes are concave and less than 1%; fine sand	0-1; Jun-Nov	0-36 6-20 36-54 <.2 54-80 2-6	Severe Severe	Severe Severe

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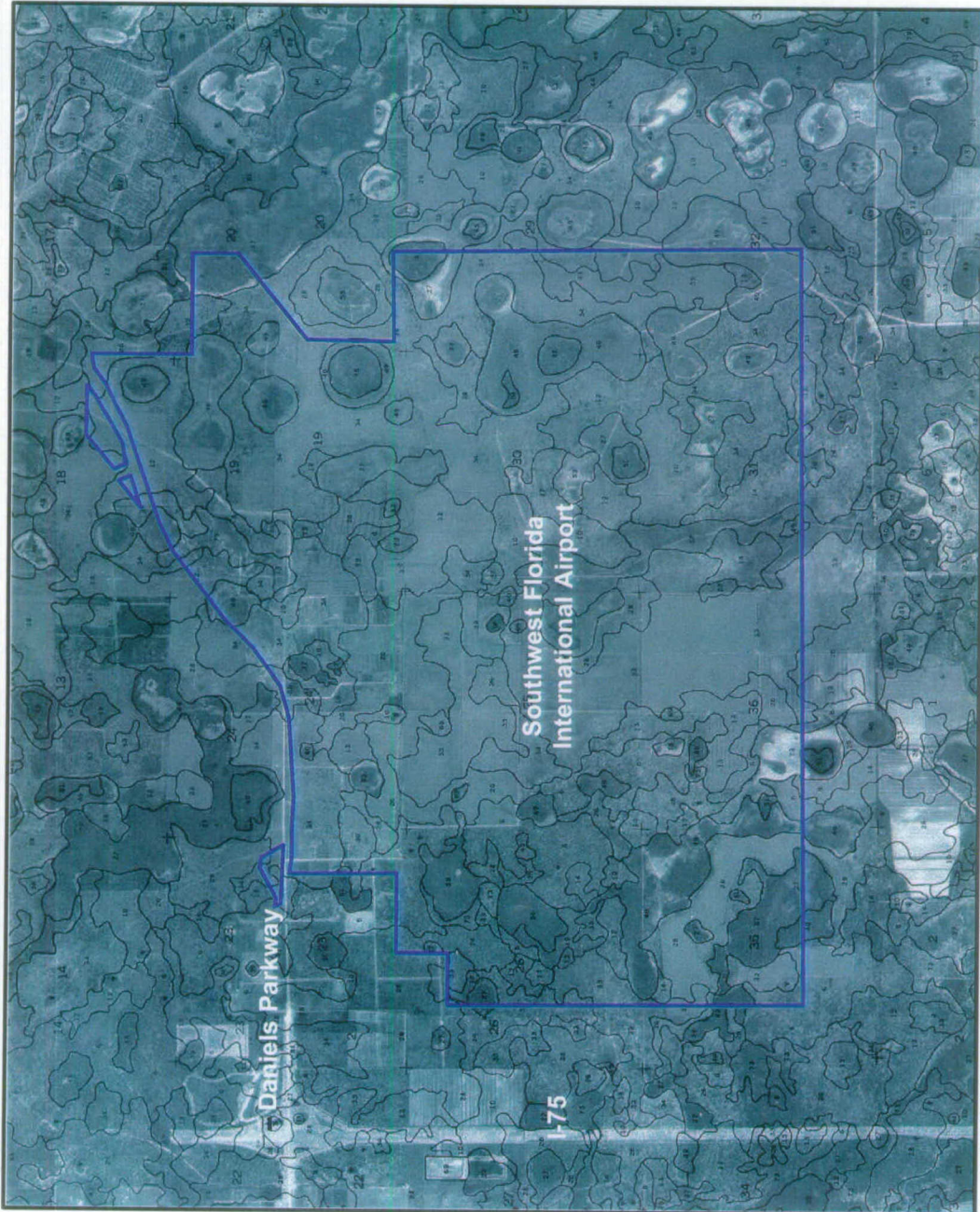
SOIL NAME & MAP SYMBOL	BRIEF SOIL DESCRIPTION	SEASONAL HIGH WATER TABLE DURATION (FT)*	PERMEABILITY RATE (in/hour)		LIMITATION FOR LOW BUILDINGS	DEGREE & KIND OF LIMITATION FOR POND EMBANKMENTS
			Depth In /	Inches		
27-Pompano fine sand, depressional	Nearly level, poorly drained soil in depressions; slopes are concave and less than 1%; fine sand	+2-1; Jun-Feb	0-80	6-20	Severe	Severe
28-Immokalee sand	Nearly level, poorly drained soil in flatwoods areas; slopes are smooth to convex and range from 0-2%; sand	0-1; Jun-Nov	0-9 9-36 36-55 55-80	6-20 6-20 .6-2 6-20	Severe	Severe
33-Oldsmar sand	Nearly level, poorly drained soil on low, broad flatwoods area; slopes are smooth to slightly convex and range from 0-2%; fine sand to sand	0-1; Jun-Feb	0-42 42-47 47-58 58-80	6-20 .2-6 <.2 .2-6	Severe	Severe
34-Malabar fine sand	Nearly level, poorly drained soil on sloughs; slopes are smooth to concave and range from 0-1%; fine sand	0-1; Jun-Nov	0-17 17-42 42-59 59-80	6-20 6-20 <.2 2-20	Severe	Severe
35-Wabasso sand	Deep and very deep, poorly drained and very poorly drained soils formed in sandy and loamy marine sediments on flatwoods, flood plains, and in depressions in Peninsula Florida	0-1; Jun-Oct	0-24 24-28 28-62 62-80	6-20 .6-2 <.2 6-20	Severe	Severe
40-Anclote sand, depressional	Nearly level, poorly drained soil isolated depressions; slopes are smooth to concave and less than 1%; black sand	+2-0; Jun-Mar	0-22 22-80	6-20 6-20	Severe	Severe

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SOIL NAME & MAP SYMBOL	BRIEF SOIL DESCRIPTION	SEASONAL HIGH WATER TABLE DEPTH DURATION (FT)*	PERMEABILITY RATE (in/hour)		LIMITATION FOR LOW BUILDINGS	DEGREE & KIND OF LIMITATION FOR POND EMBANKMENTS
			Depth	Inches		
45-Copeland sandy loam, depressional	Moderately deep, moderately permeable soils that formed in sandy and loamy marine sediments deposited over limestone bedrock	+2-1; Jul-Apr	0-8 8-20 20-28 28	6-20 .6-2 2-6 --	Severe	Severe
49-Felda fine sand, depressional	Nearly level, poorly drained soil in depressions; slopes are concave and less than 15%; fine sand	+2-1; Jun-Dec	0-35 35-52 52-80	6-20 .6-6 6-20	Severe	Severe
51-Floridana sand, depressional	Nearly level, poorly drained soil in depressions; slopes are concave and less than 1%; fine sand	+2-1; Jun-Feb	0-22 22-39 39-80	6-20 6-20 <.2	Severe	Severe
53-Myakka fine sand, depressional	Nearly level, poorly drained soil in depressions; slopes are concave and less than 1%; fine sand	+2-1; Jun-Feb	0-29 29-46 46-80	6-20 .6-6 6-20	Severe	Severe
69-Matiacha gravelly fine sand	Nearly level, somewhat poorly drained soil formed by filling and earth-moving operations; slopes are smooth to slightly convex and range from 0-2%; mixed gravelly fine sand and sandy mineral material	2-3; Jun-Oct	0-35 35-80	2-6 6-20	Severe	Severe
73-Pineda fine sand, depressional	Nearly level, poorly drained soil in depressions; slopes are concave and less than 1%; fine sand	+2-1; Jun-Dec	0-30 30-55 55-80	6-20 <.2 2-6	Severe	Severe

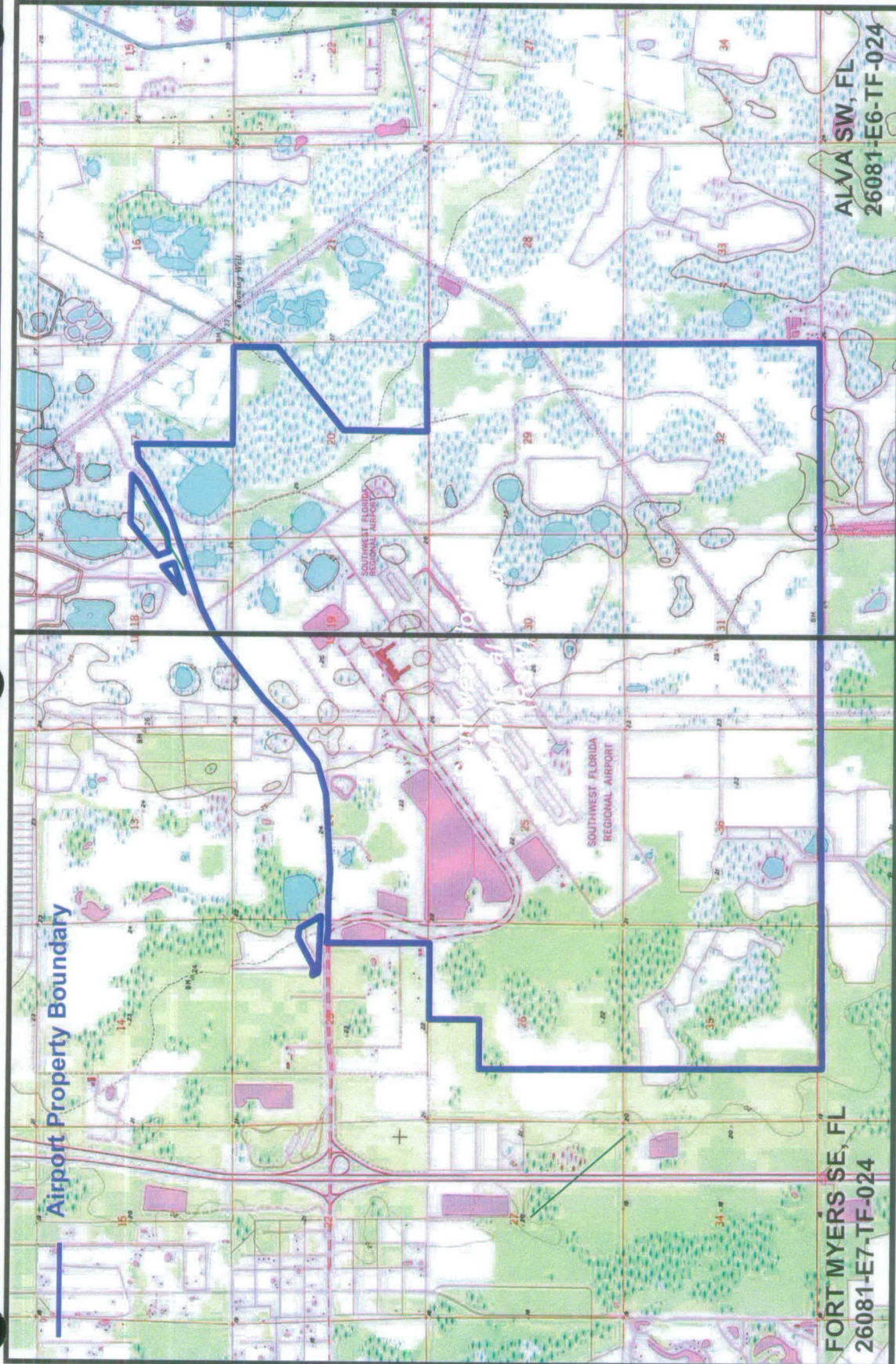


Source: Kevin L. Erwin Consulting Ecologist, Inc. 2001

- 2 Canaveral fine sand
- 4 Canaveral-Urban Land complex
- 5 Captiva fine sand
- 6 Hallandale fine sand
- 7 Matlacha-Urban Land complex
- 8 Hallandale fine sand, tidal
- 9 Eva Gallet sand
- 10 Pompano fine sand
- 11 Myakka fine sand
- 12 Felida fine sand
- 13 Boca fine sand
- 14 Valkaria fine sand
- 15 Estero muck
- 16 Peckah mucky fine sand
- 17 Dayton sand
- 18 Matlacha gravelly fine sand, limestone substratum
- 19 Gator muck
- 20 Terra Ceia muck
- 21 Beaches
- 22 Wulfert muck
- 23 Kesson fine sand
- 24 St. Augustine sand, organic substratum-Urban land complex
- 25 Pineda fine sand
- 26 Pompano fine sand, depressional
- 27 Immokalee sand
- 28 Punta fine sand
- 33 Oldsmar sand
- 34 Malabar fine sand
- 35 Wabasso sand
- 36 Immokalee-Urban land complex
- 37 Sawtite fine sand
- 38 Isles fine sand, slough
- 39 Isles fine sand, depressional
- 40 Aucutt fine sand, depressional
- 41 Valhalla fine sand, depressional
- 42 Wabasso sand, limestone substratum
- 43 Stuyvesant fine sand
- 44 Malabar fine sand, depressional
- 45 Copeland sandy loam, depressional
- 48 St. Augustine sand
- 49 Felida fine sand, depressional
- 50 Oldsmar fine sand, limestone substratum
- 51 Floridana sand, depressional
- 53 Myakka fine sand, depressional
- 55 Cocoa fine sand
- 56 Isles muck
- 57 Boca fine sand, tidal
- 59 Urban land
- 61 Ocala fine sand
- 62 Windsor sand, depressional
- 63 Malabar fine sand, high
- 64 Hallandale-Urban land complex
- 66 Calicoes fine sand
- 67 Stuyvesant-Urban land complex
- 69 Matlacha gravelly fine sand
- 70 Heights fine sand
- 72 Bradenton fine sand
- 73 Pineda fine sand, depressional
- 74 Boca fine sand, slough
- 75 Hallandale fine sand, slough
- 76 Electra fine sand
- 77 Pineda fine sand, limestone substratum
- 78 Chocoma muck



Attachment C – 3
Topographic Map



Note: Map shows two Quad sheets as noted above. Additionally, the airport is not located in a 100-year flood zone.

Source: US Geological Survey



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**Southwest Florida International Airport
 Lee County Comprehensive Plan Amendment**

Attachment C - 3
 Topographic Map



Attachment C – 4
Wetlands Information and Map



ATTACHMENT C – 4
WETLANDS INFORMATION AND MAP

Wetland areas provide several functions: as a wildlife habitat to a variety of wildlife, as important water quality functions in an agricultural area, and provide flood attenuation benefits during the summer wet season. Development activities, such as dredging and filling, within wetlands are regulated by both the state and federal governments. Both the state and federal governments use the following definition of a wetland:

Those areas that are inundated or saturated by surface or ground water at a frequency and a duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

The mapping of state jurisdictional wetlands and other surface waters was based on Chapter 62-340 FAC. The mapping of federal jurisdictional wetlands was based on the Clean Water Act (33 U.S.C. 1344), 33 CFR Part 328, and as described in Corps of Engineers Wetlands Delineation Manual, Technical Report Y-87-1 prepared by Department of the Army Waterways Experiment Station. Both regulations include the evaluation of vegetation, soils, and hydrology in the delineation of jurisdictional wetlands. However, the January 9, 2001 Supreme Court ruling (commonly referred to as the SWANCC decision) confirmed that isolated wetlands, whose sole nexus to interstate commerce is potential use by migratory birds, are not subject to Section 404 regulatory authority.

The approximate extent of state and/or federal jurisdictional wetlands and surface waters have been delineated for the project area. For the purposes of this study, the project area is defined as lands owned by the Lee County Port Authority on August 1, 2001 that are contiguous with the existing RSW facility (with the exception of two small parcels separated from the contiguous ownership by the extension of Daniels Parkway). Based on the intensive vegetation mapping conducted by KLECE in 2001, the property contains approximately 1,878.8 acres of COE and/or SFWMD wetlands and 237.9 acres of jurisdictional surface waters, exclusive of the existing Runway 6-24 and recently approved Midfield Terminal Complex areas. The remaining 4,241.0 acres are uplands.

The wetlands range from forested to non forested systems and from relatively high quality to very low quality. Hydric pine flatwoods is the dominant forested wetland on-site. Much of this habitat type, particularly the areas south from Daniels Parkway to the existing Runway 6-24, has become invaded by

Southwest Florida International Airport

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melaleuca. This exotic species can form dense stands and thereby reduces the diversity of native plant species. Cypress and cypress/pine are the other dominant forested wetland type on-site. These areas are more deeply inundated by standing water during the wet season than the hydric flatwoods and typically contain lower levels of exotic vegetation. Several areas of shrub (wax-myrtle) dominated wetlands occur onsite. This wetland type occurs on the fringes of herbaceous wetlands or in wet agricultural fields that have been fallow for many years. Based on a review of historic aerials and observations in the field, it is apparent that many of these transitional zones were cultivated for row crops such as tomatoes, peppers, or melons in the past. The furrows created by the farming can be seen on historical aerial photographs and are still noticeable on the ground today. Non forested wetlands consist primarily of freshwater marshes. These large marshes are a dominant feature of the landscape south of the existing Runway 6-24.

The other surface water category consists primarily of borrow areas excavated during the construction of the existing airport facilities. They were used both to provide fill material and surface water management. The littoral zones of the borrow areas range from approximately 3 to 20 feet in width. Agricultural drainage ditches comprises the remainder of the other surface water category on-site.

Aquifers

The two major ground water aquifers that underlay Southwest Florida International Airport are the Surficial Aquifer and the Floridan Aquifer. Aquifer systems are natural geologic that contain and supply water. Aquifers are recharged by infiltration of precipitation through the soil. Natural discharge of ground water occurs by evaporation of water from soil and plants, then discharge to surface bodies of water, which includes streams, ponds, rivers, and larger surface waters.

The Floridan Aquifer, the underlying aquifer system is composed of limestone, dolomite, and mixtures of the two. Substantial amounts of ground water are contained within the Aquifer. Nearly 60 percent of the State of Florida's population rely on the Aquifer for drinking water. The groundwater is confined to the Aquifer by beds of impermeable clay and limestone. In Southwest Florida, the Floridan Aquifer is 3,500 feet thick. The Boulder Zone is located throughout southern Florida in the Lower Floridan Aquifer. Ranging from 2,000 feet to 3,400 feet, the Boulder Zone contains saltwater and stores wastewater.

