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

December 19, 2007

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DEC 20 2007

COMMUNITY DEVELOPMENT

DAVID M. OWEN
PORT AUTHORITY ATTORNEY

BOARD OF
PORT COMMISSIONERS

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TAMMY HALL

BOB JANES

RAY JUDAH

FRANK MANN

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

Dear Mr. Noble:

Subject: Comprehensive Plan Amendment Application
Southwest Florida International Airport – Animal Kennels and Clinics

Please find attached six paper copies and six CD copies of our Lee Plan Application. The application requests to revise Lee Plan Table 5, "Existing vs. Proposed Development 2005-2020" to add a new non-aviation category, entitled "Commercial Service" and to add the only permitted use in that category of "Animal Kennels and Clinics."

Sincerely,

LEE COUNTY PORT AUTHORITY

Ellen Lindblad
Senior Manager Planning & Environmental Compliance

cc: Mark Fisher
Greg Hagen
Bill Horner

CPA 2007-00057

Hock, Donna

From: Noble, Matthew A.
Sent: Tuesday, April 08, 2008 8:10 AM
To: Hock, Donna
Subject: FW: CPA2007-57 Southwest Florida International Airport Animal Kennel & Clinic Amendment

From: Velez, Sergio I.
Sent: Monday, April 07, 2008 4:09 PM
To: Noble, Matthew A.
Cc: Osterhout, Thom; Wegis, Howard S.
Subject: RE: CPA2007-57 Southwest Florida International Airport Animal Kennel & Clinic Amendment

Matt:

Please be advised that Lee County Utilities will be providing water and sanitary sewer services to all properties within the LCPA properties. Our existing water and sewer treatment facilities have adequate capacity to provide such services. At the present time the sewer treatment is being provided via the County's allocation at the City's Central Wastewater Treatment Plant. The County began construction of the expansion of the Gateway WWTP which when completed, will be the treatment facility providing services to the LCPA facilities.

S. Ivan Velez, P.E.
Deputy Director
Lee County Utilities
1500 Monroe Street
Fort Myers, FL 33901
Ph: 239-533-8166
Fax: 239-533-8176
cell: 239-357-1867

From: Noble, Matthew A.
Sent: Monday, April 07, 2008 11:01 AM
To: Wilson, John; 'Hansen, Hans C.'; Ottolini, Roland E.; Myers, Steve L.; Horsting, Michael S.; Yarbrough, John H.; Pavese, Michael P.; Loveland, David M.; Cronyn, Edward; Griffith, Douglas; William B. Horner; Eckenrode, Peter J.; Stewart, Robert W.; Smith, Regina Y.; Cranford, Richard M.; Sampson, Lindsey J.; Newman, William T.; Sweigert, Rebecca H.; Lavender, James H.; Velez, Sergio I.; Houck, Pamela E.; Daltry, Wayne E.; Zettel, Mary S.; Roberts, Rickey G.; Collins, Donna Marie; Lehnert, Dawn; jnygaard@sheriffleefl.org; DawnMGo@leeschools.net
Subject: CPA2007-57 Southwest Florida International Airport Animal Kennel & Clinic Amendment

Good morning all,

Planning Division staff is asking for your help in reviewing the above mentioned amendment. The Port Authority's request is to amend Lee Plan Table 5 to add a general category of use at the International Airport for "Commercial and Service Uses." This use is being added to the "non aviation related uses" of the airport as depicted on Lee Plan Map 3F. The amendment also proposes to correct several aviation uses that were inadvertently omitted in the original adoption. These uses include the Airport Maintenance and Vehicle Maintenance shop, the Airport Training & Conference Center, and the Airline Catering Building. The application also corrects the as-built area of the midfield terminal and the as-built size of the midfield terminal apron. The application materials can be found here: <http://www.lee-county.com/dcd/PlanAmendments/PA2006-2008/CPA200757A1.pdf>

4/8/2008

Planning staff asks that you or your agency respond by April 21st. If I can be of help, just let me know...