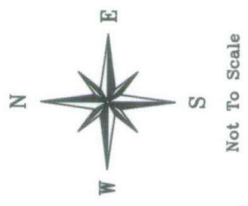
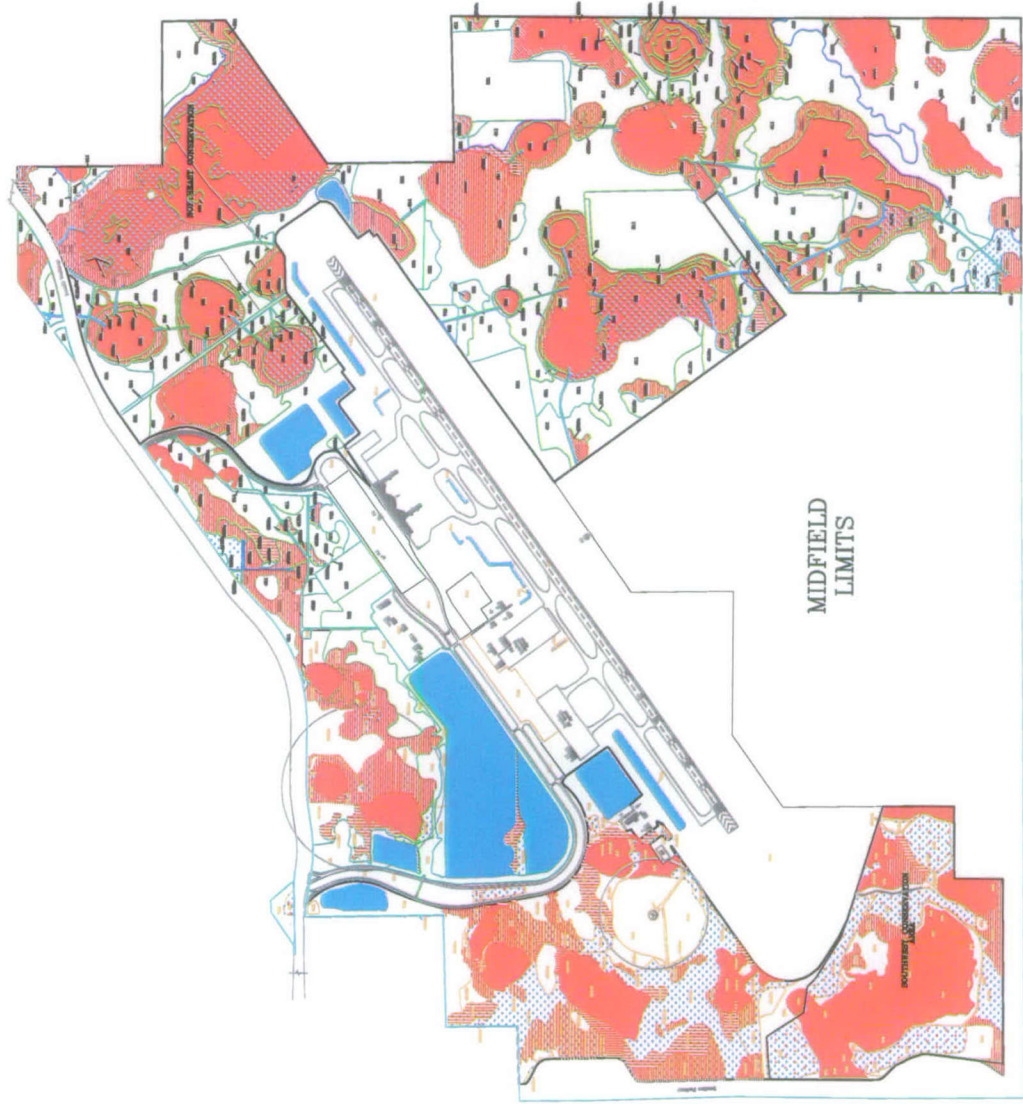
The Surficial Aquifer in Southwest Florida is composed of undivided highly permeable beds of limestone and clay. The overlying aquifer system contains Tamiami and Fort Thompson Formations of limestone, which are tied to south Florida. Elsewhere, the Aquifer consists of sand and shells. According to the United States Geological Survey (USGS) the Surficial Aquifer is approximately 400 feet thick.

Southwest Florida International Airport

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Although, there are numerous wells located around the Airport, which draw water from both Floridan and Surficial Aquifers the proposed developments will not have an impact on these recharge areas.



Source: Kevin L. Erwin Consulting Ecologist, Inc., 2002



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 and Environmental Services
 Jacksonville, Florida

**Southwest Florida International Airport
 Lee County Comprehensive Plan Amendment**

Attachment C-4
 Wetlands Map



Attachment C – 5
FLUCFCS Table

Southwest Florida International Airport

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ATTACHMENT C – 5 FLUCFCS TABLES

Southwest Florida International Airport Summary of Listed Animal and Plant Species Observed

Common Name	Scientific Name	1997 EIS	1990 DRI	1992 EA	1994 EA	2000 ERP	2002 DRI
Birds							
Bald eagle	<i>Haliaeetus leucocephalus</i>				✓	✓	
Burrowing owl	<i>Speotyto cunicularia</i>					✓	
Florida sandhill crane	<i>Grus canadensis</i>	✓		✓	✓	✓	✓
Least tern	<i>Sterna antillarum</i>		✓				
Limpkin	<i>Aramus guarauna</i>					✓	
Little blue heron	<i>Egretta caerulea</i>		✓	✓	✓	✓	✓
Red-cockaded woodpecker*	<i>Picoides borealis</i>				✓	✓	✓
Reddish egret	<i>Egretta rufescens</i>			✓			
Roseate spoonbill	<i>Ajaia ajaja</i>	✓			✓		✓
Snowy egret	<i>Egretta thula</i>				✓	✓	✓
Tricolored heron	<i>Egretta tricolor</i>			✓	✓	✓	✓
White ibis	<i>Eudocimus albus</i>					✓	✓
Wood stork	<i>Mycteria americana</i>				✓	✓	✓
Mammals							
Big Cypress fox squirrel	<i>Sciurus niger avicennia</i>	✓		✓		✓	✓
Florida black bear	<i>Ursus americanus floridanus</i>	✓				✓	
Reptiles							
American Alligator	<i>Alligator mississippiensis</i>	✓	✓	✓	✓	✓	✓
Plants							
Common wild pine	<i>Tillandsia fasciculata</i>					✓	✓
Leather fern	<i>Acrostichum spp.</i>			✓			
Northern needle leaf	<i>Tillandsia balbisiana</i>						✓
Pine lily	<i>Lilium catesbaei</i>						✓
Pine pink	<i>Bletia purpurea</i>						✓
Wild coco	<i>Eulophia alta</i>						✓

* Abandon red-cockaded woodpecker cavities observed on-site

Southwest Florida International Airport

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Southwest Florida International Airport

Listed Species Which Potentially Occur Onsite Based on Vegetation Communities (FLUCFCS)

FLUCFCS Code	Vegetation Description	Potential Listed Species
100	Urban and Built-Up	None
211	Improved Pasture	Florida Panther
262	Low Pasture	Burrowing Owl* Audubon's Crested Caracara* Florida Sandhill Crane
261	Fallow Cropland	Least Tern Florida Panther*
321	Palmetto Prairie	Eastern Indigo Snake
3219	Palmetto Prairie, Disturbed	Gopher Tortoise Gopher Frog Southeastern American Kestrel Florida Sandhill Crane Audubon's Crested Caracara Florida Panther* Florida Black Bear Curtis' Milkweed Fakahatchee Burmannia Beautiful Paw-Paw Florida Coontie Eastern Indigo Snake
411	Pine Flatwoods	Gopher Tortoise
4119	Pine Flatwoods, Disturbed	Gopher Frog
414	Pine / Mesic Oak	American Bald Eagle* Southeastern American Kestrel Red-cockaded Woodpecker Florida Panther Big Cypress Fox Squirrel Florida Black Bear Common Wild Pine* Fakahatchee Burmannia Satin Leaf Beautiful Paw-Paw Florida Coontie Florida Black Bear*
422	Brazilian Pepper	Eastern Indigo Snake
427	Live Oak	Gopher Tortoise
428	Cabbage Palm	Audubon's Crested Caracara
4289	Cabbage Palm, Disturbed	Florida Panther Florida Black Bear Simpson's Stopper Hand Adder's Tongue fern Twisted Air Plant
4291	Wax-Myrtle Willow, Hydric	Wading bird roosts/rookeries*
4299	Wax-Myrtle Willow, Hydric, Disturbed	Limpkin*

Southwest Florida International Airport

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FLUCFCS Code	Vegetation Description	Potential Listed Species
514	Drainage Canal	American Alligator
742	Borrows Areas	Roseate Spoonbill Limpkin Little Blue Heron Reddish Egret Snowy Egret Tricolor Heron White Ibis* Wood Stork* Florida Sandhill Crane* Snail Kite* Least Tern* Everglades Mink
6179	Mixed Wetland Hardwoods, Disturbed Cypress	American Alligator Eastern Indigo Snake*
621	Cypress, Disturbed	Gopher Frog
6219	Cypress, Cut	Limpkin
621c	Cypress-Pine-Cabbage Palm, Disturbed	Little Blue Heron
6249		Snowy Egret Tricolored Heron White Ibis* Artic Peregrine Falcon Bald Eagle* Wood Stork Florida Panther Everglades Mink Big Cypress Fox Squirrel Florida Black Bear Common Wild Pine*
619	Exotic Wetland Hardwoods	Big Cypress Fox Squirrel*
6192	Exotic Wetland Hardwoods, Brazilian Pepper	Florida Black Bear*
6193	Exotic Wetland Hardwoods, Melaleuca	
625	Hydric Pine Flatwoods	Eastern Indigo Snake*
6259	Hydric Pine Flatwoods, Disturbed	Gopher Frog* American Bald Eagle* Southeastern American Kestrel* Red-cockaded Woodpecker* Florida Panther* Big Cypress Fox Squirrel* Florida Black Bear* Common Wild Pine Fakahatchee Burmannia* Satin Leaf*

Southwest Florida International Airport

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FLUCFCS Code	Vegetation Description	Potential Listed Species
600	Created Wetland	American Alligator
641	Freshwater Marsh	Eastern Indigo Snake*
6419	Freshwater Marsh, Disturbed	Limpkin
643	Wet Prairie	Little Blue Heron
6439	Wet Prairie, Disturbed	Reddish Egret Snowy Egret Tricolored Heron White Ibis* Florida Sandhill Crane Wood Stork Snail Kite Everglades Mink
743	Spoil Areas	American Alligator*
748	Cleared Areas	Gopher Tortoise Burrowing Owl Little Blue Heron* Snowy Egret* Tricolored Heron* Florida Sandhill Crane* Least Tern
811	Airport	None
814	Roads and Highways	
818	Airport Parking	

* Species not specifically noted to occur in habitat by County Ordinance but known to utilize general habitat type based on literature and past survey experience.

Bold Font: Species observed within Midfield Terminal Complex facility and access roads during previous surveys.



Attachment D - 1
Impacts on Historic Resources



FLORIDA DEPARTMENT OF STATE

Jim Smith
Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building

500 South Bronough

Tallahassee, Florida 32399-0250

Director's Office

Telecopier Number (FAX)

(904) 488-1480

(904) 488-3353

January 14, 1994

Ms. Janice L. Hatter, Director
State Clearinghouse
Executive Office of the Governor
Room 1603, The Capitol
Tallahassee, Florida 32399-0001

In Reply Refer To:
Denise M. Breit
Historic Sites
Specialist
(904) 487-2333
Project File No. 940023

RE: Cultural Resource Assessment Request
SAI# FL9104021349CR
Southwest Florida International Airport Parallel Runway
Length and Separation Refinement
Lee County, Florida

Dear Ms. Hatter:

In accordance with the provisions of Florida's Coastal Zone Management Act and Chapter 267, Florida Statutes, as well as the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), we have reviewed the referenced project(s) for possible impact to historic properties listed, or eligible for listing, in the National Register of Historic Places, or otherwise of historical or architectural value.

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.

Ms. Hatter
January 14, 1994
Page 2

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

for *Laura A. Kammerer*

George W. Percy, Director
Division of Historical Resources
and
State Historic Preservation Officer

GWP/Bdb

xc: Jasmine Raffington, FCMP-DCA



FLORIDA DEPARTMENT OF STATE
DIVISION OF HISTORICAL RESOURCES

January 28, 2000

Ms. Jennifer Rice
Reynolds, Smith and Hills, Inc.
4651 Salisbury Road, Suite 400
Jacksonville, FL 32256
Fax (904)279-2491

Dear Ms. Rice:

In response to your inquiry of January 28th, 2000, the Florida Master Site File lists no archaeological sites, historical standing structures, or field surveys in the following parcels of Lee County:

T45S, R25E, Sections 23-26, 35, and 36; T45S, R26E, Sections 17-20, and 30-32.

In interpreting the results of our search, please remember the following points:

- Areas which have not been completely surveyed, such as yours, may contain unrecorded archaeological sites, unrecorded historically important structures, or both.
- As you may know, state and federal laws require formal environmental review for some projects. Record searches by the staff of the Florida Master Site File do not constitute such a review of cultural resources. If your project falls under these laws, you should contact the Compliance Review Section of the Bureau of Historic Preservation at 850-487-2333 or at this address.

Sincerely,


Dawn M. Creamer, 850-487-2299

Senior Historical Data Analyst, Florida Master Site File
Division of Historical Resources
R. A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

State SunCom: 277-2299
Fax line: 850-921-0372
Email: fmsfile@mail.dos.state.fl.us
Web: <http://www.dos.state.fl.us/dhr/fmsff>

DIRECTOR'S OFFICE

R.A Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • (850)488-1480

FAX: (850) 488-3353 • WWW Address <http://www.dos.state.fl.us>

ARCHAEOLOGICAL RESEARCH

HISTORIC PRESERVATION

HISTORICAL MUSEUMS

Document#

January 28, 2000

FLORIDA DEPARTMENT OF STATE
Office of the Secretary
Office of International Relations
Division of Administrative Services
Division of Corporations
Division of Cultural Affairs

MEMBER OF THE FLORIDA CABINET
Division of Library & Information Services
Division of Historical Resources
Ringling Museum of Art
Division of Licensing
Division of Elections



FLORIDA DEPARTMENT OF STATE
DIVISION OF HISTORICAL RESOURCES

April 6, 2001

Ms. Jennifer Rice
Reynolds, Smith and Hills, Inc.
4651 Salisbury Road
Suite 400
Jacksonville, FL 32256
FAX#: 904-279-2491

Dear Ms. Rice:

In response to your inquiry of April 6, 2001, the Florida Master Site File lists no previously recorded cultural resources in the following parcels:

T45S, R25E, Sections 23-26, 35 and 36; T45S, R26E, Sections 17-20,30-32

In interpreting the results of our search, please remember the following points:

- Areas which have not been completely surveyed, such as yours, may contain unrecorded archaeological sites, unrecorded historically important structures, or both.
- As you may know, state and federal laws require formal environmental review for some projects. Record searches by the staff of the Florida Master Site File do not constitute such a review of cultural resources. If your project falls under these laws, you should contact the Compliance Review Section of the Bureau of Historic Preservation at 850-487-2333 or at this address.

Sincerely,

Dawn M. Creamer

Dawn M. Creamer, 850-487-2299
Senior Historical Data Analyst, Florida Master Site File
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Tallahassee, Florida 32399-0250

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FAX: (850) 488-3353 • WWW Address <http://www.dos.state.fl.us>

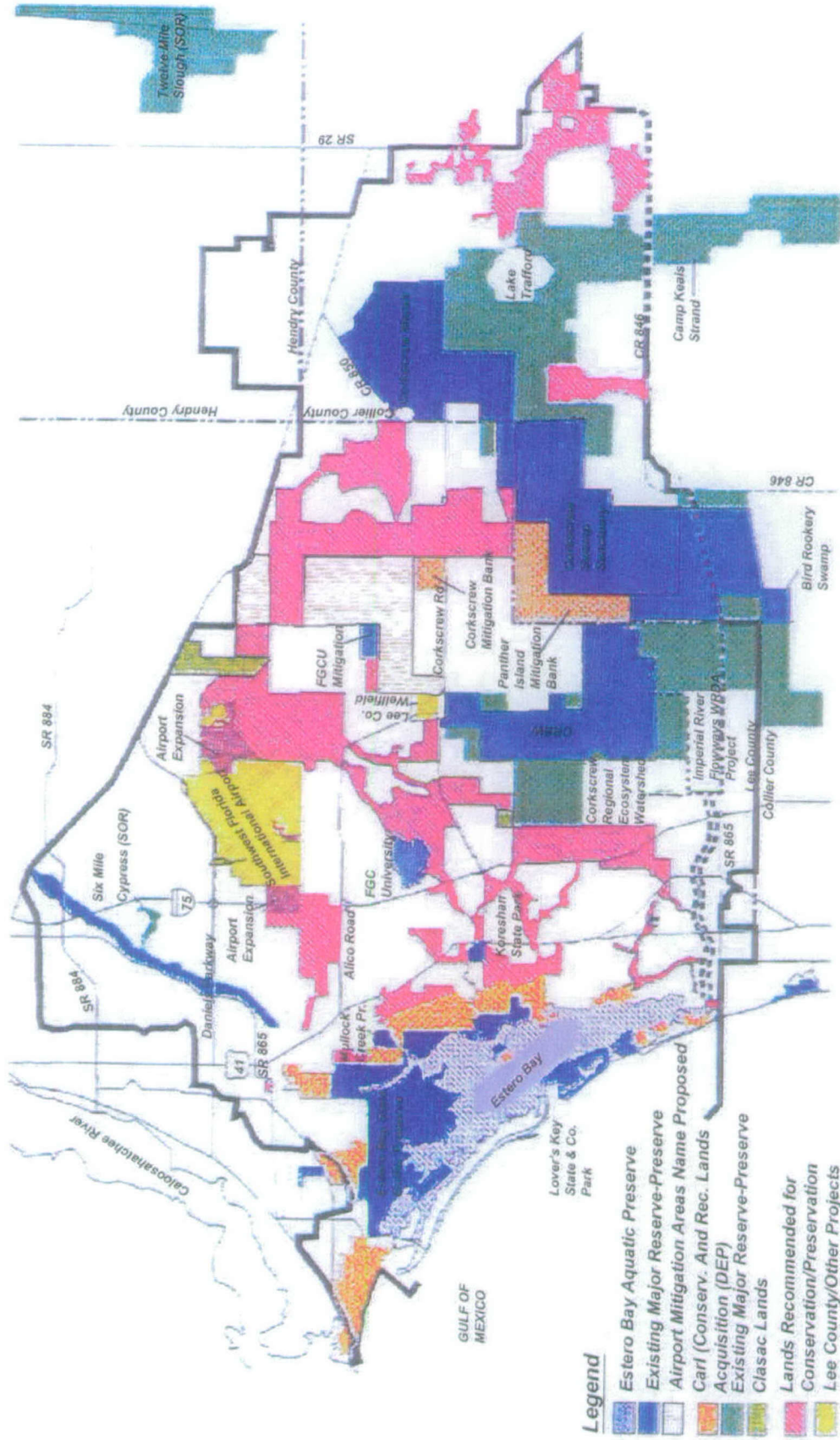
ARCHAEOLOGICAL RESEARCH HISTORIC PRESERVATION HISTORICAL MUSEUMS

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April 6, 2001



Attachment D - 2
Archeological Sensitivity Map



Source: Florida Department of State, 1999



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/Environmental Sensitivity Map



Attachment E
Internal Consistency with the Lee Plan



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.

Southwest Florida International Airport

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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.

17) PUBLIC FACILITIES

1. *Goal Florida shall protect the substantial investments in public facilities that already exists 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

Southwest Florida International Airport

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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 minimize the amount of local funding of this critical element of transportation infrastructure for Southwest Florida.

(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 F
Additional Requirements for Specific Future Land Uses
Amendments



ATTACHMENT F

ADDITIONAL REQUIREMENTS FOR SPECIFIC FUTURE LAND USE AMENDMENTS

1. **Requests involving Industrial and/or categories targeted by the Lee Plan as employment centers (to or from)**

Not Applicable

- a. **State whether the site is accessible to arterial roadways, rail lines, and cargo airport terminals.**

Not Applicable

- b. **Provide data and analysis required by Policy 2.4.4.**

Not Applicable

- c. **The affect of the proposed changes on county's industrial employment goal specifically policy 7.1.4.**

Not Applicable

2. **Requests moving lands from a Non-Urban Area to a Future Urban Area**

Not Applicable

- a. **Demonstrate why the proposed change does not constitute Urban Sprawl. Indicators of sprawl may include, but are not limited to: low-intensity, low-density, or single-use development; 'leap-frog' type development; radial, strip, isolated or ribbon pattern type development; a failure to protect or conserve natural resources or agricultural land; limited accessibility; the loss of large amounts of functional open space; and the installation of costly and duplicative infrastructure when opportunities for infill and redevelopment exist.**

Not Applicable

Southwest Florida International Airport

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3. **Requests involving lands in critical areas for future water supply must be evaluated based on policy 2.4.2.**

Not Applicable

4. **Requests moving lands from Density Reduction/Groundwater Resource must fully address Policy 2.4.3 of the Lee Plan Future Land Use Element.**

Not Applicable



Attachment G
Justification of Proposed Amendment



ATTACHMENT G
JUSTIFICATION OF PROPOSED AMENDMENT

1. Background

The Southwest Florida International Airport (SWFIA) is an integral component of the regional transportation infrastructure and as such must plan, develop and operate in conformity with its adopted Airport Master Plan. The Airport Master Plan, as well as all other Airport functions, are regulated by Federal, state and local requirements and must be consistent with adopted local, state and national transportation plans. As part of the Lee Plan Transportation element, the Airport Master Plan must also be consistent with the balance of County regulations, including the zoning resolution governing development of the Airport.

Lee County Port Authority has the responsibility of managing the planning, development and operation of SWFIA and Page Field to service the rapidly growing aviation needs of the region. 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.

2. Development History

The Southwest Florida International Airport currently operates under a Development of Regional Impact Development Order adopted pursuant to FS Chapter 380. 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.

Southwest Florida International Airport

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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.

3. Applicable Legislation- Florida Statutes 163.3177(k)

The amendment to FS §163.3177(k) sets forth the criteria to integrate the Airport Master Plan into the transportation element of the Lee County Comprehensive Plan (Lee Plan). This criteria is adopted as the benchmark for purposes of this MOU as follows.

Any Plan amendment that integrates the Airport Master Plan into the Lee Plan must address the following:

- a. land use compatibility consistent with FS Chapter 333;
- b. provision of regional transportation facilities for the efficient use and operation of the transportation system and the airport;
- c. consistency with the Lee Plan Transportation Element and the Metropolitan Planning Organization long-range transportation plans;
- d. execution of any necessary interlocal government agreements for the purposes of providing public facilities and services to maintain the adopted level of service standard for Airport facilities and services subject to local concurrency requirements; and
- e. all development on Airport property whether airport-related, aviation-related or non-aviation related.

4. Purpose of Incorporating Airport Master Plan into the Lee Plan.

In response to recent statutory changes, the Board of County Commissioners adopted a Resolution, in conjunction with this MOU, providing for the incorporation of the Airport Master Plan into the Lee Plan Transportation element. Pursuant to the Resolution, once the Lee Plan amendment has been adopted, it will be appropriate to extinguish or abandon the SWFIA DRI Development Order.

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The County and Airport recognize that integration of the Airport Master Plan into the Lee Plan creates a mutual benefit. Consistent coordination is necessary to keep the County and Airport personnel fully apprised of the development plans and activities affecting the Airport Master Plan and the Lee Plan. The proposed Airport Layout Plan that will be included as a Map Amendment depicts graphically the proposed development at Southwest Florida International Airport.

This application has also addressed land use compatibility that is consistent with FS 333 for both on and off airport purposes. The Lee Plan Application provided traffic analysis as a result of the proposed development for coordination with local, regional and state agencies. Potential environmental impacts as a result of the proposed development were also addressed.

The proposed amendment provides sound planning coordination between Lee County and the continued development at the Southwest Florida International Airport and will provide the beginning of a continuous planning process between the two entities.



Attachment H
Copy of MOU between LCPA and Lee County

**Lee County Board of County Commissioners
Agenda Item Summary**

Blue Sheet No. 20020976

REQUESTED MOTION:

ACTION REQUESTED: Adopt a resolution pertaining to SWFIA DRI in accordance with condition II.H.6.c of the Fourth DRI Amendment; direct staff to pursue incorporation of the Airport Master Plan Update into the Lee Plan Transportation Element as one of the two annual amendments allowed under F.S. §163.3187(1); approve and execute a Memorandum of Understanding between the County and Lee County Port Authority establishing interagency coordination for purposes of Airport Master Plan updates and Lee Plan amendments incorporating future Airport Master Plan Update.

WHY ACTION IS NECESSARY: Condition II.H.6.c. of the current SWFIA DRI allows the Board to adopt a resolution to provide relief from the requirement to submit a substantial deviation NOPC pertaining to the Midfield Terminal in the event Florida legislature adopts statutory amendments allowing airports to be excused from compliance with F.S. Ch. 380; the MOU provides the basis for interagency staff coordination necessary to amend the Lee Plan to fully incorporate the Airport Master Plan Update, which is a necessary precursor to extinguishing the SWFIA DRI DO in accordance with recent statutory amendments.

WHAT ACTION ACCOMPLISHES: It relieves Airport from compliance with immediate NOPC submittal requirement; establishes coordination guidelines for County and Airport staff regarding Airport Master Plan Updates and Lee Plan Amendment processes; recognizes Airport as an integral facet of Lee County's transportation infrastructure.

2. DEPARTMENTAL CATEGORY: COMMISSION DISTRICT # _____	3. MEETING DATE: September 10, 2002
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4. AGENDA: <input checked="" type="checkbox"/> CONSENT <input type="checkbox"/> ADMINISTRATIVE <input type="checkbox"/> APPEALS <input type="checkbox"/> PUBLIC <input type="checkbox"/> WALK ON TIME REQUIRED: _____	5. REQUIREMENT/PURPOSE: <i>(Specify)</i> <input type="checkbox"/> STATUTE <input type="checkbox"/> ORDINANCE <input type="checkbox"/> ADMIN. CODE <input type="checkbox"/> OTHER _____	6. REQUESTOR OF INFORMATION: A. COMMISSIONER _____ B. DEPARTMENT <u>County Attorney</u> C. DIVISION _____ BY: <u>Dawn E. Perry-Lehnert</u> <u>Assistant County Attorney</u>
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7. BACKGROUND:
 On August 21, 2000 the Board adopted the Fourth Amendment to the SWFIA DRI DO providing for construction of the Midfield Terminal Complex. Condition II.H.6.c of the Fourth DRI DO provides that if the Florida legislature adopts statutory amendments excusing airports from compliance with the development of regional impact regulations set forth in F.S. Ch. 380,
 CONTINUED

8. MANAGEMENT RECOMMENDATIONS:

9. RECOMMENDED APPROVAL:

A Department Director	B Purchasing or Contracts	C Human Resources	D Other	E County Attorney	F Budget Services				G County Manager
					OA	OM	RISK	GC	

10. COMMISSION ACTION:

APPROVED
 DENIED
 DEFERRED
 OTHER

Blue Sheet #:

Page No.: 2

Subject: SWFIA Memorandum of Understanding

Lee County would assist the Airport in extinguishing or abandoning the DRI DO while maintaining the Airport's ability to continue construction of the Airport consistent with the Airport Master Plan and local development order approvals.

Recent legislative amendments became effective on July 1, 2002 establishing integration of the Airport Master Plan into the local Comprehensive Plan Transportation Element as a precursor to extinguishing DRI review. This amendment was anticipated by the SWFIA DRI D.O. condition II.H.6.c and is the basis for the proposed resolution.

Under the proposed resolution the current SWFIA DRI DO, with the exception of the condition relating to submittal of an NOPC in August of 2002, will remain in full force and effect. The resolution provides for the integration of the Airport Master Plan Update, along with conditions and commitments of the current DRI, into the Lee Plan. The Lee Plan amendment is proposed as one of the two annual amendments allowed under F.S. §163.3187(1). Once the Lee Plan amendment integrating the Airport Master Plan is adopted, the Board agrees to support the Airport's request to extinguish or abandon the DRI DO.

The initial Lee Plan amendment incorporating the Airport Master Plan Update into the Transportation Element as well as all future amendments will require systematic and ongoing coordination between County and Airport staff. The draft MOU sets forth the basis for this coordination.

Staff recommends adoption of the resolution and execution of the MOU. Together these documents and the resulting activity in accordance with them, will serve to eliminate redundancies in the Airport Master Plan review process and result in potential interagency support in meeting the transportation needs in Lee County.

Attachment: Draft Resolution

Draft Memorandum of Understanding

Southwest Florida International Airport

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MEMORANDUM OF UNDERSTANDING REGARDING AIRPORT MASTER PLAN UPDATES AND RELATED ISSUES

This Memorandum of Understanding (MOU) is between Lee County, a political subdivision of the State of Florida, and Lee County Port Authority, a special district duly established by the State of Florida (Airport).

1. Background

The Southwest Florida International Airport (SWFIA) is an integral component of the regional transportation infrastructure and as such must plan, develop and operate in conformity with its adopted Airport Master Plan. The Airport Master Plan, as well as all other Airport functions, are regulated by Federal, state and local requirements and must be consistent with adopted local, state and national transportation plans. As part of the Lee Plan Transportation element, the Airport Master Plan must also be consistent with the balance of County regulations, including the zoning resolution governing development of the Airport.

Lee County Port Authority has the responsibility of managing the planning, development and operation of SWFIA and Page Field to service the rapidly growing aviation needs of the region. 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.

2. Development History.

The Southwest Florida International Airport currently operates under a Development of Regional Impact Development Order adopted pursuant to FS Chapter 380. The Airport amended the DRI Development Order a fourth time in December 2000. Condition II.H.6.c of the amended DRI Development Order

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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.

3. Applicable Legislation- Florida Statutes §163.3177(k)

The amendment to FS §163.3177(k) sets forth the criteria to integrate the Airport Master Plan into the transportation element of the Lee County Comprehensive Plan (Lee Plan). This criteria is adopted as the benchmark for purposes of this MOU as follows.

Any Plan amendment that integrates the Airport Master Plan into the Lee Plan must address the following:

- a. land use compatibility consistent with FS Chapter 333;
- b. provision of regional transportation facilities for the efficient use and operation of the transportation system and the airport;
- c. consistency with the Lee Plan Transportation Element and the Metropolitan Planning Organization long-range transportation plans;
- d. execution of any necessary interlocal government agreements for the purposes of providing public facilities and services to maintain the adopted level of service standard for Airport facilities and services subject to local concurrency requirements; and

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- e. all development on Airport property whether airport-related, aviation-related or non-aviation related.

4. Purpose of MOU

In response to recent statutory changes, the Board of County Commissioners adopted a Resolution, in conjunction with this MOU, providing for the incorporation of the Airport Master Plan into the Lee Plan Transportation element. Pursuant to the Resolution, once the Lee Plan amendment has been adopted, it will be appropriate to extinguish or abandon the SWFIA DRI Development Order.

This MOU is intended to provide the guidelines for future coordination between the County and the Airport with respect to the ongoing development of the Airport. Coordination is necessary to assure continuity and consistency between the Airport's proposed development plans and the Lee Plan, LDC and other supporting regulations.

The County and Airport recognize that integration of the Airport Master Plan into the Lee Plan creates a mutual benefit. Consistent coordination is necessary to keep the County and Airport personnel fully apprised of the development plans and activities affecting the Airport Master Plan and the Lee Plan. This MOU will establish the framework for coordination between the parties with respect to Airport Master Plan Updates, CIP project planning and construction, Lee Plan Amendments and Airport zoning amendments. It is also intended to facilitate streamlining the Airport development process based upon the benefits to be obtained from a mutual sharing of information concerning the relevant issues affecting the Airport Master Plan and the Lee Plan.

5. Coordinated Review and Comment/Status Updates

- a. *Ongoing status updates.* At least quarterly, the Airport will provide the Director of Community Development with the status of the Airport projects listed below. The Director will disseminate this information to the appropriate County departments, including the County Attorney's office.

The County will provide the Airport with comments within a reasonable time after receipt of the status update.

- b. *Purpose of updates.* The primary purpose of the quarterly update is to apprise the County as to the status of projects in the construction, permitting or approval process. Additionally, the

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information will provide an opportunity for review and comment on development or legal issues that may require attention prior to implementation or approval of a proposed project. Projects that will be the subject of status updates include: Airport Master Plan Updates, Airport CIP projects, Lee Plan amendments, current leasing agreements, zoning amendments and other development related projects or studies supporting the airport operation.

- c. *Review functions.* The Airport will submit and County staff will evaluate the following:
- (1) Scope and content of Airport Master Plan Updates, as established by the Federal Aviation Administration Advisory Circular 150/5070-6A and the Florida Department of Transportation Guidebook for Airport Master Planning.
 - (2) Consistency of proposed Airport Master Plan with the Lee Plan, LDC and local zoning approvals.
 - (3) Individual CIP projects with respect to compatibility and compliance with the Lee Plan, LDC regulations, zoning approvals and other applicable regulations.
 - (4) Proposed Lee Plan Amendments necessary to support amendments to the Airport Master Plan or CIP project list.

6. Airport Master Plan Update Coordination Outline

a. *Airport Goal.* The Airport desires to update the Airport Master Plan and the Airport Layout Plan every five years. Achieving this goal is dependent on available funding. The planning horizon for the Airport Master Plan and the Airport Layout Plan should be consistent with the planning horizon for the current Lee Plan.

b. *Master Plan Elements.* The Airport Master Plan will consist of the standard elements required by the Federal Aviation Administration (FAA) and the Florida Department of Transportation (FDOT) as outlined in FAA Advisory Circular 150/5070-6A concerning Airport Master Plans and the FDOT Guidebook for Airport Master Planning. The elements to be addressed in this process are generally described as follows.

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- (1) *Issues and Existing Conditions:* Update available information on current conditions at the Airport and in the community by reviewing previous studies, pavement and building inspections, aerial photography and surveys.
 - (2) *Aviation Demand Forecasts:* Update the demand for aviation facilities in Lee County by examining trends in aviation operations, passengers, based aircraft and number of instrument approaches.
 - (3) *Demand Capacity and Facility Requirements:* Examine capacity for airspace, air fuel facilities and landside facilities (ie terminal capacity, fuel farm capacity, parking lot capacity etc.)
 - (4) *Identification and Evaluation of Alternatives:* After determining the future demand for airspace, airfields and landside facilities, devise alternatives to meet future aviation needs. Airspace/airfield configuration, passenger terminal capacity, landside configuration, land use and land acquisition, general aviation configuration and surface access issues should be addressed in each alternative.
 - (5) *Environmental Evaluation:* After determining appropriate alternatives, conduct an environmental evaluation pursuant to FAA Order 5050.4A, "Environmental Handbook".
 - (6) *Airport Plans:* The final alternative selected and evaluated for environmental impact is then drawn in a 2-D Layout Plan.
 - (7) *Plan Implementation:* Create a staging and financial plan for the airport.—Base future capital costs and operating expenses on forecasted aviation demand and non-aviation related revenue generating potential. The financial plan will guide the preparation of the Airport CIP.
- c. *Documents Provided to Lee County.*
- (1) *Airport Master Plan Update.* The Airport will provide the County with draft copies of the Airport Master Plan Update chapters, as they become available during the update process. The County and Airport staff will meet to review and discuss the documents as

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necessary. Due to the size and complexity of the Master Plan Update, review and discussion will be an ongoing effort. The Master Plan Update must address aviation-related and non-aviation related development proposed on Airport property.

- (2) *Airport Layout Plan.* The Airport will provide the County with copies of the Airport Layout Plan for review and comment. The Airport Layout Plan is the exhibit to the Airport Master Plan Update that provides a technical graphic depiction of the approved Airport development program. This Airport Layout Plan should support the CIP project list for long-term, mid-term and short-term projects.

d. *Lee Plan Consistency Review.* The County and Airport will work together to ensure that the Airport Master Plan Update and resulting Airport Layout Plan is generally consistent with the Lee Plan and establishes sound public policy based upon generally accepted planning principals while addressing the following elements and actions.

- (1) *Future Land Use Element and Map Series.* The Future Land Use Element and Map Series must reflect the on-airport land uses, possible expansion of airport property and land use compatibility issues.
- (2) *Traffic Circulation Sub-Element.* Coordinate Special Generator Studies performed concurrent with the Master Plan Update with the local traffic circulation sub-element and MPO long range transportation plans.
- (3) *Ports, Aviation and Related Facilities Sub-Element.* Ensure that the Master Plan Update is consistent with and advances the goals, policies and objectives of the Ports, Aviation and Related Facilities sub-element.

e. *Capital Improvement Program Projects.* The Airport will document the proposed capital improvement program to the County for review as to Lee Plan consistency.

f. *Formal Lee Plan Amendment.* The Airport will prepare a formal Lee Plan Amendment application for incorporation of any proposed Airport Master Plan Update. This application must be on the form generally required by the County and accompanied by the applicable fee. Prior to submittal of the plan amendment application, the Airport will obtain an endorsement of the proposed plan amendment,

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including the Airport Layout Plan, from the Board of Port Commissioners. Written evidence of this endorsement will be included in the plan amendment application package. The Airport will advise County staff as to the date and time the endorsement request will be presented to the Port Commissioners so that County staff can attend the meeting and address the Port Commissioners as necessary.

Based upon the coordination required under this MOU, the parties anticipate that all issues with respect to Lee Plan consistency will be addressed during the review and comment stage of the Airport Master Planning process and prior to submittal of the Lee Plan amendment application. However, the Airport understands County staff may not recommend adoption of an amendment that is inconsistent with the Lee Plan or not based upon sound public policy.

For purposes of seeking Airport Master Plan approval from the FAA, FDOT and Board of Port Commissioners, the County's intent to adopt the proposed Airport Master Plan into the Lee Plan may be evidenced by the transmittal documents sent to the Department of Community Affairs.

g. *Airport Zoning Resolution Amendment.* If rezoning is necessary to support the Airport Master Plan Update, the Airport will prepare and file a rezoning application on the forms prescribed by the County. The application must be accompanied by the applicable fee.

7. Capital Improvement Program Coordination Outline

a. *Project Briefing.* The Airport will prepare a detailed briefing for all projects proposed for inclusion within its upcoming annual County CIP budget for presentation and review by the County staff. The CIP project information will include the following.

- (1) Detailed project description, schedule, cost estimate and location exhibits.
- (2) Documentation on project consistency with the approved Airport Master Plan, Lee Plan, LDC and Airport zoning resolution.
- (3) Explanation of local permit procedure to be followed to allow construction. Address issues with respect to deviations from the LDC.
- (4) Identification of the state and federal permits necessary to allow construction.

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b. *Annual Lee Plan Update.* The Lee Plan requires an annual update of the CIP budget. The Airport agrees to coordinate with County staff and provide documentation to the Department of Community Development with respect to the annual and five year Airport CIP projects to ensure the Airport Master Plan and Airport CIP are consistent with the Lee Plan.

IN WITNESS of the above, the parties execute this Memorandum of Understanding on this ____ day of ____, 2002.