Matthew A. Noble, Principal Planner
Lee County Division of Planning
P.O. Box 398
Fort Myers, Florida 33902-0398
Phone: 239-479-8548
Fax: 239-479-8319



THE SCHOOL DISTRICT OF LEE COUNTY

2855 COLONIAL BLVD. ♦ FORT MYERS, FLORIDA 33966-1012 ♦ (239) 334-1102 ♦ WWW.LEESCHOOLS.NET

JEANNE S. DOZIER
CHAIRMAN, DISTRICT 2

JANE E. KUCKEL, PH.D.
VICE CHAIRMAN, DISTRICT 3

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STEVEN K. TEUBER, J.D.
DISTRICT 4

ELINOR C. SCRICCA, PH.D.
DISTRICT 5

JAMES W. BROWDER, ED.D.
SUPERINTENDENT

KEITH B. MARTIN, ESQ.
BOARD ATTORNEY

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APR 18 2008

COMMUNITY DEVELOPMENT

April 11, 2008

Mr. Matthew Noble
Lee County Division of Planning
P.O. Box 398
Fort Myers, FL 33902-0398

RE: Southwest Florida International Airport Animal Kennel & Clinic Amendment
Case #: CPA2007-00057

Dear Mr. Noble:

This letter is in response to your request dated April 07, 2008 for the Southwest Florida International Airport Animal Kennel & Clinic Amendment regard to educational impact. This proposed structure is located in the South Choice Zone, Sub Zone S2.

We have received and reviewed your material on the proposed animal kennel/clinic to be developed and operated on airport property as well as the amendment. We find that this non-residential use would have no impact on classroom needs in the school district.

Thank you for your attention to this issue. If I may be of further assistance, please call me at (239) 479-5661.

Sincerely,

Dawn Gordon, Community Development Planner
Planning Department

**Knott, Consoer, Ebelini
Hart & Swett, P.A.**
ATTORNEYS - AT - LAW

George H. Knott *+
George L. Consoer, Jr. **
Mark A. Ebelini
Thomas B. Hart
H. Andrew Swett

* Board Certified Civil Trial Lawyer
** Board Certified Real Estate Lawyer
+ Board Certified Business Litigation Lawyer

1625 Hendry Street • Third Floor (33901)
P.O. Box 2449
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Muhle@knott-law.com

Matthew D. Uhle
Aaron A. Haak
Derrick S. Eihausen
Naty Torres-Alvarado
David A. Burt
Madeline Ebelini

Director of Zoning
and Land Use Planning
Michael E. Roeder, AICP

August 13, 2008

Ms. Lisa Hines
Lee County Dept. of Community Development
P.O. Box 298
Fort Myers, FL 33902

RECEIVED
AUG 13 2008
Cwm 11:15am
COMMUNITY DEVELOPMENT

Re: CPA2007-00054, Lee Plan Future Land Use Amendment
Burnt Store Marina

Dear Lisa:

As we discussed during our meeting on June 30th, we are revising the proposed parameters of development in the Burnt Store Marina Village FLUM category to be consistent with the BLIM/BLID application that was filed with DCA on May 9th. Copies of the BLIM/BLID request and DCD's response are included in this package.

Our responses to the remaining items are as follows:

Section IV

A. General Information and Maps

A.2: An 11 x 17 2007 aerial is included in this package as Exhibit A.7.

A.3 and 4: Detailed information regarding existing zoning and land uses was provided previously.

B. Public Facility Impacts

B.1: The resubmittal package includes a copy of an easement over the roads in BSM to Realmark and Burnt Store Marina, LLC and "its lessees, their contractors, customers, employees, guests, invitees and licencees...."

CPA
2007-00054

B.2: This package includes the requested existing and future conditions analyses.

B.3: The items requested in a. - c. and four of the items under e. are included in the resubmittal package. Items b. and c. under your B.3.e. will be provided by separate cover. The Section 22 Homeowners Association is responsible for road maintenance.

IV.C. Environmental Impacts

C.1: The existing wet and dry slips are owned by the Applicant and rented to the general public. The property contains approximately 525 wet slips and 456 dry spaces. The submerged lands are owned by the Applicant, as evidenced by the deed and title insurance policy which are included in the resubmittal package.

C.2: See response to C.1 above.

C.3: Please refer to the 100 Year Flood Map enclosed with this submittal as Exhibit C.3.

E. Internal Consistency with the Lee Plan

E.1: A revised analysis of the impacts to the 2030 acreage allocations is included in the resubmittal package.