ATTEST:
CHARLIE GREEN, CLERK

By: _____
Deputy Clerk

LEE COUNTY, BOARD OF COUNTY
COMMISSIONERS

By: _____
Chairman or Vice Chairman
Board of County Commissioners

APPROVED AS TO FORM

By: _____
Dawn E. Perry-Lehnert
Office of the County Attorney

ATTEST:
CHARLIE GREEN, CLERK

By: _____
Deputy Clerk

LEE
COUNTY, BOARD OF PORT
COMMISSIONERS

By: _____
Chairman or Vice Chairman

APPROVED AS TO FORM

By: _____
Office of the Port Attorney

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Attachment I
Summary of Proposed Development at Southwest Florida
International Airport

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		Southwest Florida International Airport Existing vs. Proposed Development 2005-2020			
		Existing	2005	2010	2020
Development Landside					
Midfield Terminal Complex	28 gates 761,193 S.F.	No improvements planned	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. 11,461 spaces 2,519 spaces 8,942 spaces 1,288 spaces 150 spaces 1,500 spaces	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	No improvements planned	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	No improvements planned
Parallel Runway 6R-24L	No improvements planned	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 Rwy 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	No improvements planned	Construct parallel taxiway north of Rwy 6R-24L (9,100ft. X 75ft. wide) if NLA, then 100ft. wide. Hold bay & by-pass improvements to Rwy 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					
Air Cargo	165,000 S.Y. Total of 39,500 S.F. cargo building 69,000 S.Y. apron area	253,700 SY* Rehabilitate existing cargo ramp (69,000 S.F.) New freight forwarding facility 15,000 S.F. Expand cargo facilities to 41,189 S.F.	No improvements planned	No improvements planned	No improvements planned
Belly Cargo	15,000 S.F.	No improvements planned	No improvements planned	Expand building cargo facilities to 45,389 S.F.	Expand cargo building facilities to 58,314 S.F.
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.)	No improvements planned	Infrastructure for second FBO Construct multi-use hangars (41,000 S.F.)	No improvements planned Construct multi-use hangars (75,500 S.F.) Expand GA apron to 49,700 S.Y.
Aircraft Maintenance GA 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.	No improvements planned	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	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	Land acquisition planned	Mitigation land acquisition	Mitigation land acquisition

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Development		Existing		2005		2010		2020	
NAVAIDS	General	VORTAC/DME Non Directional Beacon (NDB) Airport Surveillance Radar (ASR) Rotating Beacon Segmented Circle		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	No improvements planned
Runway 6-24		VASI (Visual Approach Slope Indicator) ALS (Approach Lighting System) Instrument Landing System (ILS) Global Positioning System (GPS)							
Future Runway 6R-24L				Fuel to be pumped from existing fuel farm area by a hydrant fueling system to the new midfield area					
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 No improvements planned							
Miscellaneous						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
Rental Car Expansion				Rental car fuel farm					
Utilities				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				Construct 25,000 S.F.		Construct 300 Rooms** Additional 25,000 S.F.			-Additional 50,000 S.F.
Warehouse/Distribution				Construct 25,000 S.F.		Construct 3,500 S.F. w/ 12 pumps Additional 25,000 S.F.			Additional 50,000 S.F.
Office				Construct 75,000 S.F.		Additional 75,000 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.



Attachment J
Non-Aviation Land Use Analysis



**LAND USE ANALYSIS FOR
SOUTHWEST FLORIDA INTERNATIONAL AIRPORT**

1.0 INTRODUCTION

The purpose of this section is to provide a detailed analysis regarding non aviation related development land uses for the Southwest Florida International Airport as part of the Lee Plan Application. This analysis and discussion will provide to the reviewers of this package the necessary background information regarding future development at the airport. Concerns regarding potential non aviation related development land uses by Lee County Staff are also discussed in this analysis. The Airport Master Plan Update has previously defined areas on Airport property that will not be needed for aviation related development within the next 20 years. After this determination was made, the Lee County Port Authority expressed a desire to investigate the possibility of developing portions of this area for non-aviation related development to provide an additional source of revenue for the airport. This analysis will discuss why this is necessary and how it relates to current trends among other similar size facilities.

2.0 FUTURE LAND DESIGNATIONS FOR SOUTHWEST FLORIDA INTERNATIONAL AIRPORT

The Lee Plan establishes the existing and future land use designation for the Southwest Florida International Airport and surrounding land uses. The Lee Plan serves three broad purposes: certain day-to-day public and private activities must be consistent with the goals, objectives and policies in the adopted plan; the plan is the authority for the local government's land development regulations for a wide range of official discretionary actions including, but not limited to, the capital improvement plan; and the plan represents the community's vision of what it should look like by the end of the planning horizon.

The Lee Plan describes 20 unique planning communities within Lee County and the 2020 Vision section of the Lee Plan tries to capture the unique characteristics for each area. The Southwest Florida International Airport is included in the Gateway/Airport planning community and all proposed Airport development must be consistent with the adopted plan. From the plan, detailed guidelines controlling development compatibility and implementation are further defined in the adopted local Zoning and the Land Development Code. For the Airport, the Lee Plan must document the broad definition and land uses and establish compatible adjacent land uses. Current Zoning and associated Land Development Code restricts land-use and development to areas and types that have previously been reviewed and approved for the area and are consistent with the Lee Plan. For the Airport Master Plan, aviation related uses are usually detailed to a much greater extent than required by local zoning. For non aviation related development land uses the opposite is true. The Master Plan typically describes non aviation related land

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areas no specific detail as to the land uses anticipated, as was the case with the previous Southwest Florida International Airport Master Plan Update. This approach is acceptable for approval by aviation regulatory agencies such as the Federal Aviation Administration (FAA) and Florida Department of Transportation (FDOT). However, local implementation and consistency with the Lee Plan cannot be obtained from Lee County staff unless all proposed land uses in the non aviation related development areas are consistent with adopted zoning and land development guidelines, or they have sufficient detail for review of others proposed.

3.0 LAND USE STRATEGIES FOR SOUTHWEST FLORIDA INTERNATIONAL AIRPORT

As part of the process of eliminating the DRI for the Southwest Florida International Airport, the Lee County Port Authority (LCPA) committed to make the Airport Master Plan Update consistent with the Lee Plan and submit an application to update the Lee Plan along with the final approval of the Master Plan Update by the Airport Special Management Committee and Port of County Commissioners. The intent of the application was to ensure consistency between the local comprehensive plan and the Airport Master Plan and its approval would allow LCPA to abandon its current DRI status. As discussed earlier, the Airport Master Plan identified areas not required for direct aviation activities but that could be used for non-aviation related land uses and provides additional revenue generation for the airport. The Airport Development Committee expressed a desire to have more specific detail on the type of land uses anticipated in order to process the Lee Plan Update Application, which resulted in this analysis. This analysis considered both existing on and off airport land uses, the Lee Plan, the Lee Land Development Code, airport land uses at other similar size airports in Florida and comments from the Airport Development Committee to generate the final recommendations regarding land uses at the Southwest Florida International Airport.

From a land use planning perspective, the relationship of both on and off airport land uses must be consistent and compatibly defined to have any merit or legal credibility. The Lee County Board of County Commissioners understands the importance of land use controls to ensure compatible development when they established a new land use category, Airport Commerce. This zoning classification consists of approximately 1,400 acres and specifically lists allowable land uses surrounding the Northwest, West and Southwest boundary of the Airport. The current and future land uses allowed within Airport Commerce and the Airport is defined in Policy 1.2.1 and 1.2.2 in the Lee Plan. From these broad policy statements, specific zoning and land development code criteria has been established and adopted by the Commission.

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The future land use category "Airport" is the actual land owned by the Lee County Port Authority. The Future Land Use category "Airport Commerce" was established to help preserve and support airport operation and at the same time preserve the character of Southwest Florida. In addition, the Airport Commerce Future Land use designation and other future land uses surrounding the airport include a new community to the North and Northeast and Density Reduction/Groundwater Recharge Areas to the East and Southeast. The majority of the lands surrounding the Southwest Florida International Airport are currently held by private individuals and have no direct relationship or control by the Lee County Port Authority. It is also important to understand that while both future land use categories have been defined in the Lee Plan, only the Future Land Use Category Airport has a corresponding zoning classification of Airport Operations Planned Development (AOPD). The land areas within the future land use category Airport Commerce have no specific zoning category. Any development within this area is handled on a case-by-case basis with the recommended future land use definition outlined in the Policy 1.2.1 of the Lee Plan utilized as the guiding principle during any rezoning or development order process.

The Future Land Use category Airport Commerce specifically recommends light manufacturing, warehousing, distribution facilities, offices, hotels/motels and other hospitality services. Retail commercial uses are specifically discouraged and are only permitted within hotels and motels. The Lee County Board of County Commissioners recently have made a modification to this category by amending it to allow up to a ten percent retail if it was contained within an approved commercial development. This approval has not been reviewed and given final approval by the Florida Department of Community Affairs. The Future Land Use definition of Airport is defined in the Lee Plan as lands that are available for airport operations and projected future expansion of the airport through the year 2020. Specific land uses allowed under zoning are addressed under the AOPD zoning classification in the Lee Land Development Code. Section 34-931 of the Lee Land Development Code that outlines Planned Development Districts and section 34-934 of the Lee Land Development Code that outlines the specific land use allowed under the AOPD zoning category. A copy of the AOPD zoning matrix is presented at the end of this analysis. A review of this matrix and the future land use definitions presented in the Lee Plan revealed that there are no non-aviation related land uses that are currently permitted on Airport property.

Review of the 2002 Airport Master Plan Update.

A review of the 2002 Airport Master Plan Update indicated a desire of the Lee County Port Authority to evaluate potential development of some of their property for aviation support activities in order to generate additional revenue for the airport. Questions have been raised by the Airport Development Committee concerning the development of revenue support related land uses while still pursuing

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additional land acquisition for aviation development. The primary area targeted for non aviation related development is the northern boundary of the airport fronting Daniels Parkway. In addition, some acreage within the Midfield terminal area has also been defined as non aviation related development. The majority of the land along Daniels Parkway was acquired during the initial construction of the airport and the area was slated to accommodate a future general aviation parallel runway. Unfortunately, due to off-airport development to the West and Northwest, the proposed general aviation runway could not be constructed in this location. This parallel runway concept was then shifted south and is scheduled to begin construction in the next ten years. As a result of not being able to develop the general aviation runway, the Lee County Port Authority finds itself as an owner of land that could be used to help offset the operating costs of the airport. The recommended alternative analysis sketch as a result of the master planning process has been presented to the Airport Special Management Committee and Port Board of Commissioners which reviewed the area depicted as non aviation related. However, specific details were not presented to the Port Board of Commissioners at that time.

The proposed future land use map for the Southwest Florida International Airport is included on the next page. As shown on this map, the Airport has six (6) distinct land uses for development on Airport Property. The Non Aviation related development land use is comprised of approximately 908 +/- acres of the contiguous property.

Non Aviation Related Land Use Summary For RSW.

Through discussions with Airport Staff, a review of surrounding compatible land uses and a review of other similar size Airports across Florida, a tabulation of recommended development within the non aviation related land use category. Land uses recommended include a 300 room hotel, office use, a gas station / convenience store, warehouse / distribution, and light manufacturing. Estimated densities for each type of land use by year is included below. The Hotel / Motel land use and Gas Station / Convenience store is anticipated to be constructed within the Midfield Terminal access loop roadway and would be used primarily by the traveling public.

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Non Aviation Related Development

LAND USE SUMMARIES

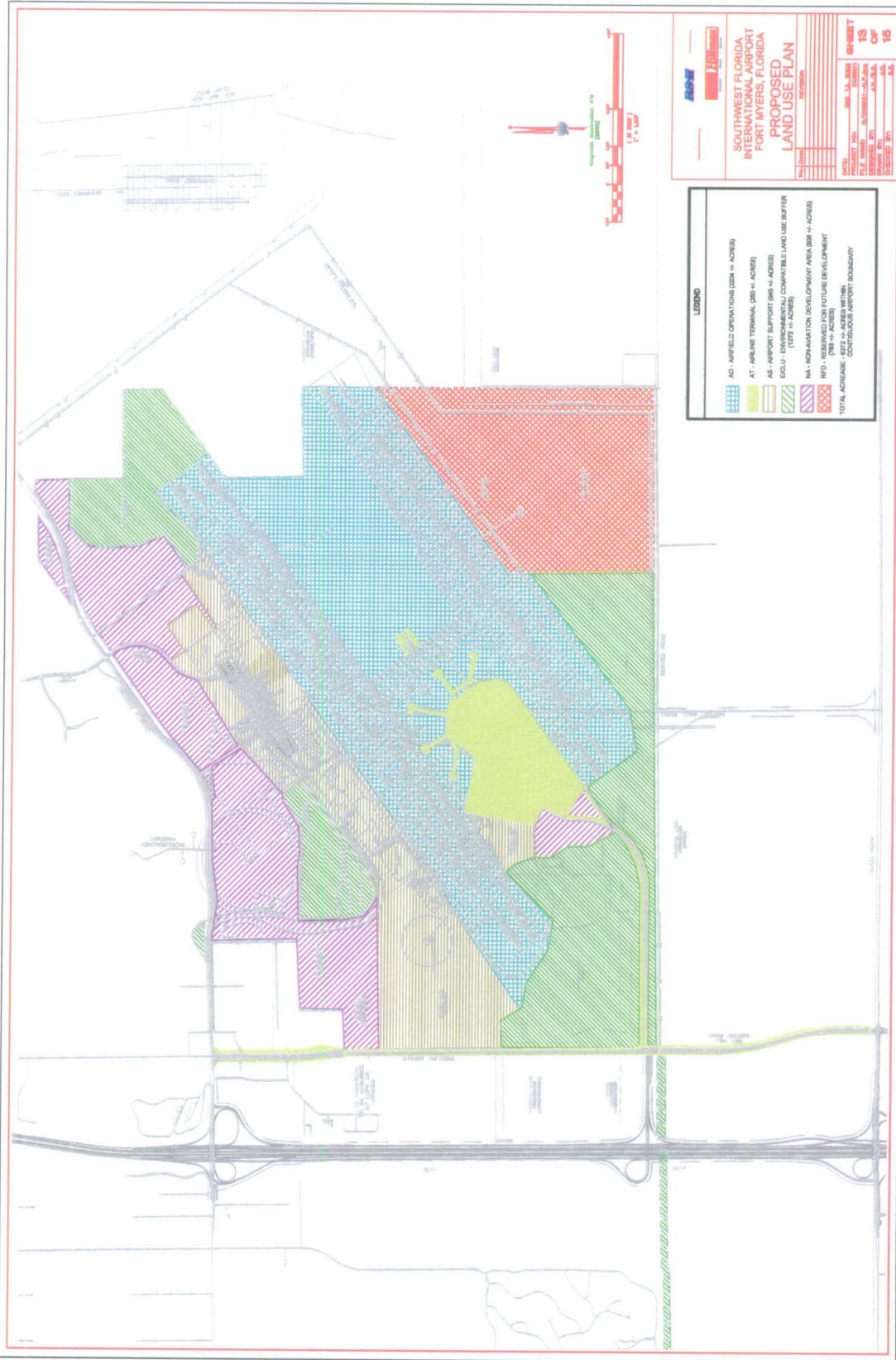
Land Use	Year		
	2005	2010	2020
Hotel / Motel ⁽¹⁾		300 Rooms	
Office Development ⁽¹⁾	75,000 sq. ft.	150,000 sq. ft.	225,000 sq. ft.
Gas Station		3,500 sq. ft.	
Convenience Store		12 Pumps	
Warehouse	25,000 Sq. Ft	50,000 Sq. Ft	100,000 Sq. Ft
Light Manufacturing	25,000 Sq. Ft	50,000 Sq. Ft	100,000 Sq. Ft

Source: Reynolds Smith & Hills, Inc. Analysis
2003

Note: All proposed development totals are cumulative
⁽¹⁾This development includes 10% retail

Comparison With Adjacent Land Uses and Other Similar Sized Airports.

The proposed land uses are consistent with the land uses allowed under the future land use category Airport Commerce that is located North and East of the Airport. The land uses are also consistent with other similar sized airports in Florida and a summary of other airports along with permitted land uses is included at the end of this section.



RSH
 Reynolds, Smith and Hills Inc.
 Architectural, Engineering, Planning
 and Environmental Services
 Jacksonville, Florida

**Southwest Florida International Airport
 Lee County Comprehensive Plan Amendment**
 Attachment J
 Proposed Airport Land Use Plan



LAND USE DEVELOPMENT ANALYSIS FOR FLORIDA AIRPORTS

1. Miami International Airport

Miami-Dade County Zoning

The land use district containing Miami International Airport (MIA) is categorized as Government Property or GP District. Uses permitted within this district include: Public parks, playgrounds, and buildings supplementary and incidental to such uses; Fire stations; Police stations; Public auto inspection stations; Public water and sewer treatment distribution facilities; Public libraries; Public health facilities; Public museums and galleries; Maximum and minimum detention facilities, Solid waste collection and disposal facilities; Public maintenance and equipment yards; Public bus stations and rapid transit facilities; and other similar governmental uses.

2. Fort Lauderdale-Hollywood International Airport

Broward County Zoning

The land use within Broward County encompassing Fort Lauderdale-Hollywood International Airport (FLL) is categorized as the Airport Transportation District or AT District. Uses permitted within this district include the following: Assembly; Asphalt manufacturing for airport projects only; Automobile, truck and equipment auctions; Automobile detailing or cleaning; Automobile, vehicle and aircraft repair; Automobile storage or transport facility; Aviation related uses (aircraft sales, parts, ground support equipment, repairs, and maintenance); Boat sales; Boat building, repair and storage; Breweries and bottling facilities; Building and construction materials; Cabinet and woodworking shops; Catering and food delivery services; Clothing manufacturing; Concrete manufacturing batching and mixing; Contractor shops and storage yards; Cosmetics and pharmaceutical manufacturing; Courier services; Electronics manufacturing and repair; Employment agencies and day labor; Equipment rental and sales; Essential services (utilities and accessory structures); Fabrics manufacturing; Food processing, packaging, and distribution; Furniture manufacturing; Glass and mirror shops; Laboratory (medical, dental, research and development; Machine shop; Motor freight terminal or moving and storage company; Office (business, professional, or governmental); Packing and delivery service; Paint, sealant, coating, or adhesive manufacturing; Paper and cardboard manufacturing; Pest control services; Plastic and vinyl manufacturing; Print shops; Recording and broadcasting studios; Schools, aviation related trade/vocational; Sign manufacturing; Warehouse, self-storage and distribution; Wholesale stores; and Wireless communication facilities.

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The following is a list of uses permitted within the Airport Transportation District as an Accessory Use Only: Accessory dwellings; Fast food and take-out restaurants; and Retail stores. Mobile food units are permitted in the AT District on a Conditional Use basis.

3. Tampa International Airport Hillsborough County Zoning

Tampa International Airport (TPA) is included in the Regional Business and Commercial Uses category within Hillsborough County's Land Development Code. Other uses permitted with in this land use include commercial shopping malls, commerce parks, office and professional services, medical offices, and general and high intensity commercial use land. Uses within this category require a high degree of access near major intersection arterials. Uses also require large land area coverage. Uses are deemed Developments of Regional Impact under Chapter 380, Florida Statutes.