E.2: The previous Lee Plan narrative was sufficiently detailed. In light of the revised development parameters, which include residential uses, please be advised that the request is also consistent with Policy 5.1.2 (the property is not located in the CHHA, and is already surrounded by large multi-family buildings) and Policy 5.1.6 (the redevelopment plan improves the appearance of the area, which currently has little or no open space other than water, significantly).

E.3: The Applicant believes the adjacent local government analysis that was done previously was adequate.

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

F.2.1: An analysis of the Smart Growth principles is attached.

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AUG 13 2008 2

COMMUNITY DEVELOPMENT

CPA 2007-00054

Ms. Lisa Hines
Lee County Dept. of Community Development
August 13, 2008

Miscellaneous Information/Comments

1. The golf course is not included in the request. A voluntary organization is currently leasing it for a minimal sum of money from the Applicant.
2. As noted above, copies of the BLIM/BLID Application and approval are included in the resubmittal package.
3. and 4. A survey, legal description, and sketch are also included in the package.

Sincerely,

KNOTT, CONSOER, EBELINI,
HART & SWETT, P.A.



Matthew D. Uhle

MDU/zw

Enclosures

cc: Craig Dearden
Bill Edwards
Brendan Sloan

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AUG 13 2008

COMMUNITY DEVELOPMENT

CPA
2007-00054

Memo

To: Paul O'Connor, Planning Director

From: David Loveland, Manager, Transportation Planning *DL*

Date: September 2, 2008

Subject: **CPA 2007-57 (Southwest Florida International Airport)**

The Department of Transportation has reviewed the above-referenced plan amendment, to revise Table 5 of the Lee Plan to accommodate some specific non-aviation uses at the Southwest Florida International Airport, including an airport kennel and clinic. The uses for the International Airport are now being identified in Table 5a, since an additional table is being added for Page Field uses, and the summary of existing uses (as of 2008) has been updated. The most significant change is in the list of non-aviation uses allowed through year 2020, with 40,000 square feet added for the animal kennel/clinic, the Office use increased from 225,000 square feet to 275,000 square feet, and a corresponding decrease in either Light Manufacturing/Assembly (Option 1) or Warehouse/Distribution uses (Option 2). The minimal changes will not increase the traffic coming to and from the International Airport, so Lee County DOT has no objection to the proposed table revision.

Please let me know if you need any additional information.

cc: Greg Hagen
Matt Noble
Ellen Lindblad
Bill Horner

**STAFF REPORT
FROM
DEPARTMENT OF COMMUNITY DEVELOPMENT
DIVISION OF ENVIRONMENTAL SCIENCES**

Date: September 04, 2008
To: Matt Noble, Principal Planner
From: Aaron Martin, Environmental Planner
Phone: (239) 533- 8522
E-mail: AMartin@leegov.com
Project: Southwest Florida International Airport
Case: CPA2007-00057
STRAP: 19-45-26-00-00002.0000



The Division of Environmental Sciences (ES) staff has reviewed the proposed Southwest Florida International Airport comprehensive plan amendment and offer the following analysis:

PROJECT SITE:

The project site is within the Southwest Florida International Airport AOPD and has a future land use category of Airport. The site contains indigenous plant communities and wetlands to be preserved and impacted. The indigenous areas and wetlands to be impacted were mitigated for through the designation of conservation tracts onsite and offsite, as indicated in the airport planned development (Z-06-030) and in the airport comprehensive plan (CPA2003-00002).

PROJECT DESCRIPTION:

The proposed comprehensive plan amendment requests two changes. First, is to amend Table 5, which documents the "Existing vs. Proposed development in the Southwest Florida International Airport". The amendment to this table would include a name change from 5 to 5a, a date change from 2005 to 2020, the addition of future projects proposed as well as projects currently built or being built since the last update, the addition of "Animal Kennel and Clinic" to the non-aviation uses, and an increase in office space on the Airport's north side by reducing other non-aviation space in the area to allow for the development of a research and development project. The second proposed amendment is to the phasing schedule to move several proposed projects to the 2009-2020 phase. No map changes are proposed.

Because no map changes are being proposed, the changes do not negatively impact or alter any of the environmentally sensitive lands within the Southwest Florida International Airport AOPD. This is consistent with **LeePlan Goal 1 Objective 1.2 Policy 1.2.1**: which states "All development on Airport lands must be consistent with Map 3F and Table 5."