4. Orlando International Airport Orange County Zoning

Orlando International Airport (MCO) is divided into several districts under the Orange County Code of Ordinances. The County Board only permits airports, flying fields, and services under special exemption. As it currently stands, allowable land uses permitted within airport lands are the same uses permitted within Agricultural Districts, A-1 or Citrus Rural, A-2 or Farmland, and A-R or Agriculture Residential; Rural Residential Districts, RCE-2, and Rural Country Estate Residential Districts, RCE and RCE-5; Commercial Districts, C-2 or General Commercial, and C-3 or Wholesale Commercial; Industrial and Restricted Industrial Districts. Uses within these districts include but are not limited to the following: Accessory buildings; Mobile homes; Swimming pools, spas, and tennis courts; Family day/child care; Tents; Single family unit in conjunction with commercial uses; Tenant dwellings for employees; Agricultural production; Farms; Heavy construction; Food manufacturing; Tobacco product manufacturing; Textile mill products; Apparel manufacturing; Lumber and wood production; Furniture manufacturing; Paper products production; Printing and publishing; Chemical manufacturing; Petroleum coal and asphalt manufacturing; Rubber and plastic manufacturing; Leather production; Cement, stone, clay and glass production; Industrial and commercial machinery; Avionics and aircraft maintenance and manufacturing; Automobile maintenance and assembly; Toys and sporting goods manufacturing; Sign manufacturing; Railroad transportation; Local and Interurban

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passenger transit; Warehousing; Post Offices; Truck terminals; Self-storage; Travel agencies; Cellular telephone sales and services (without towers); TV and Radio broadcasting studios; Wholesale trade; Retail trade; Restaurants, with or without drive-thru; Miscellaneous retail; Parking lots and garages; Banks; Hotels and motels; Cemeteries; Golf courses; and Vocational Schools (Aviation related).

5. Jacksonville International Airport Jacksonville-Duval County Land Use Code

Jacksonville International Airport's (JAX) allowable land use within the civil airport AICUZ zone as defined in the Land Development Code is as follows: Mobile homes and parks; Retail outlets; Retail of building materials, hardware, farm equipment, new or used automobiles, and boats; Commercial parking lots; Furniture sales; professional and business offices; Commercial indoor recreational or entertainment facilities; Repair services; Convenience stores; Automobile repair stations; Radio and TV broadcasting studios; Wholesale; Freight, bus, shipping, or other transportation terminals; Food and textile manufacturing; Lumber and wood manufacturing; Printing and publishing; Cemeteries; Playgrounds, community, and regional parks; Nature exhibits; Golf Courses; Agriculture; Livestock; and Forestry. Allowable land uses that are strictly conditional include the following: Hotels and motels; Private clubs; Schools; Medical health services; Restaurants, with or without drive-thru; Foster care homes; and Single and Multifamily dwellings.

6. Sarasota-Bradenton International Airport Manatee County Zoning Code

Land use for the Sarasota-Bradenton International Airport is classified within the Airport Impact Overlay District as defined in the Land Development Code. Compatible land uses within this zone include the manufacturing of food, textiles, apparels, lumber and wood, furniture and fixtures, paper products, printing and publishing, chemicals, petroleum, rubber and plastics, stone, clay and glass products, primary and fabricated metals, professional and scientific instruments, watches and clocks, and other manufacturing goods. Transportation, Communication and Utility uses permitted include railroad, rapid transit, and street railway transportation, automobile parking, and marina transportation. Retail trade uses allowed are open and enclosed flea markets building materials, hardware, and farm equipment, automotive, marine, aircraft and accessories, furniture, restaurants, and general merchandise. Wholesale trade allowable land uses are financial and insurance services, personal services, cemeteries,



business services, rental and leasing services, slaughter houses, repair services, professional services, dry cleaning plants, veterinary hospitals, contractor services, and governmental services. Land uses requiring special consideration are as follows: Hospitals; Recovery homes; Schools; Day/Child care facilities; Research activities; Hotels and motels; Mobile homes; and single and multifamily residences.

7. Tallahassee Regional Airport

Leon County Code of Ordinances

Tallahassee Regional Airport (TLH) is zoned OA-1 Airport Vicinity District. The principal land uses allowed in this district are as follows: Banks; Cemeteries; Community facilities; Golf Courses; Enclosed laboratories; Mailing services; Medical offices; business and governmental offices; Passive and active recreational facilities; Personal services; Photocopying and duplication services; Research and development activities; Restaurants contained within buildings without drive-thru facilities; Retail drug stores; Warehouses; and self-storage facilities. Accessory Uses include light infrastructure and nature trail areas.

8. Pensacola Regional Airport

Pensacola City Code of Ordinances

Pensacola Regional Airport (PNS) is zoned ARZ (Airport Restricted Zone), which pertains to any land the airport owns or lands that are immediately adjacent to the airport. Permitted land uses within this district are as follows: Airport, terminal, air cargo facilities, and uses related to airport operations; Golf courses; Tennis courts; Outdoor recreational facilities (providing there are no more than 100 spectators at a given time); Auto rental; Commercial parking lots and garages; Automobile service stations; Warehouse and storage facilities; Industrial facilities related to aviation; Other uses which the City Council may deem compatible with airport operations and surrounding land use pursuant to the City's Comprehensive Plan and Airport Master Plan, and as such uses meet the FAA's requirements for airport activities.



Attachment K
Airport Layout Plan Sheet



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

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

**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.

Mr. Matthew A. Noble
May 28, 2003
Page 3

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.

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II. REQUESTED CHANGE (Please see Item 1 for Fee Schedule)

A. TYPE: (Check appropriate type)

Text Amendment

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:

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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.

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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)

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.

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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 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)

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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

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MAP XX

Development Landside	Southwest Florida International Airport		
	Existing	2005 Existing vs. Proposed Development 2005-2020	2010 2020
Midfield Terminal Complex	28 gates 781,193 S.F.	No improvements planned	Expand to 43-47 gates 978,367 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	Miscellaneous roadway improvements
Parking	14,389 total existing spaces 11,461 spaces 2,519 spaces 8,942 spaces 1,288 spaces 189 spaces 1,500 spaces	No improvements planned	Ultimately 5,125 total hourly spaces Ultimately 9,342 total daily spaces Ultimately 200 total Taxi/Lime spaces Ultimately 3,004 total rental-car spaces
Airside	12,000 ft. X 150 ft runway	Rehabilitate 6-24, using taxiway as a temporary runway	No improvements planned
Existing Runway 6-24	No improvements planned	No improvements planned	No improvements planned
Parallel Runway 6R-24L	Taxiway A parallel taxiway to Runway 6-24, 12,000 ft long X 75 ft wide, Taxiway B apron taxiway that runs parallel to terminal for transitioning aircraft going from gates to Taxiway A for approximately 1,580 ft.	No improvements planned	No improvements planned
Taxiways	165,000 S.Y.	Rehabilitate existing cargo ramp (69,000 S.F.) New freight forwarding facility 15,000 S.F. Expand cargo facilities to 41,189 S.F.	Construct dual cross-field connector taxiway (Approx 4,215 ft. long and 75ft wide) if NLA, then 100ft. wide. Hold bay & by-pass improvements to Runway 6R-24L parallel taxiway
Terminal Apron	Total of 39,500 S.F. cargo building 69,000 S.Y. apron area	263,700 S.Y. Rehabilitate existing cargo ramp (69,000 S.F.) New freight forwarding facility 15,000 S.F. Expand cargo facilities to 41,189 S.F.	No improvements planned Expand cargo building facilities to 58,314 S.F.
Belly Cargo	15,000 S.F.	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.)	Construct multi-use hangars (75,500 S.F.) Expand GA apron to 49,700 S.Y.
Aircraft Maintenance	GA General Aviation Large Aircraft	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.	Expand to 36,000 S.F. necessary
Aircraft Rescue & Fire Fighting (ARFF)	12,500 S.F.	No improvements planned	No improvements planned
Air Traffic Control Tower (ATCT)	Height 76 ft. ft., 8,600 S.F.	No improvements planned	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

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MAP XX



Table (Continued) Southwest Florida International Airport Existing vs. Proposed Development 2005-2020		2005	2010	2020
Development	Existing			
NAVAIDS				
General	VORTAC/DME Non-Directional Beacon (NDB) Airport Surveillance Radar (ASR) Relating Beacon Segmented Circle	Upgrade to ASR-11 Upgrade VASI to PAPI (during runway rehab)	Cat II ILS w/ALS Upgrade RVR for Runway 6L-24R Precision GPS Approach	No improvements planned
Runway 6-24	VASI (Visual Approach Slope Indicator) ALS (Approach Lighting System) Instrument Landing System (ILS) Global Positioning System (GPS)			
Future Runway 6R-24L				
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 No improvements planned	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				
Stormwater Mitigation				
Security Fencing				
Rental Car Expansion				
Utilities				
Non-Aviation Related Land Uses				
Hotel				
Light Manufacturing/Assembly				
Gas Station/Convenience Store				
Warehouse/Distribution				
Office				

*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.

Southwest Florida International Airport

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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.

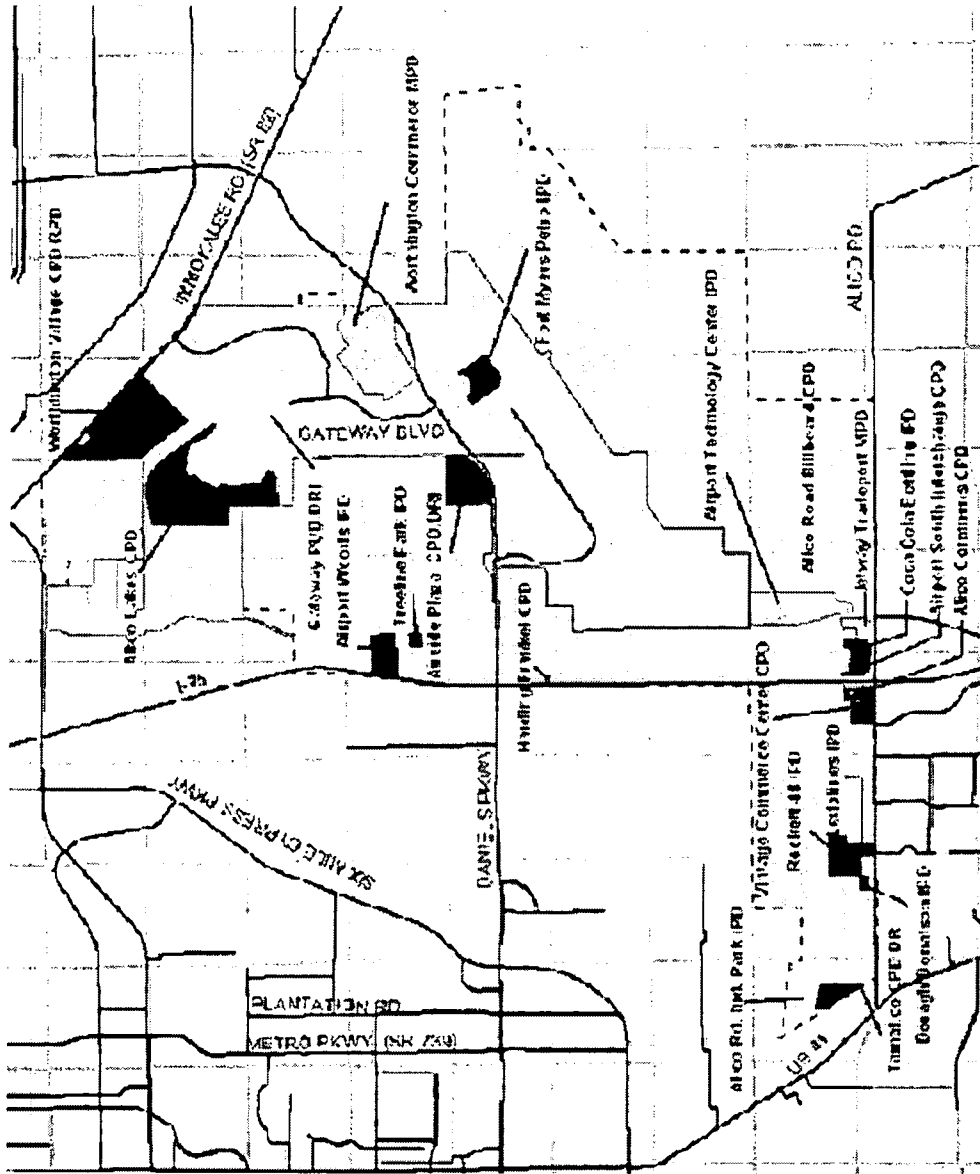
To the south are also several existing or proposed DRI/PUDs adjacent to the subject property. In addition, Gulf Coast University is located approximately 3 miles south of the subject property. The following is a summary from west to east:

- 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, 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.



Scale: NTS

Source: Lee County, 2003



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

Southwest Florida International Airport
Draft



LEE COUNTY
SOUTHWEST FLORIDA

BOARD OF COUNTY COMMISSIONERS

335-1604

Writer's Direct Dial Number: _____

Bob Johns
District One

Douglas H. St. Geme
District Two

Hay Joseph
District Three

Andrew W. Coy
District Four

John E. Albion
District Five

George D. Stowell
County Manager

James G. Yeager
County Attorney

Donna M. Parker
County Hearing
Examiner

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 RSGH.0503



P.O. Box 388, Fort Myers, Florida 33902-0398 (941) 335-2111
Internet address <http://www.lee-county.com>
AN EQUAL OPPORTUNITY AFFIRMATIVE ACTION EMPLOYER



**Attachment B – 3d
Solid Waste Letter**

Southwest Florida International Airport
Draft



LEE COUNTY
SOUTHWEST FLORIDA

BOARD OF COUNTY COMMISSIONERS

Writer's Direct Dial Number: (239) 338-3302

Bob Jones
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Douglas R. St. Camy
District Two

Ray Judah
District Three

Andrew W. Coy
District Four

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District Five

Donald D. Sibwell
County Manager

James G. Yeager
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, Director
Solid Waste Division

Cc: Emory Smith, Recycling Coord.

DOCUMENT



P.O. Box 398, Fort Myers, Florida 33902-0398 (239) 335-2111
Internet address <http://www.lee-county.com>
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Attachment B – 3e
Mass Transit Letter

Southwest Florida International Airport

Draft



LEE COUNTY
SOUTHWEST FLORIDA

BOARD OF COUNTY COMMISSIONERS

239-277-5012x2233

Writer's Direct Dial Number: _____

Bob James
District One

Douglas R. St. Gerry
District Two

Ray Judah
District Three

Andrew W. Coy
District Four

John E. Albion
District Five

Donald D. Sibbel
County Manager

James G. Yacop
County Attorney

Diana M. Parker
County Hearing
Examiner

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

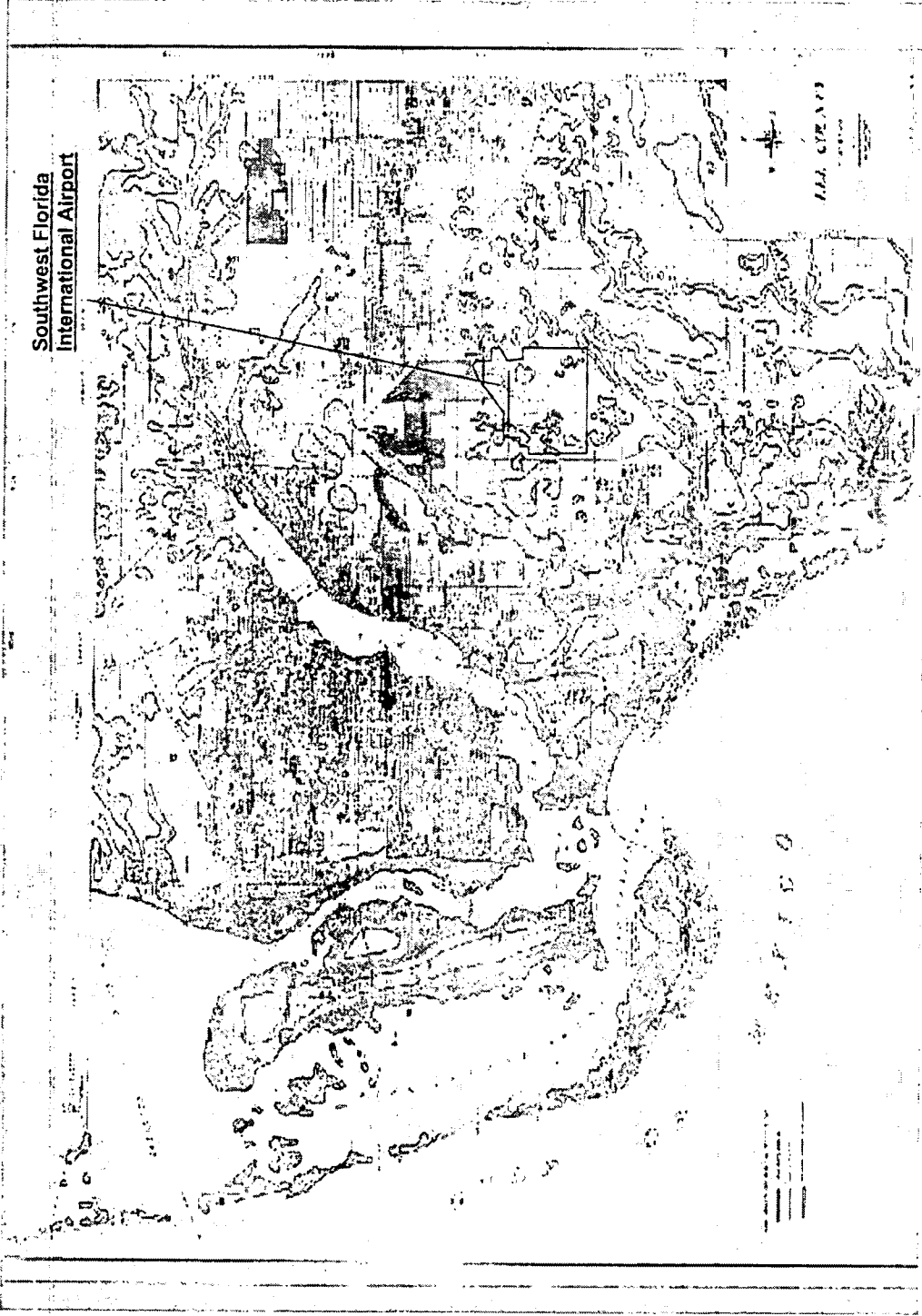
♻️ Recycled Paper



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



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.

Southwest Florida International Airport

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~~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.

Southwest Florida International Airport

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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 FACILITIES

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

Southwest Florida International Airport

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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

Southwest Florida International Airport

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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 through 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 outlined by the South Florida Water Management District.

Southwest Florida International Airport

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Non Aviation Related Development

LAND USE SUMMARIES

Land Use	Year		
	2005	2010	2020
Hotel / Motel ⁽¹⁾		300 Rooms	
Office Development ⁽¹⁾	75,000 sq. ft.	150,000 sq. ft.	225,000 sq. ft.
Gas Station	3,500 sq. ft.	3,500 sq. ft.	
Convenience Store	12 Pumps	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 cumulative

⁽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)

Southwest Florida International Airport

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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)

Southwest Florida International Airport

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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 International Airport

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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.



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

August 29, 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 #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 strikethrough 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 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.

Mr. Matthew A. Noble
August 29, 2003
Page 2

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 Mid-Field terminal site or 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 SFWMD 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			
		Existing	2005	2010	2020
Development					
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		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 Runway 6-24, 12,000 ft long X 75 ft. wide. Taxiway B-apron taxiway 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 Runway 6R-24L (9,100ft. X 75ft. wide) If NLA, then 100ft. wide. Hold bay & by-pass improvements to Runway 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					
Air Cargo		165,000 S.Y. Total of 24,500 S.F. cargo building 69,000 S.Y. apron area	253,700 S.Y. Rehabilitate existing cargo ramp (69,000 S.F.) New freight forwarding facility 15,000 S.F. Expand cargo facilities to 4,189 S.F.	No improvements planned Expand building cargo facilities to 45,389 S.F.	No improvements planned 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		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 Airsides (Continued)	Existing	2005	2010
Miscellaneous	No improvements planned		
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.	Relocate high voltage power lines Upgrade airfield emergency generator Helipad (11,000 S.F.) Develop multi-modal center Construct 300 Rooms Additional 25,000 S.F. Additional 25,000 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



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)

Southwest Florida International Airport

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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)

Southwest Florida International Airport

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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 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 International Airport

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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.

Southwest Florida International Airport

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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	<u>None</u>
Commercial intensity	<u>None</u>
Industrial intensity (Aviation Related Development)	<u>None</u> <u>(31,450,000 Sq. Ft.)</u>

2. Calculation of maximum allowable development under proposed FLUM:

Residential Units/Density	<u>None</u>
Commercial intensity	<u>4,775,000 Sq. Ft.</u>
Industrial intensity (Aviation Related Development)	<u>4,200,000 Sq. Ft.</u> <u>(22,475,000 Sq. Ft.)</u>

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

Southwest Florida International Airport

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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 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 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..

Southwest Florida International Airport

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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

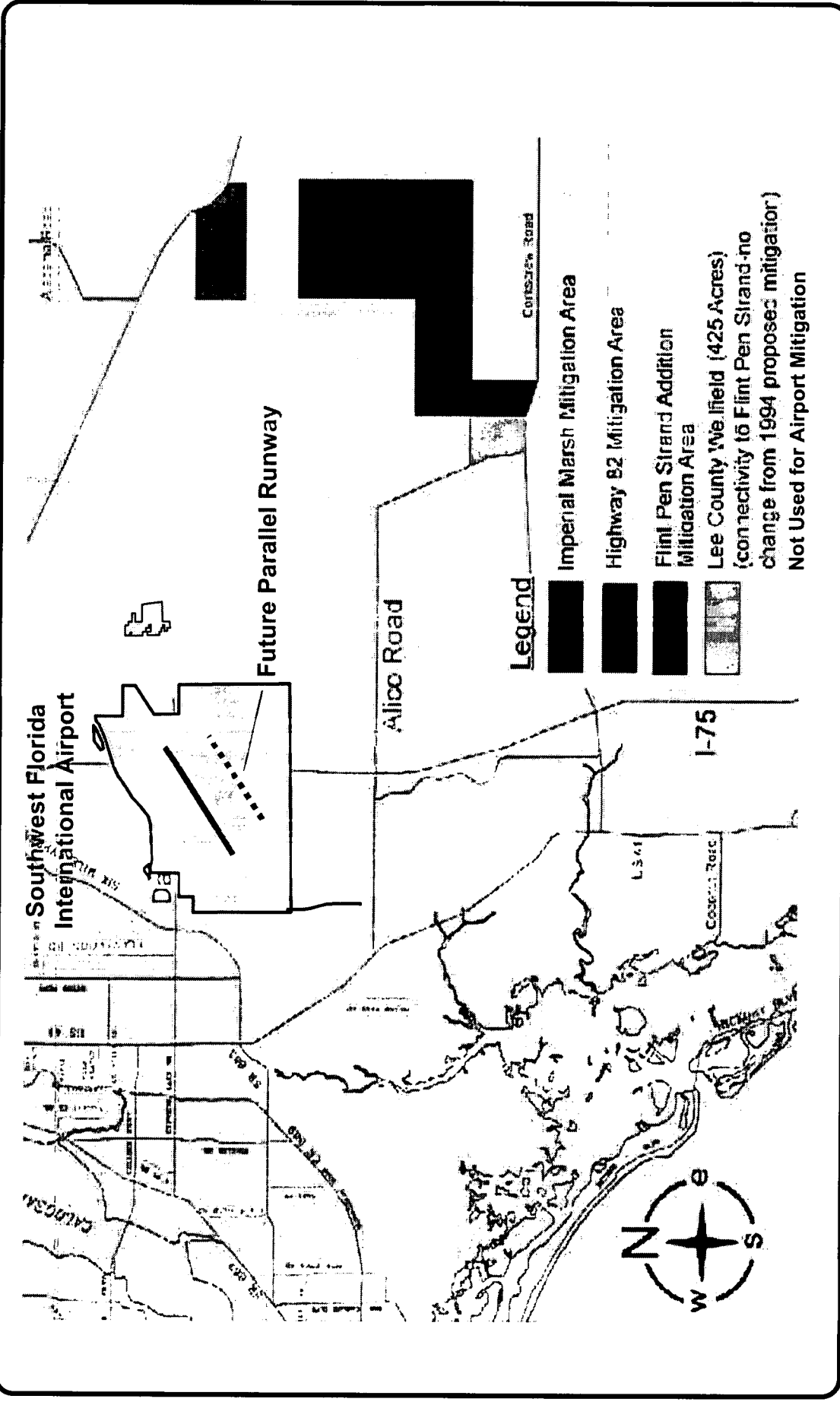
An examination of surrounding land uses shows that the area is currently primarily agricultural / vacant land use immediately surrounding the subject property. There are several scattered commercial developments to the West, North and South of the subject property. However, the this area is rapidly urbanizing 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.

Southwest Florida International Airport


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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.



Southwest Florida International Airport
Lee County Comprehensive Plan Amendment
 Exhibit
Mitigation Park Map



Reynolds, Smith and Hills, Inc.
 Architectural, Engineering Planning
 and Environmental Services
Jacksonville, Florida





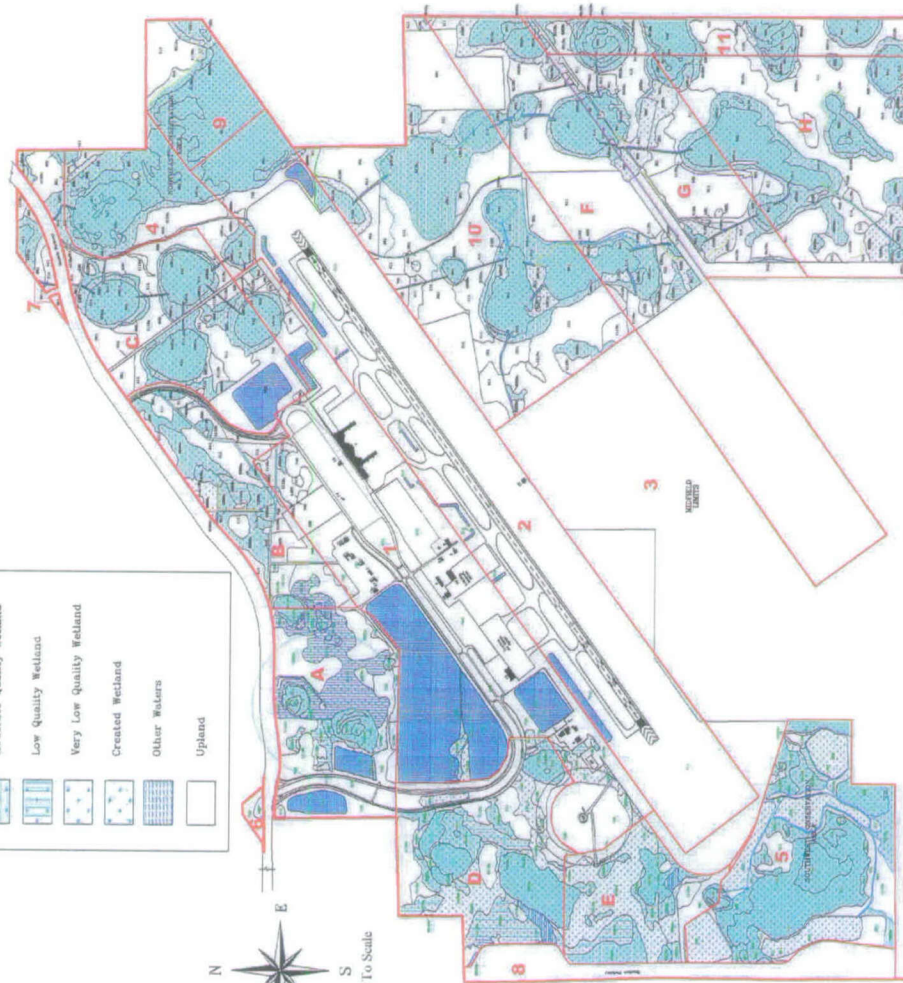
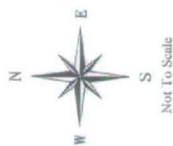
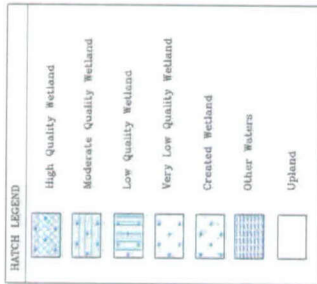
Non-Aviation Related Development Analysis

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. Total 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 Wetlands	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	182.6	
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	46.2	41.6	180.6	0.2	87.1	267.9	
E-Rental Car Expansion	23.3	30.3	14.7	66.3	133.6	0.0	21.0	154.6	
F-Future Parallel Runway & Taxiway	60.8	26.1	8.5	26.3	120.7	2.6	438.2	569.4	
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	210.6	391.7	
I-Existing Land Side Development	10.4	5.4	6.7	17.4	39.9	157.1	465.6	662.6	
J-Existing Runway 6-24	47.7	4.3	1.1	0.1	53.2	21.1	665.0	739.3	
K-Midfield Terminal Area	0.0	0.0	0.0	0.0	0.0	0.0	1212.9	1212.9	
L-Conservation Easement Areas (4-5)	87.2	29.7	0.0	0.0	116.9	0.5	38.1	155.5	
M-Northeast Conservation Area	221.9	28.8	2.1	5.4	258.2	0.0	61.3	319.5	
N-Future Development Areas (6-11)	1.6	0.0	0.0	0.0	1.6	0.0	5.6	7.2	
O-Non-Aviation	3.8	0.0	0.0	0.0	3.8	0.0	12.4	16.2	
P-Treeline Water Management System	0.0	0.0	0.0	0.0	0.0	0.0	102.4	102.4	
Q-Non-Aviation	76.0	7.6	2.2	0.0	85.7	0.0	27.6	113.3	
R-Areas Between Runways	65.6	120.3	7.0	18.8	211.7	4.7	345.8	562.2	
S-Wellfield Site	61.6	16.2	5.3	2.4	85.5	0.0	53.4	136.9	
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



RSH
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

Request for Additional Information #3

September 23, 2003



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

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 #3**

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.

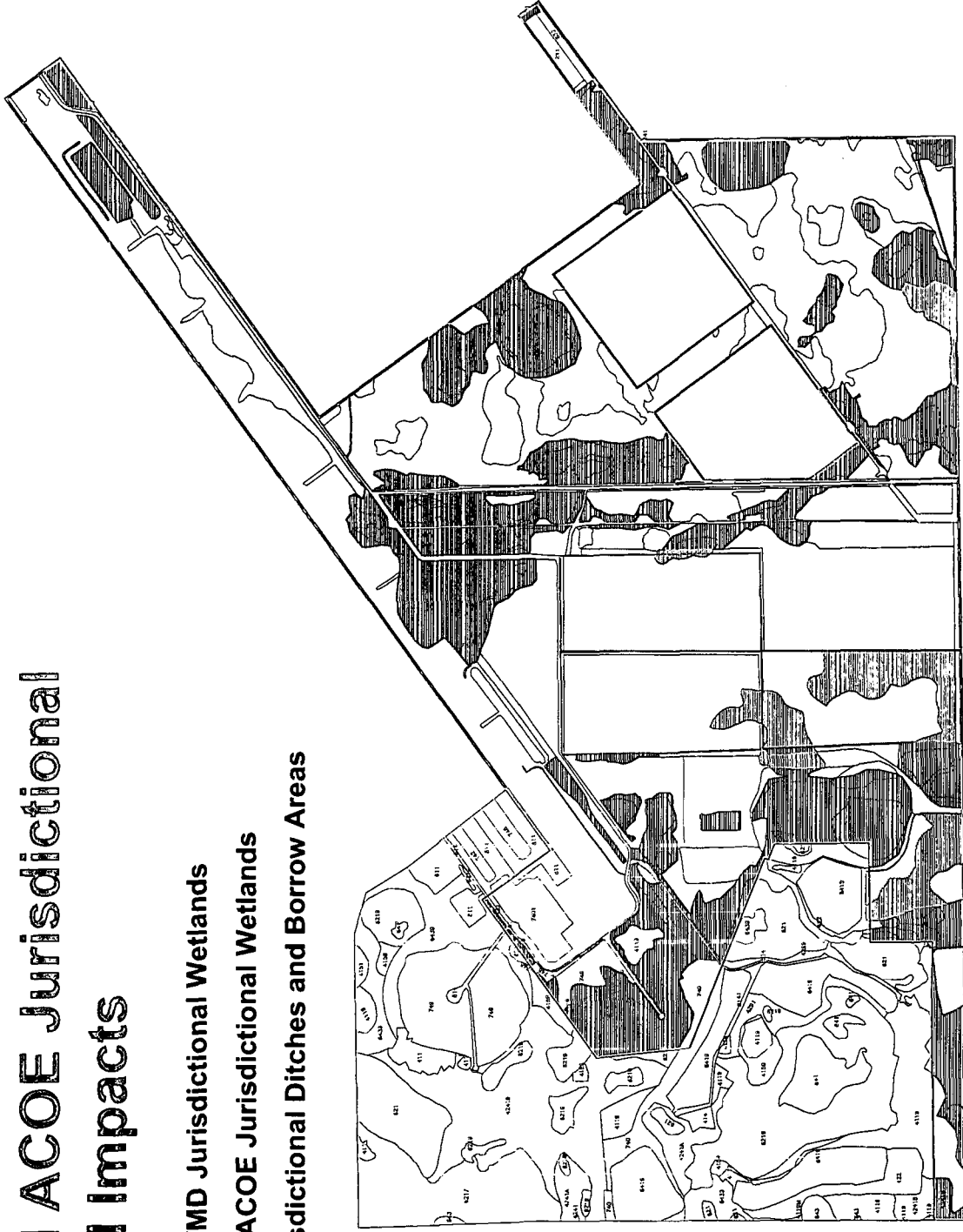
Jeffrey W. Breeden, AICP
Project Manager

Enclosure

Cc: Bill Horner – LCPA w/ o Encl.

Midfield ACOE Jurisdictional Wetland Impacts

-  ACOE/SFWMR Jurisdictional Wetlands
-  Additional ACOE Jurisdictional Wetlands
-  ACOE Jurisdictional Ditches and Borrow Areas



Note: All wetland areas within the Mid-field Terminal project limits are considered to be filled and have been mitigated.



Southwest Florida International Airport MIDFIELD TERMINAL COMPLEX



Request for Additional Information #4

October 13, 2003



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

October 13, 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 #4**

Dear Mr. Noble:

The purpose of this RAI #4 is to provide a summary of additional documentation that has been provided to County staff over the last 30 days and to provide a means for record keeping and summarizing of any submittals that have not been documented in RAI #1 – 3.

Please provide a metes and bounds description and sketch of the mitigation park.
Please see attachment.

The property boundary defines the "existing" and the "ultimate" boundaries. However, the description in the legend does not appear to readily identify these boundaries nor are they easily discernable on the Airport layout plan. Also, for the Lee Plan Amendment, will the Airport Layout Plan apply only to the "existing" boundary or will it include the "ultimate" boundary? Should the "two" boundaries be addressed in the Lee Plan Amendment?

Only the "existing" ALP boundary for the Southwest Florida International Airport will be addressed in the Lee Plan. The "future" ALP boundary may change over time as parcels may or may not be acquired. In addition, there could be a "takings" legal issue if land is identified as future acquisition without compensating the affected landowner.

The proposed ALP defines an area as "no development". However this defined area is confusing since some uses are located in this area, such as Airport Vortac, the runways, "ultimate uses", etc. The proposed Airport Land Use Plan Map (Attachment J, Non-Aviation Land Use Analysis, of the Comprehensive Plan Amendment) indicates that the majority of this area is referred to as Airfield Operations. Should these two maps and descriptions be compatible? Also, which of the proposed plans (Proposed Airport Land Use Plan/Airport Layout Plan) takes precedence in reviewing projects for development at the SWFIA?

The Airport Layout Plan Sheet is not a land use map. Both the Airport Layout Plan sheet and the land use map need to be viewed together to understand the overall relationship between the proposed development plan and general land use. We were hoping the additional clarification of adding the "no development" box to legend to address the County's comment concerning the issue of proposed development within the "white" area on the map. We strongly suggest NOT adding an additional color or hatch to the drawing as the ALP is already quite complex. We also suggest we could revise the legend to

Mr. Matthew A. Noble
October 13, 2003
Page 2

read "No new development planned" to aid in clarity for the white area and also reference the land use map if desired.

The most recent ALP sheet is included in this submission

Please provide additional open space analysis to show that the proposed Lee Plan Amendment meets the necessary Land Development Code requirements.

An open space analysis is included and demonstrates that the proposed development will meet the Land Development Code requirements for open space and indigenous vegetation. Also included is the current approved Master Concept Plan and a proposed draft update for the Master Concept plan depicting the various land uses. The tables on this drawing will be updated during the rezoning process.

Please provide any updated proposed language to the Lee Plan.

The latest revisions to the Lee Plan Language is included.

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.

August 9, 2000

LEGAL DESCRIPTION

MITIGATION PARK

PARCEL 1:

Section 30, Township 45 South, Range 27 East; and that portion of Section 29, Township 45 South, Range 27 East, described as follows:

The North Half (N-1/2) of the Northwest Quarter (NW-1/4); the West Half (W-1/2) of the Northwest Quarter (NW-1/4) of the Northeast Quarter (NE-1/4); and that part of the East Half (E-1/2) of the Northwest Quarter (NW-1/4) of the Northeast Quarter (NE-1/4) which lies southwesterly of State Road 82, all such lands being in Lee County, Florida.

PARCEL 2:

That portion of Section 29, Township 45 South, Range 27 East, described as follows:

The South Half (S-1/2); the South Half (S-1/2) of the Northwest Quarter (NW-1/4); the Southwest Quarter (SW-1/4) of the Northeast Quarter (NE-1/4); and that part of the Southeast Quarter (SE-1/4) of the Northeast Quarter (NE-1/4) lying south of State Road 82, all such lands being in Lee County, Florida.

(The foregoing two (2) parcels are described as recorded in the Official Records of Lee County, Florida, at Official Record Book 2554, Page 2508.)

TOGETHER WITH:

All of Sections 5, 6, 7, 8, 17 and 18 of Township 46 South, Range 27 East, Lee County, Florida, together with a nonexclusive easement for ingress and egress over, across and under the following described real property:

The East 30 feet of Section 14, Township 45 South, Range 26 East, South of State Road 82.

The West 30 feet of Section 13, Township 45 South, Range 26 East, South of State Road 82.