Hock, Donna

From: Noble, Matthew A.
Sent: Thursday, September 04, 2008 10:38 AM
To: Hock, Donna
Subject: FW: CPA2007-57 Southwest Florida International Airport Table 5 Update

For the file...

From: Wegis, Howard S.
Sent: Thursday, September 04, 2008 10:30 AM
To: Noble, Matthew A.
Subject: RE: CPA2007-57 Southwest Florida International Airport Table 5 Update

Matt,
No comments, Utilities' issues covered in Letter from Melissa BiBeau of LCU submitted by Applicant.

Howard S. Wegis
Staff Engineer
Lee County Utilities
P.O. Box 398
Fort Myers, FL 33901
Phone#: (239) 533-8163
Fax#: (239) 485-8385

From: Noble, Matthew A.
Sent: Thursday, September 04, 2008 9:58 AM
To: Wilson, John; Cranford, Richard M.; Campbell, Gerald G.; Ottolini, Roland E.; Horsting, Michael S.; Yarbrough, John H.; Sampson, Lindsey J.; Newman, William T.; Pavese, Michael P.; Houck, Pamela E.; Daltry, Wayne E.; Wegis, Howard S.; Zettel, Mary S.; Eckenrode, Peter J.; Forsyth, Karen L.; Roberts, Rickey G.; Collins, Donna Marie; Lehnert, Dawn; kferrell@sheriffleefl.org; DawnMGo@leeschools.net
Subject: CPA2007-57 Southwest Florida International Airport Table 5 Update

Good morning all,

Planning staff is asking for all substantive comments concerning the above case. Staff has scheduled this case to appear before the LPA on September 22, so time is short. I would appreciate all comments ASAP. The latest resubmittal can be found here: <http://www.lee-county.com/dcd/PlanAmendments/PA2006-2008/CPA200757A2.pdf>

Matthew A. Noble, Principal Planner
Lee County Division of Planning
P.O. Box 398
Fort Myers, Florida 33902-0398
Phone: 239-533-8548
Fax: 239-533-8319

Hock, Donna

From: Noble, Matthew A.
Sent: Friday, September 05, 2008 7:25 AM
To: Hock, Donna
Subject: FW: CPA2007-57 Southwest Florida International Airport Table 5 Update

For the file...

From: Horsting, Michael S.
Sent: Thursday, September 04, 2008 5:00 PM
To: Noble, Matthew A.
Subject: RE: CPA2007-57 Southwest Florida International Airport Table 5 Update

Nothing further.

Mike Horsting, AICP
Principal Planner - Lee County Transit
239-533-0333 tel

Please note: Florida has a very broad public records law. Most written communications to or from County Employees and Officials regarding County business are public records available to the public and media upon request. Your e-mail communication may be subject to public disclosure.

From: Noble, Matthew A.
Sent: Thursday, September 04, 2008 9:58 AM
To: Wilson, John; Cranford, Richard M.; Campbell, Gerald G.; Ottolini, Roland E.; Horsting, Michael S.; Yarbrough, John H.; Sampson, Lindsey J.; Newman, William T.; Pavese, Michael P.; Houck, Pamela E.; Daltry, Wayne E.; Wegis, Howard S.; Zettel, Mary S.; Eckenrode, Peter J.; Forsyth, Karen L.; Roberts, Rickey G.; Collins, Donna Marie; Lehnert, Dawn; kferrell@sheriffleefl.org; DawnMGo@leeschools.net
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Matthew A. Noble, Principal Planner
Lee County Division of Planning
P.O. Box 398
Fort Myers, Florida 33902-0398
Phone: 239-533-8548
Fax: 239-533-8319

Adopt Table 5a to Repeal and Replace Table 5

Southwest Florida International Airport

TABLE 5a



Southwest Florida International Airport
TABLE 5a
Existing vs. Proposed Development through 2020