The East 30 feet of Section 23, Township 45 South, Range 26 East.

The West 30 feet of Section 24, Township 45 South, Range 26 East.

The East 30 feet of Section 26, Township 45 South, Range 26 East.

The West 30 feet of Section 25, Township 45 South, Range 26 East.

The East 30 feet of Section 35, Township 45 South, Range 26 East.

The West 30 feet of Section 36, Township 45 South, Range 26 East.

The East 30 feet of Section 2, Township 46 South, Range 26 East.

The West 30 feet of Section 1, Township 46 South, Range 26 East.

The South 30 feet of Section 2, Township 46 South, Range 26 East.

The North 30 feet of Section 11, Township 46 South, Range 26 East.

The North 60 feet of Section 1, Township 46 South, Range 26 East,
subject to existing easements to Florida Cities Water Company.

*(The foregoing is as described and recorded in the Official Records of
Lee County, Florida, at Official Record Book 2492, Page 0742.)*

TOGETHER WITH:

Parcel A

The North Half (N-1/2) of the West Half (W-1/2) of the West Half (W-1/2)
of the West Half (W-1/2) of Section 13, Township 46 South, Range 26 East,
Lee County, Florida.

And

The South Half (S-1/2) of the West Half (W-1/2) of the West Half (W-1/2)
of the West Half (W-1/2) of Section 13, Township 46 South, Range 26 East,
Lee County, Florida.

*(The foregoing is as described and recorded in the Official Records of Lee
County, Florida, at Official Record Book 2940, Page 0021.)*

TOGETHER WITH:

Parcel B

The North Half (N-1/2) of the East Half (E-1/2) of the West Half (W-1/2) of the West Half (W-1/2) of Section 13, Township 46 South, Range 26 East, Lee County, Florida.

And

The South Half (S-1/2) of the East Half (E-1/2) of the West Half (W-1/2) of the West Half (W-1/2) of Section 13, Township 46 South, Range 26 East, Lee County, Florida.

(The foregoing is as described and recorded in the Official Records of Lee County, Florida, at Official Record Book 2940, page 0050.)

TOGETHER WITH:

Parcel C

The West Half (W-1/2) of the East Half (E-1/2) of the West Half (W-1/2) of Section 13, Township 46 South, Range 26 East, Lee County, Florida.

(The foregoing is as described and recorded in the Official Records of Lee County, Florida, at Official Record Book 2940, page 0054.)

TOGETHER WITH:

Parcel D

The East Half (E-1/2) of the East Half (E-1/2) of the West Half (W-1/2) of Section 13, Township 46 South, Range 26 East, Lee County, Florida.

(The foregoing is as described and recorded in the Official Records of Lee County, Florida, at Official Record Book 2940, page 0059.)

TOGETHER WITH:

Parcel E

The North Half (N-1/2) of the West Half (W-1/2) of the West Half (W-1/2) of the East Half (E-1/2) of Section 13, Township 46 South, Range 26 East, Lee County, Florida.

And

The South Half (S-1/2) of the West Half (W-1/2) of the West Half (W-1/2) of the East Half (E-1/2) of Section 13, Township 46 South, Range 26 East, Lee County, Florida.

(The foregoing is as described and recorded in the Official Records of Lee County, Florida, at Official Record Book 2940, page 0066.)

TOGETHER WITH:

Parcel F

The North Half (N-1/2) of the East Half (E-1/2) of the West Half (W-1/2) of the East Half (E-1/2) of Section 13, Township 46 South, Range 26 East, Lee County, Florida.

And

The South Half (S-1/2) of the East Half (E-1/2) of the West Half (W-1/2) of the East Half (E-1/2) of Section 13, Township 46 South, Range 26 East, Lee County, Florida.

(The foregoing is as described and recorded in the Official Records of Lee County, Florida, at Official Record Book 2980, page 3556.)

TOGETHER WITH:

Parcel G

The East Half (E-1/2) of the East Half (E-1/2) of Section 13, Township 46 South, Range 26 East, Lee County, Florida.

(The foregoing is as described and recorded in the Official Records of Lee County, Florida, at Official Record Book 2940, page 0076.)

TOGETHER WITH:

Parcel H

The westerly 1980 feet of Section 14, Township 46 South, Range 26 East, Lee County, Florida.

(The foregoing is as described and recorded in the Official Records of Lee County, Florida, at Official Record Book 2940, page 0071.)

TOGETHER WITH:

Parcel I

All of Section 14, Township 46 South, Range 26 East, Lee County, Florida.
Less and except the Westerly 1980 feet.

(The foregoing is as described and recorded in the Official Records of Lee County, Florida, at Official Record Book 2940, page 0046.)

TOGETHER WITH:

Parcel J

The East Half (E-1/2) of the West Half (W-1/2) of Section 23, Township 46 South, Range 26 East.
Less and except road right-of-way as described in Official Record Book 571, Page 457, Lee County, Florida.

(The foregoing is as described and recorded in the Official Records of Lee County, Florida, at Official Record Book 2940, page 0034.)

TOGETHER WITH:

The West Half (W-1/2) of the West Half (W-1/2) of Section 23, Township 46 South, Range 26 East.
LESS AND EXCEPT road right-of-way as described in Official Record Book 571, Page 457, Lee County, Florida.

Said Parcel(s) combine for a total of 6985.691 acres, more or less.

Open Space Analysis Southwest Florida International Airport

1.0 BACKGROUND

The purpose of this analysis is to provide the necessary data regarding the provision of open space to meet the requirements listed in Division 6, Open Space, Buffering and Landscaping in the Lee Land Development Code. The Southwest Florida International Airport property is zoned as a Planned Development and has an approved Master Concept Plan which has been updated and amendment several times. The 1994 Master Concept Plan depicted a parcel of 3,515 +/- acres and eight (8) land use legends. The Master Concept Plan was updated again in 2000 with the inclusion of 2857 +/- acres for a total of 6,372 +/- acres. The Master Concept Plan was prepared as part of a rezoning request along with a Notice of Proposed Change to the DRI for the Southwest Florida International Airport. During the revision of the Master Concept Plan, a total of eight (8) land uses were again depicted on the Master Concept Plan. However, some of the land uses were revised or combined and/or definitions changed. The Southwest Florida International Airport will be submitting another rezoning application once the Lee Plan Amendment has been approved.

Copies of the previous Master Concept Plan for 1994 and 2000 along with analysis and staff reports regarding open space analysis during the 2000 rezoning process are attached.

Open Space Requirements Analysis

The Lee Land Development Code Section 10-413 provides the definition of open space as "Areas of preserved indigenous native vegetation and areas replanted with vegetation after construction, such as natural systems, lawns, landscaped areas and greenways, which comply with the minimum dimension standard in section 10-415(d). Section 10-415(d) describes the minimum standards of open space as a minimum width of 10 feet and a minimum of 180 sq. ft. Indigenous open space must have a minimum of 20 feet and be a minimum of 400 sq. ft. Section 10-415 of the Lee Land Development Code requires development to contain a minimum of 30% open space for the desired type of development. In addition, of the 30% open space requirement, a minimum of 50% of this requirement must be indigenous vegetation.

Airports are unique developments that serve the public interest. Southwest Florida International Airport similarly to most public use airports, are recipients of Federal and State development grants which carry numerous grant assurances that pertain to the existing and future development of the airport. One grant provision is the discouragement of placing restrictions on the property such as conservation easements and preservation areas that would prohibit future development. Therefore during the preparation of the Master Concept Plan, the Lee County Port Authority established a land use entitled Environmental / Compatible Land Use Buffer which met the intent of providing the necessary open space requirement desired by the Lee Land Development Code yet not establishing preserved open space requirements which would be in conflict with the Federal grant assurances. Airports by their nature are not development intensive and require a significant amount of buffers and open space between the Terminal, hangars and buildings and taxiways and runways. The airport is also required to maintain a significant area off each runway end called a runway protection zone to enhance safety of the airport but offers a significant amount of buffer and open space that meets the local land development code regulations.

2.0 PREVIOUS 2000 REZONING REQUEST

The 2000 rezoning request had the following land use definitions and tabulations:

2000 Land Use Definitions

AIRFIELD OPERATIONS (385 acres) – This category of land use includes all areas necessary for safe operation on the airside of the airport. Included in this area are runway and taxiway safety areas, runway approaches where clearance is not adequate to permit other uses, taxiways

and taxiway exits, areas where NAVAIDs will be located, and areas within the building restriction lines (BRLs) and the runway protection zones.

AIRLINE TERMINAL (638 acres) – This land use category includes all facilities associated with the passenger terminal area. This involves the passenger terminal building, Federal Inspection Station (FIS)/customs, aircraft aprons, and terminal auto parking.

AIR CARGO (43 acres) – This category consists of aircraft apron, cargo buildings, auto parking and truck ramps for transshipping cargo between air and ground transportation.

GENERAL AVIATION (24 acres) – This category consists of aircraft apron, fixed base operator (FBO) offices and hangars, planned conventional hangars, and auto parking. This area is designed to store and service general aviation aircraft, with a planned expansion of the apron and hangar area westward to the air cargo apron.

AIRPORT SUPPORT (122 acres) – This category includes several land uses that provide support facilities to other airport operations. Support facilities include air traffic control tower (ATCT), airport rescue and firefighting (ARFF), airport maintenance, airport utilities, rental car service and storage, fuel farms, future aircraft maintenance, and airline in-flight catering kitchens. These facilities are grouped together wherever possible and are located to have reasonable access to the other functions on the airport that they are designed to serve. Airport Support also provides lease areas for uses that serve other aviation-related uses but do not need direct access to the airfield. Examples of uses for this area would include, but not be limited to, aviation-related offices, transportation terminals, warehousing, hotels, restaurants, and motels that would benefit by close proximity to airport activities.

AVIATION-RELATED INDUSTRY (922 acres) – This land use includes manufacturing, fabrication, or assembly activities relating to aviation. Examples of uses for this area would include fuel storage and transfer facilities, aircraft parts/instrument manufacture, facilities for processing large air cargo shipments, and warehousing.

ENVIRONMENTAL/COMPATIBLE LAND USE BUFFER (2,144 acres)-This buffer provides a land use compatible with aircraft operations and includes areas to be used for surface water and wetlands management. Portions of this buffer have provided mitigation for past airport development and also include upland or former crop areas that are available for either future wetland mitigation or other compatible airport development.

UNDEVELOPED AREA (2,094 acres)-This land use consists of area reserved for future direct or related aviation uses that will be defined at a future date and will be the result of a future land uses amendment.

Previous 2000 rezoning request open space analysis

The previous rezoning request submitted in 2000 was for the addition of 2,857 +/- acres of land for a total of 6,372 +/- acres within the contiguous airport boundary. In accordance with the Land Development Code, a total 1911 +/- acres (i.e. 30%) is required for open space and of that, 955 +/- acres (50% of the open space requirement) is required for indigenous vegetation. The application requested a deviation, deviation No. 5, which requested that the 955 +/- acres needed for indigenous preservation be used within the Mitigation Park which consists of approx. 7,000 +/- acres. <<There is some confusion regarding this request among County staff and the applicant regarding the previous rezoning request. It was the intention of the previous application to request the use of 955 +/- acres of the mitigation park with the remaining 6,045 +/- acres remaining for future use.>> Many of the specific land uses were still undetermined at the time of the 2000 rezoning request which were to be more fully defined during the next Master Plan Update which was just beginning at the time of rezoning approval.

3.0 AIRPORT MASTER PLAN UPDATE AND LEE PLAN AMENDMENT APPLICATION

During the preparation of the Airport Master Plan Update, the projected 20-year development plan was developed and refined. One of the major changes was the establishment of a new category of land use for non-aviation related development. The land uses have also been simplified into five (5) major categories.

AIRFIELD OPERATIONS (2040 +/- acres) – This category of land use includes all areas necessary for safe operation on the airside of the airport. Included in this area are runway and taxiway safety areas, runway approaches where clearance is not adequate to permit other uses, taxiways and taxiway exits, areas where NAVAIDs will be located, and areas within the building restriction lines (BRLs) and the runway protection zones.

AIRLINE TERMINAL (250 +/- acres) – This land use category includes all facilities associated with the passenger terminal area. This involves the passenger terminal building, Federal Inspection Station (FIS)/customs, aircraft aprons, terminal auto parking including surface and structural, rental car areas, freight storage buildings and the access roadway system.

AIRPORT SUPPORT (1119 +/- acres) – This category includes several land uses that provide support facilities to other airport operations. Support facilities include air traffic control tower (ATCT), airport rescue and firefighting (ARFF), airport maintenance, airport utilities, rental car service and storage, fuel farms, future aircraft maintenance, and airline in-flight catering kitchens. These facilities are grouped together wherever possible and are located to have reasonable access to the other functions on the airport that they are designed to serve. This category includes air cargo activities which consist of aircraft apron, cargo buildings, auto parking and truck ramps for transshipping cargo between air and ground transportation. General aviation activities are also included which consists of aircraft apron, fixed base operator (FBO) offices and hangars, planned conventional hangars, and auto parking. Airport Support land use also provides lease areas for uses that serve other aviation-related uses but do not need direct access to the airfield. This land use includes manufacturing, fabrication, or assembly activities relating to aviation. Examples of uses for this area would include fuel storage and transfer facilities, aircraft parts/instrument manufacture, facilities for processing large air cargo shipments, and warehousing.

NON-AVIATION DEVELOPMENT AREA (1451 +/- acres) – The Non-Aviation Land Use area will be land leased from the Lee County Port Authority and used for non-aviation related land uses. Examples of uses for this area would include, but not be limited to, hotels / motels, office use, warehouse distribution, light manufacturing and assembly, and limited retail associated with the previous uses.

ENVIRONMENTAL/COMPATIBLE LAND USE BUFFER (1,512 +/- acres)– This land use category provides a land use buffer compatible with aircraft operations and includes areas to be used for surface water and wetlands management. Portions of this buffer have provided mitigation for past airport development and also include upland or former crop areas that are not being used for aviation development. NAVAID critical areas are also included within the land use category which require areas to be maintained free from obstructions or development.

Proposed open space analysis

The previous rezoning request submitted in 2000 for the 6,372 +/- acre parcel required a total of 1911 +/- acres (i.e. 30%) for open space requirements with 955 +/- acres (50% of the open space requirement) required for indigenous vegetation. This requirement was met. The future rezoning application will have the same requirements. The proposed land use / master concept plan shows 1512 +/- acres of environmental / compatible land use buffer which easily meets the open space requirement of 955 acres and the previous commitment of using 955 acres from the mitigation park meets the indigenous requirement. The non-aviation land use area will be

developed so that when each parcel comes in for local development approval, sufficient land will be leased to each developer within the non-aviation land use area to meet the open space and indigenous requirements individually. Therefore this analysis for the entire property is quite conservative as it includes the non-aviation land use area within the total property calculations. In addition, no open space land use has been shown within the other general land use types such as the areas between the runway and taxiways and access roadway systems which by definition within the Land Development Code could be classified as open space. This depiction, while it would clutter the Master Concept Plan drawing, could substantially increase the amount of open space within the airport boundary.

4.0 ANALYSIS SUMMARY

According to the Land Development Code, the proposed project meets the open space requirements and the following is the summary of the analysis

- The 6,372 +/- acres parcel must accommodate 955 acres of open space and 955 acres of indigenous vegetation. The open space requirement has been satisfied within the environmental / compatible land use definition to meet FAA/FDOT grant assurance restrictions which discourage the placement of conservation easements and other land use restrictions on federally funded airports.
- The 955 acres of indigenous vegetation will be accommodated within the 7,000 +/- acre mitigation park leaving 6045 acres available for future requirements.
- The 955 acres open space requirement is accommodated within the 1,512 +/- acres of the environmental compatible land use buffer leaving the excess available for future requirements.
- The non-aviation land use will be developed by private developers and the open space requirements will be accommodated within each individual leased parcel with the leasehold limits adjusted to accommodate this requirement.



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 which is being incorporated into the Lee Plan.

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)

Southwest Florida International Airport

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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 as shown in the approved Airport Master Plan Update and to support the continued development of the Southwest Florida International Airport. The Southwest Florida International Airport will also include non-aviation related development such as 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. All future Airport Master Plan Updates will be incorporated into the Lee Plan and 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. 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. All future development will be in conformance with the necessary buffers as outlined in the Lee Land Development Code.

The non-aviation related development areas have been depicted on the approved Airport Layout Plan sheet and these uses will be constructed upon Airport land with long term leases. The majority of the non-aviation land use area is either uplands or wetlands. The Lee County Port Authority has conducted numerous environmental assessments since the initial development of the Airport. Any development within the non-aviation land use area that involves wetlands is regulated by the US Army Corps of Engineers and by the South Florida Water Management District. To satisfy the environmental permit process an applicant must demonstrate avoidance of wetland impacts, minimize those wetland impacts that are not unavoidable, and mitigate or compensate for those unavoidable impacts. In order to satisfy Federal Aviation Administration requirements concerning bird and wildlife attractants, all mitigation for this area will be accomplished off-site.

(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

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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)

Policy 1.2.3: The Airport Mitigation lands include uplands and wetlands that are owned by the Lee County Port Authority for expressed purpose of existing and future mitigation for aviation related development. This area contains both existing and future mitigation credits as recognized by both State and Federal permitting agencies.

OBJECTIVE 32.1: ECONOMIC GROWTH. The capacity and long term development 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. The Port Authority will strive to minimize impacts to surrounding land uses will maintaining a safe and efficient facility for airport operations (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 which is hereby adopted into the Lee 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 and incorporate development of non aviation related and industrial development uses as appropriate.

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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. All future updates of the Southwest Florida International Airport Master Plan will be the subject of a future Lee Plan Amendment.

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 32.4: ACCESS. The Southwest Florida International Airport is an intermodal facility of significant value to the regional, state and federal transportation systems. Protecting this resource requires the provision of adequate landside and airside capacity. (Amended by Ordinance No. 99-15)

POLICY 32.4.1: The county and Port Authority will coordinate aviation facility expansion and demand through the county's annual Capital Improvement Program and through the adoption of the Southwest Florida International Airport Master Plan into the Lee Plan and regular briefings by Port Authority Staff to County staff, and update of the Airport Master Plan. (Amended by Ordinance No. 98-09, 99-15)

POLICY 32.4.2: The county and Port Authority recognize that the access from Interstate 75 to the Southwest Florida International Airport is designated as a priority intermodal connector in the National

Southwest Florida International Airport

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Highway Plan and Florida Intrastate Highway System Plan, and will work with the MPO, FDOT and the Federal Highway Administration to ensure that this access receives funding and is developed compatibly with the intermodal access needs of the region. (Amended by Ordinance No. 99-15)

POLICY 32.4.3: The Port Authority will coordinate surface transportation planning for Page Field and the Southwest Florida International Airport with the county Department of Transportation and the Florida Department of Transportation to ensure adequate access to the airports. (Amended by Ordinance No. 98-09, 99-15)

POLICY 32.4.3 – 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. Funding for these improvements will offset roadway impact fees in order to be in compliance with Federal Aviation Administration regulations.

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.