Development	Existing (2008)	2020
Landside		
Midfield Terminal Complex	28 gates 798,000 SF as-built	Expand from 28 gates to 47 gates 1,278,900 SF (Total 2020 area)
Auto Access	Entrances at the intersections of Daniels Parkway at Chamberlin Parkway, Paul J. Doherty Parkway, and Fuel Farm Road (located east of Doherty Parkway). Access also from Daniels via TreeLine Ave. & Alico Road via Ben Hill Griffin Parkway to Terminal Access Road. Air Cargo Lane improvements from Chamberlin Pkwy - including a realigned Perimeter Road segment allowing freight transfer within the security fenced, airside/aviation area.	Rehab perimeter, service and fuel farm roads Expand Terminal Access Road entrance to 6 lanes Construct I-75 access Connector road for maintenance facilities New perimeter roads and midfield ATCT and ARFF access roads as part of parallel runway project Miscellaneous roadway improvements
Airport Maintenance and Vehicle Maintenance Shop	23,000 SF	Add 6,800 SF to vehicle shop (Total maintenance area 29,800 SF)
Parking	14,399 total existing spaces	
Passenger	11,461 spaces	
Hourly	2,519 spaces	Ultimately 5,126 total hourly spaces
Daily	8,942 spaces	Ultimately 9,342 total daily spaces
Employee	1,288 spaces	Total 2,088 employee spaces in 2020
Taxi/Limo/Toll Booth	150 spaces	Ultimately 200 total Taxi/Limo spaces
Rental Cars	1,500 spaces in midfield	Ultimately 3,000 total rental car spaces
Cell Phone Lot	100 spaces	
Airport Training & Conference Center	16,000 SF	
Gun Range	8,500 SF	
Rental Car North Side Service Areas	39,000 SF	Relocate R-A-C service areas to midfield
Airside		
Existing Runway 6-24	12,000 ft. X 150 ft. runway	No improvements planned
Parallel Runway 6R-24L	Under design	Construct 9,100ft. X 150ft. Parallel Runway 6R-24L
Taxiways	Taxiway A-parallel taxiway to Runway 6-24, 12,000 ft. long X 75 ft. wide; Taxilane B-apron taxilane that runs parallel to former terminal ramp for transitioning aircraft going from ramp to Taxiway A for approximately 1,580 ft. 12,000' parallel S. Taxiway F as-built with midfield construction	Construct parallel taxiway north of Runway 6R-24L (9,100 ft. X 75 ft. wide) If new large Aircraft (NLA), then 100 ft. wide. Hold bay & by-pass improvements to Runway 6L-24R parallel taxiway. Construct dual cross-field connector taxiways (Approx. 4,215 ft. long X 75 ft. wide) If NLA, then 100 ft. wide. Construct a portion of south dual parallel taxiways with new parallel runway
Terminal Apron	165,000 S.Y. at former terminal site 332,900 S.Y. at midfield as-built	Add 130,000 S.Y. at midfield for total midfield 462,900 S.Y.
Air Cargo	Total of 39,500 SF cargo buildings 69,000 S.Y. apron area	Expand cargo building facilities to 58,314 SF

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COMMUNITY DEVELOPMENT

Adopt Table 5a to Repeal and Replace Table 5

Southwest Florida International Airport

TABLE 5a



**Southwest Florida International Airport
TABLE 5a
Existing vs. Proposed Development through 2020**

Development	Existing	2020	
Airside (continued)			
Airline Freight Forwarding (Belly Cargo)	15,000 SF	New freight forwarding (belly cargo) facility of 15,000 SF in midfield area	
General Aviation	8,000 SF FBO and hangar facility 26,180 SF hangar space 48,650 S.Y. apron area	Infrastructure for second FBO Construct multi-use hangars (129,000 SF) Expand GA apron to 49,700 S.Y.	
Aircraft Maintenance General Aviation Large Aircraft	Approximately 13,000 SF	Expand to 36,000 SF as necessary 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.	
Air Traffic Control Tower (ATCT)	Height 76.91 ft., 8,600 SF	Relocate to midfield - same SF as existing 8,600 ft. or more. New height must be greater than 80 ft. AGL	
Aircraft Rescue and Fire Fighting (ARFF)	14,000 SF	Add midfield ARFF Station	
Fuel Farm	Commercial: Four (4) 420,000 gallon tanks Jet A Fuel pumped from existing fuel farm area by a hydrant fueling system to the midfield area General Aviation: (4) 15,000 gallon Jet A tanks (1) 12,000 gallon 100LL tank		
Airline Catering	25,000 SF		
Miscellaneous		Relocate high voltage power lines Upgrade airfield emergency generator Helipad (11,000 SF) Develop multi-modal center	
Rental Car Expansion		Rental car fuel farm	
Non-Aviation Related Land Uses		Option 1	Option 2
Commercial and Service Animal Kennel and Clinic		40,000 SF	40,000 SF
Hotel ⁽³⁾		Construct 300 Rooms	Construct 300 Rooms
Light Manufacturing/Assembly		44,300 SF	100,000 SF
Gas Station/Convenience Store		Construct 3,500 SF w/ 24 pumps	Construct 3,500 SF w/ 24 pumps
Warehouse/Distribution		100,000 SF	60,800 SF
Office ⁽³⁾		275,000 SF	275,000 SF

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. This Development includes 10% retail
3. This development includes 10% retail.
4. Development within the "Potential Future Development Area" will require amendment of the Lee Plan prior to development.

Southwest Florida International Airport



TABLE 5a

Southwest Florida International Airport
TABLE 5a (Revised 09/2008)
Existing vs. Proposed Development through 2020

- Underlining denotes new text - strikethrough denotes deletions.
- Yellow highlighting -- Existing 2003 Airport facilities inadvertently omitted in Table 5 adopted in 2004.
- December 21, 2007 submittal changes are depicted in black text.
- Other revisions since the December 21, 2007 submittal are shown in red text.

Development	Existing (2008)	2020
Landside		
Midfield Terminal Complex	28 gates <u>761,193 SF 798,000 SF as-built</u>	Expand from 28 gates to 43-47 gates <u>-978,362 SF 1,278,900 SF (Total 2020 area)</u>
Auto Access	Main entrance at intersection of Daniels & Chamberlin Parkway. <u>Entrances at the intersections of Daniels Parkway at Chamberlin Parkway, Paul J. Doherty Parkway, and Fuel Farm Road (located east of Doherty Parkway). Access also from Daniels via Treeline Ave. & Alico Road via Ben Hill Griffin Parkway to Terminal Access Road. Air Cargo Road Lane improvements from Chamberlin Pkwy - including a realigned Perimeter Road segment allowing freight transfer within the security fenced, airside/aviation area.</u>	Rehab perimeter, service and fuel farm roads Expand <u>Terminal Access Road entrance road</u> to 6 lanes Construct I-75 access <u>Connector road for maintenance facilities</u> <u>New perimeter roads and midfield ATCT and ARFF access roads as part of parallel runway project</u> Miscellaneous roadway improvements <u>Add 6,800 SF to vehicle shop (Total maintenance area 29,800 SF)</u>
<u>Airport Maintenance and Vehicle Maintenance Shop</u>	<u>23,000 SF</u>	
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<u>Rental Car North Side Service Areas</u>	<u>39,000 SF</u>	<u>Relocate R-A-C Service areas</u>
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Existing Runway 6-24	12,000 ft. X 150 ft. runway <u>Rehabilitate 6-24, using taxiway as a temporary runway</u>	No improvements planned
Parallel Runway 6R-24L	<u>No improvements planned Under design</u>	Construct 9,100ft. X 150ft. Parallel Runway 6R-24L <u>(5,385 ft. separation between runways)</u>
Taxiways	Taxiway A-parallel taxiway to Runway 6-24, 12,000 ft. long X 75 ft. wide; Taxilane B-apron taxilane that runs parallel to <u>former terminal ramp</u> for transitioning aircraft going from <u>gates</u> <u>ramp</u> to Taxiway A for approximately 1,580 ft. <u>12,000' parallel S. Taxiway F as-built with midfield construction.</u>	Construct parallel taxiway north of Runway 6R-24L (9,100 ft. X 75 ft. wide) If new large Aircraft (NLA), then 100 ft. wide. Hold bay & by-pass improvements to Runway 6L-24R parallel taxiway. Construct dual cross-field connector taxiways (Approx. 4,215 ft. long X 75 ft. wide) If NLA, then 100 ft. wide. <u>Construct a portion of south dual parallel taxiways with new parallel runway</u>
Terminal Apron	165,000 S.Y. <u>at former terminal site</u> <u>253,700 S.Y.-332,900 S.Y. at midfield as-built</u>	<u>Add 130,000 S.Y. at midfield for total midfield 462,900 S.Y.</u>
Air Cargo	Total of 39,500 SF cargo buildings 69,000 S.Y. apron area	Expand cargo building facilities to 58,314 SF