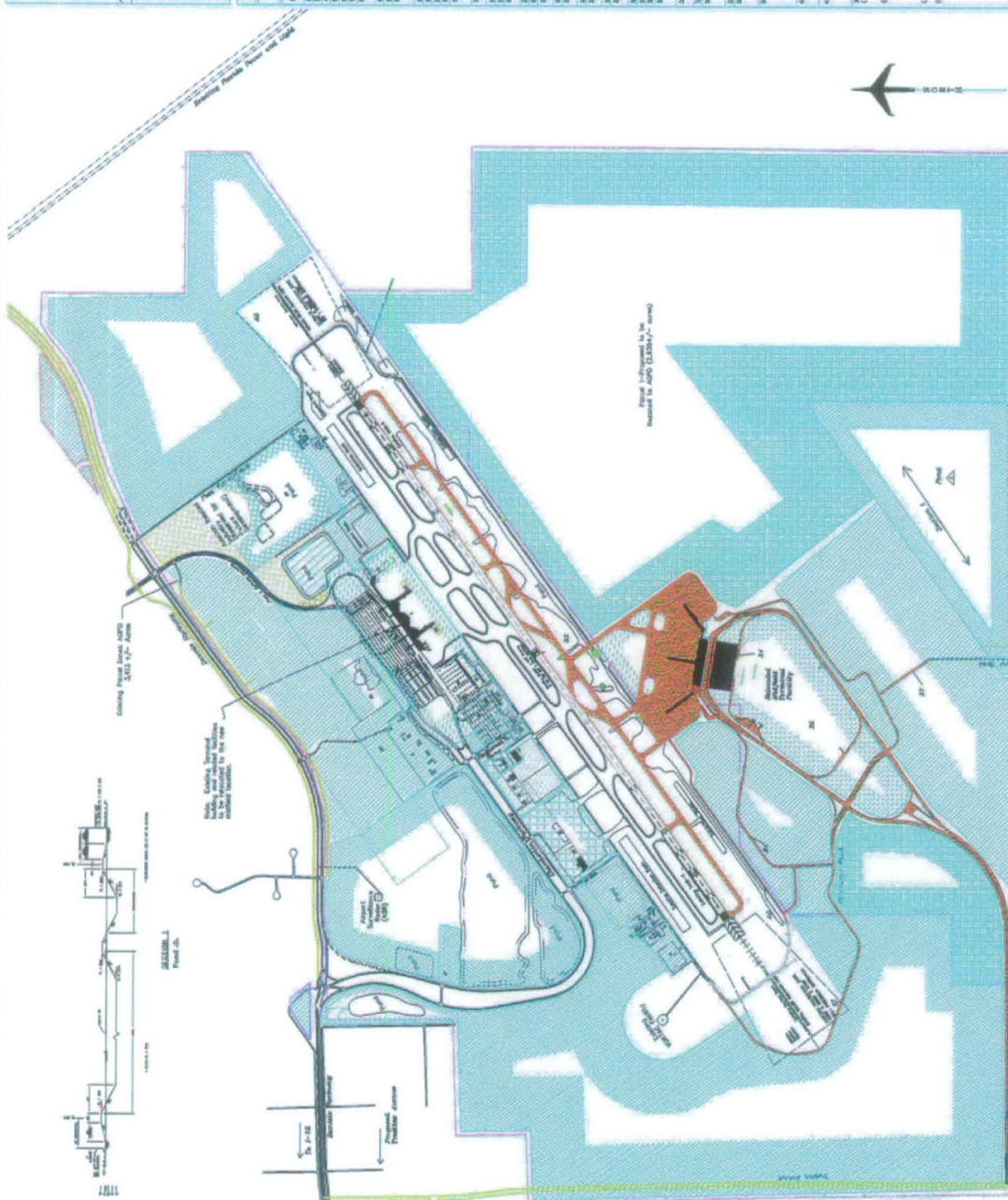


PROPOSED SCHEDULE OF USES

EXISTING AND PROPOSED SCHEDULE OF USES

NO.	DESCRIPTION	APZ	APZ CODE
1	EXISTING AIRPORT OPERATIONS	APZ	APZ-01
2	EXISTING AIRPORT OPERATIONS	APZ	APZ-02
3	EXISTING AIRPORT OPERATIONS	APZ	APZ-03
4	EXISTING AIRPORT OPERATIONS	APZ	APZ-04
5	EXISTING AIRPORT OPERATIONS	APZ	APZ-05
6	EXISTING AIRPORT OPERATIONS	APZ	APZ-06
7	EXISTING AIRPORT OPERATIONS	APZ	APZ-07
8	EXISTING AIRPORT OPERATIONS	APZ	APZ-08
9	EXISTING AIRPORT OPERATIONS	APZ	APZ-09
10	EXISTING AIRPORT OPERATIONS	APZ	APZ-10
11	EXISTING AIRPORT OPERATIONS	APZ	APZ-11
12	EXISTING AIRPORT OPERATIONS	APZ	APZ-12
13	EXISTING AIRPORT OPERATIONS	APZ	APZ-13
14	EXISTING AIRPORT OPERATIONS	APZ	APZ-14
15	EXISTING AIRPORT OPERATIONS	APZ	APZ-15
16	EXISTING AIRPORT OPERATIONS	APZ	APZ-16
17	EXISTING AIRPORT OPERATIONS	APZ	APZ-17
18	EXISTING AIRPORT OPERATIONS	APZ	APZ-18
19	EXISTING AIRPORT OPERATIONS	APZ	APZ-19
20	EXISTING AIRPORT OPERATIONS	APZ	APZ-20
21	EXISTING AIRPORT OPERATIONS	APZ	APZ-21
22	EXISTING AIRPORT OPERATIONS	APZ	APZ-22
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24	EXISTING AIRPORT OPERATIONS	APZ	APZ-24
25	EXISTING AIRPORT OPERATIONS	APZ	APZ-25
26	EXISTING AIRPORT OPERATIONS	APZ	APZ-26
27	EXISTING AIRPORT OPERATIONS	APZ	APZ-27
28	EXISTING AIRPORT OPERATIONS	APZ	APZ-28
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30	EXISTING AIRPORT OPERATIONS	APZ	APZ-30
31	EXISTING AIRPORT OPERATIONS	APZ	APZ-31
32	EXISTING AIRPORT OPERATIONS	APZ	APZ-32
33	EXISTING AIRPORT OPERATIONS	APZ	APZ-33
34	EXISTING AIRPORT OPERATIONS	APZ	APZ-34
35	EXISTING AIRPORT OPERATIONS	APZ	APZ-35
36	EXISTING AIRPORT OPERATIONS	APZ	APZ-36
37	EXISTING AIRPORT OPERATIONS	APZ	APZ-37
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39	EXISTING AIRPORT OPERATIONS	APZ	APZ-39
40	EXISTING AIRPORT OPERATIONS	APZ	APZ-40
41	EXISTING AIRPORT OPERATIONS	APZ	APZ-41
42	EXISTING AIRPORT OPERATIONS	APZ	APZ-42
43	EXISTING AIRPORT OPERATIONS	APZ	APZ-43
44	EXISTING AIRPORT OPERATIONS	APZ	APZ-44
45	EXISTING AIRPORT OPERATIONS	APZ	APZ-45
46	EXISTING AIRPORT OPERATIONS	APZ	APZ-46
47	EXISTING AIRPORT OPERATIONS	APZ	APZ-47
48	EXISTING AIRPORT OPERATIONS	APZ	APZ-48
49	EXISTING AIRPORT OPERATIONS	APZ	APZ-49
50	EXISTING AIRPORT OPERATIONS	APZ	APZ-50

AIRPORT OPERATIONS
PLANNED DEVELOPMENT DISTRICT
 Southeast Florida International Airport
EXISTING
MASTER CONCEPT PLAN
 Fort Myers, Florida
 SHEET 2 OF 2



Proposed Buildings/Facilities

NO.	DESCRIPTION
1	Terminal
2	Passenger Screening
3	Security Screening
4	Baggage Screening
5	Customs and Border Protection
6	Immigration
7	Police
8	Fire Station
9	Control Tower
10	Operations Building
11	Warehouse
12	Office Building
13	Garage
14	Storage Building
15	Utility Building
16	Water Treatment Plant
17	Wastewater Treatment Plant
18	Stormwater Management
19	Landscaping
20	Lighting
21	Signage
22	Artwork
23	Public Restrooms
24	First Aid Station
25	Lost and Found
26	Information Kiosk
27	Security Office
28	Operations Office
29	Warehouse Office
30	Office Office
31	Garage Office
32	Storage Office
33	Utility Office
34	Water Treatment Office
35	Wastewater Treatment Office
36	Stormwater Management Office
37	Landscaping Office
38	Lighting Office
39	Signage Office
40	Artwork Office
41	Public Restrooms Office
42	First Aid Station Office
43	Lost and Found Office
44	Information Kiosk Office
45	Security Office Office
46	Operations Office Office
47	Warehouse Office Office
48	Office Office Office
49	Garage Office Office
50	Storage Office Office

AIRPORT LAND USE LEGEND

APZ CODE	DESCRIPTION
APZ-01	Airport Operations
APZ-02	Airline Terminal
APZ-03	Air Cargo
APZ-04	General Aviation
APZ-05	Related
APZ-06	Unrelated
APZ-07	Compatible Land Use

Scale of Feet
 0 100 200 300 400 500 600 700 800 900 1000

North Arrow
 N

Legend
 APZ-01: Airport Operations
 APZ-02: Airline Terminal
 APZ-03: Air Cargo
 APZ-04: General Aviation
 APZ-05: Related
 APZ-06: Unrelated
 APZ-07: Compatible Land Use

CONSTRUCTION SCHEDULE

NO.	DESCRIPTION	START DATE	END DATE
1	Site Preparation	2024-01-01	2024-03-31
2	Foundation Work	2024-04-01	2024-06-30
3	Structural Steel Erection	2024-07-01	2024-09-30
4	Roofing	2024-10-01	2024-12-31
5	Interior Finishes	2025-01-01	2025-03-31
6	Exterior Finishes	2025-04-01	2025-06-30
7	Mechanical, Electrical, and Plumbing (MEP)	2025-07-01	2025-09-30
8	Final Inspection and Commissioning	2025-10-01	2025-12-31

PROPOSED AIRPORT OPERATIONS

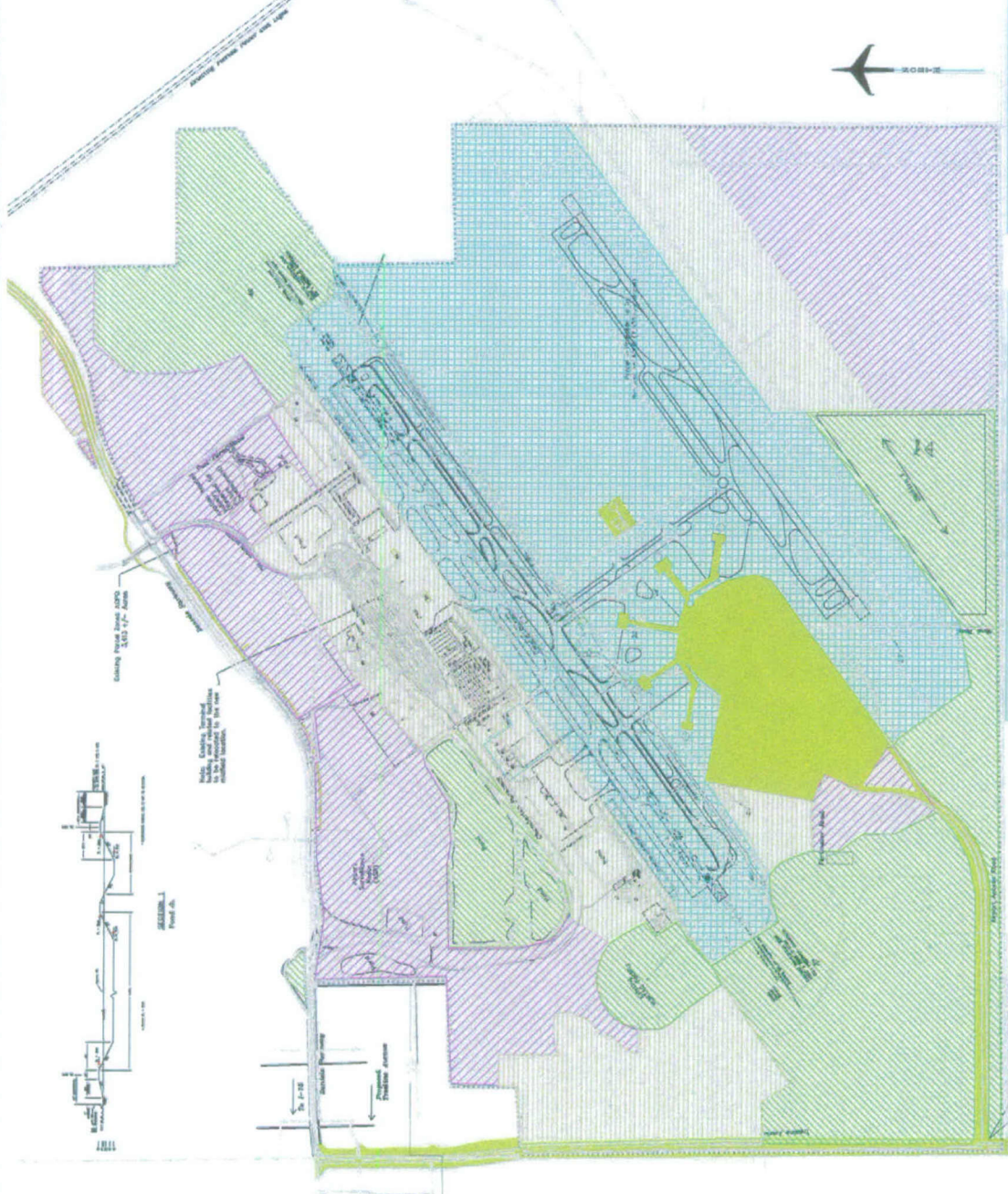
NO.	DESCRIPTION	APZ CODE
1	Terminal	APZ-02
2	Passenger Screening	APZ-01
3	Security Screening	APZ-01
4	Baggage Screening	APZ-01
5	Customs and Border Protection	APZ-01
6	Immigration	APZ-01
7	Police	APZ-01
8	Fire Station	APZ-01
9	Control Tower	APZ-01
10	Operations Building	APZ-01
11	Warehouse	APZ-01
12	Office Building	APZ-01
13	Garage	APZ-01
14	Storage Building	APZ-01
15	Utility Building	APZ-01
16	Water Treatment Plant	APZ-01
17	Wastewater Treatment Plant	APZ-01
18	Stormwater Management	APZ-01
19	Landscaping	APZ-01
20	Lighting	APZ-01
21	Signage	APZ-01
22	Artwork	APZ-01
23	Public Restrooms	APZ-01
24	First Aid Station	APZ-01
25	Lost and Found	APZ-01
26	Information Kiosk	APZ-01
27	Security Office	APZ-01
28	Operations Office	APZ-01
29	Warehouse Office	APZ-01
30	Office Office	APZ-01
31	Garage Office	APZ-01
32	Storage Office	APZ-01
33	Utility Office	APZ-01
34	Water Treatment Office	APZ-01
35	Wastewater Treatment Office	APZ-01
36	Stormwater Management Office	APZ-01
37	Landscaping Office	APZ-01
38	Lighting Office	APZ-01
39	Signage Office	APZ-01
40	Artwork Office	APZ-01
41	Public Restrooms Office	APZ-01
42	First Aid Station Office	APZ-01
43	Lost and Found Office	APZ-01
44	Information Kiosk Office	APZ-01
45	Security Office Office	APZ-01
46	Operations Office Office	APZ-01
47	Warehouse Office Office	APZ-01
48	Office Office Office	APZ-01
49	Garage Office Office	APZ-01
50	Storage Office Office	APZ-01



PROPOSED SCHEDULE OF USES

REVISIONS AND PROPOSED SCHEDULE OF USES

1	REVISIONS AND PROPOSED SCHEDULE OF USES	1/1/00
2	REVISIONS AND PROPOSED SCHEDULE OF USES	1/1/00
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1. THE AIRPORT, INCLUDING THE RELATED FACILITIES TO BE PROVIDED TO THE AIRPORT, IS DESCRIBED IN THE PROPOSED SCHEDULE OF USES AND THE PROPOSED SCHEDULE OF USES IS SUBJECT TO THE APPROVAL OF THE AIRPORT DEVELOPMENT INSTRUCT.

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PROPOSED BUILDINGS/FACILITIES

1	Terminal Building	1,000,000 sq ft
2	Passenger Screening Building	500,000 sq ft
3	Security Screening Building	200,000 sq ft
4	Baggage Screening Building	100,000 sq ft
5	Customs and Border Protection Building	100,000 sq ft
6	International Arrivals Building	100,000 sq ft
7	International Departures Building	100,000 sq ft
8	International Transfer Building	100,000 sq ft
9	International Cargo Building	100,000 sq ft
10	International Maintenance Building	100,000 sq ft
11	International Office Building	100,000 sq ft
12	International Restaurant Building	100,000 sq ft
13	International Retail Building	100,000 sq ft
14	International Parking Garage	100,000 sq ft
15	International Fuel Tank	100,000 sq ft
16	International Control Tower	100,000 sq ft
17	International Air Traffic Control Building	100,000 sq ft
18	International Weather Station	100,000 sq ft
19	International Maintenance Shop	100,000 sq ft
20	International Aircraft Hangar	100,000 sq ft
21	International Office Building	100,000 sq ft
22	International Restaurant Building	100,000 sq ft
23	International Retail Building	100,000 sq ft
24	International Parking Garage	100,000 sq ft
25	International Fuel Tank	100,000 sq ft
26	International Control Tower	100,000 sq ft
27	International Air Traffic Control Building	100,000 sq ft
28	International Weather Station	100,000 sq ft
29	International Maintenance Shop	100,000 sq ft
30	International Aircraft Hangar	100,000 sq ft

AIRPORT LAND USE LEGEND

1	General Aviation	100% of Acreage
2	Terminal	100% of Acreage
3	Non-Aviation Development	100% of Acreage
4	Total Acreage	100% of Acreage

100% of Acreage
100% of Acreage
100% of Acreage
100% of Acreage

Scale and Orientation

Scale of Feet: 0, 500, 1000, 1500, 2000

Orientation: North

North Arrow

Notes

1. THE AIRPORT, INCLUDING THE RELATED FACILITIES TO BE PROVIDED TO THE AIRPORT, IS DESCRIBED IN THE PROPOSED SCHEDULE OF USES AND THE PROPOSED SCHEDULE OF USES IS SUBJECT TO THE APPROVAL OF THE AIRPORT DEVELOPMENT INSTRUCT.

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Legend

1	General Aviation	100% of Acreage
2	Terminal	100% of Acreage
3	Non-Aviation Development	100% of Acreage
4	Total Acreage	100% of Acreage

Legend

1	General Aviation	100% of Acreage
2	Terminal	100% of Acreage
3	Non-Aviation Development	100% of Acreage
4	Total Acreage	100% of Acreage

**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
December 16th, 2003 Public Hearing**

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

**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 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-Commercee~~ 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 Airport 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 solely 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 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) pursuing 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 accommodate 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-Commercee~~ 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	<u>AYE</u>
MATT BIXLER	<u>AYE</u>
SUSAN BROOKMAN	<u>AYE</u>
DAN DELISI	<u>ABSENT</u>
RONALD INGE	<u>AYE</u>
ROBERT PRITT	<u>AYE</u>
GORDON REIGELMAN	<u>ABSENT</u>

**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