Southwest Florida International Airport



TABLE 5a

Southwest Florida International Airport
TABLE 5a (Revised 09/2008)
Existing vs. Proposed Development through 2020

- Underlining denotes new text - strikethrough denotes deletions.
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Airside (continued)			
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General Aviation	8,000 SF FBO and hangar facility 26,180 SF hangar space 48,650 S.Y. apron area	Infrastructure for second FBO Construct multi-use hangars (129,000 SF) Expand GA apron to 49,700 S.Y.	
Aircraft Maintenance General Aviation Large Aircraft	Approximately 13,000 SF	Expand to 36,000 SF as necessary <u>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.</u>	
Air Traffic Control Tower (ATCT)	Height 76.91 ft., 8,600 SF	Relocate to midfield-same SF as existing 8,600 ft. or more. New height must be greater than 80 ft.	
<u>Aircraft Rescue and Fire Fighting (ARFF)</u>	<u>14,000 SF</u>	<u>Add Midfield ARFF Station</u>	
Fuel Farm	Commercial: (3) Four (4) 420,000 gallon tanks Jet A Fuel pumped from existing fuel farm area by a hydrant fueling system to the midfield area General Aviation: (4) 15,000 gallon Jet A tanks (1) 12,000 gallon 100LL tank		
<u>Airline Catering</u>	<u>25,000 SF</u>		
Miscellaneous		Relocate high voltage power lines Upgrade airfield emergency generator Helipad (11,000 SF) Develop multi-modal center	
Rental Car Expansion		Rental car fuel farm	
Non-Aviation Related Land Uses		Option 1	Option 2
Commercial and Service		40,000 SF	40,000 SF
Animal Kennel and Clinic		Construct 300 Rooms	Construct 300 Rooms
Hotel ⁽³⁾		100,000 SF <u>44,300 SF</u>	100,000 SF
Light Manufacturing/Assembly		Construct 3,500 SF w/ 24 pumps	Construct 3,500 SF w/ 24 pumps
Gas Station/Convenience Store		100,000 SF	100,000 SF <u>60,800 SF</u>
Warehouse/Distribution		225,000 SF <u>275,000 SF</u>	225,000 SF <u>275,000 SF</u>
Office ⁽³⁾			

- 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.
- 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. This Development includes 10% retail
- This development includes 10% retail.
- Development within the "Potential Future Development Area" will require amendment of the Lee Plan prior to development.

CPA 2007-57
SOUTHWEST FLORIDA INTERNATIONAL
AIRPORT TABLE 5 UPDATE
PORT BOARD SPONSORED
AMENDMENT
TO THE

LEE COUNTY COMPREHENSIVE PLAN

THE LEE PLAN

**Lee County Port Authority Sponsored Application
and Staff Analysis**

**LPA Public Hearing Document
for the
September 22nd, 2008 Public Hearing**

*Lee County Planning Division
1500 Monroe Street
P.O. Box 398
Fort Myers, FL 33902-0398
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September 10, 2008

**LEE COUNTY
DIVISION OF PLANNING
STAFF REPORT FOR
COMPREHENSIVE PLAN AMENDMENT
CPA 2007-57**



Text Amendment



Map Amendment

<input checked="" type="checkbox"/>	This Document Contains the Following Reviews:
<input checked="" type="checkbox"/>	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: September 10, 2008

PART I - BACKGROUND AND STAFF RECOMMENDATION

A. SUMMARY OF APPLICATION

1. APPLICANT:

The Lee County Port Authority.

2. REQUEST:

Amend Table 5 pertaining to the development schedule for the Southwest Florida International Airport by reformatting and updating the table to: broaden the allowable uses; recognize existing as built conditions; recognize existing airport facilities inadvertently omitted from Table 5 when originally adopted in 2004; incorporate two conversion options for "non-aviation uses;" and, to delete several completed projects.

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 a revised Table 5; re-titling "Table 5" to "Table 5(b);" updating the "Existing" year to reflect 2008 conditions; reflect existing facilities that were inadvertently omitted in the 2004 adoption.

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

- The proposed plan amendment is being undertaken for the specific purpose of updating Table 5 of the Lee Plan.
- The proposed amendment does not affect the Airport boundaries as contained on the Lee Plan's Future Land Use Map. The proposed amendment does not affect the Airport Mitigation Overlay lands.
- The proposed Table 5 changes are consistent with the approved Airport Master Plan and Airport Layout Plan.
- 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 represents 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 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.
- 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.

D. BACKGROUND INFORMATION

1. EXISTING CONDITIONS:

SIZE OF PROPERTY: Airport property is 6,367 ± 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.

EXISTING USE OF LAND: The airport property is developed as an operating airport.

CURRENT ZONING: The airport property is zoned AOPD.

CURRENT FUTURE LAND USE CATEGORY: The airport property has two Future Land Use designations: Airport and Wetlands.

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 publicly 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 and updating the development schedule that is contained in Table 5 of the Lee Plan.

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 update Table 5 of the Lee Plan, the application provides the following:

Port Authority is requesting to amend Lee Plan Table 5 to add a general category of use at the Southwest Florida International Airport (SWFLA) for "Commercial and Service." The only specific use being requested at this time under this new category would be "Animal Kennel and Clinic" intended to care for pets of the traveling public using the airport. Public interest has been expressed for such a facility since it would eliminate separate trips to kennels while going to the airport to catch a flight and when returning from the airport after a flight. Allowance for this use would provide a service to the traveling public and would also create an additional source of lease revenue to support the airport. Revenue sources such as this on airport areas not directly needed for aviation are encouraged by the Federal Aviation Administration. Such animal kennel facilities are located at other airports, including Jacksonville International Airport. The addition of the general category of Commercial and Service will also increase the flexibility of Table 5 to accommodate commercial and service uses in future amendments. This and other non-aviation uses on the airport will supplement similar "Tradeport" uses that have been lost to the county through the recent annexations by the City of Fort Myers of the Arborwood and Airside Plaza developments which will be converted to predominantly residential uses.

Through coordination efforts with County staff, it was determined that this additional future use would be considered in the airport's non-aviation area as depicted on Lee Plan Map 3F. No change is being proposed to Map 3F. In addition, the application corrects several omissions and updates several midfield project references in Table 5. It adds certain airport facilities that existed in 2003 but were inadvertently omitted in Table 5 adopted in 2004. These existing facilities are being added include: 1.) the Airport Maintenance and adjacent Vehicle Maintenance Shop located in the northwest portion of the airport; 2.) the Airport Training & Conference Center and adjacent Gun Range, also located in the airport's northwest; 3.) the Airline Catering Building, located northeast of the runway; 4.) the rental car north side service areas; 5.) the Aircraft Rescue and Fire Fighting (ARFF) on the north side; and 6.) the airline catering facility in the airport's northeast. Also not identified previously on Table 5 were two projects connected to the midfield construction; the 12,000-foot parallel Taxiway F south of the runway and the additional fourth airline fuel tank at the existing fuel farm north of the runway. Finally,

the application corrects the as-built area of the midfield terminal and the as-built size of the midfield terminal apron.

In addition, a narrative justification by the Madden Company for their proposed "Madden Research Loop, Phase 1" project is separately shown as Exhibit IV.G.1.

SWFIA was removed from the Development of Regional Impact (DRI) process subsequent to the Board of County Commissioners adoption of CPA2003-02 on September 22, 2004. CPA2003-02 incorporated the Airport Master Plan, and associated impacts into the Lee Plan.

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 CPA2003-02 publically sponsored amendment providing for the incorporation of the Airport Master Plan into the Lee Plan. The Board of County Commissioners at that time stated its intention that once this Lee Plan amendment was adopted, it would be appropriate to extinguish or abandon the SWFIA DRI DO. This has been accomplished, the DRI DO has been extinguished and development at the airport is now guided by the Lee Plan.

Existing Lee Plan Table 5 is the regulatory mechanism that incorporates development projects into the Lee Plan that are consistent with the approved Airport Master Plan and the Airport Layout Plan.

PART II - STAFF ANALYSIS

A. STAFF DISCUSSION

INTRODUCTION

The applicant, the Lee County Port Authority, on October 2, 2007, filed a Lee Plan text amendment to update Table 5, Southwest Florida International Development Schedule. The application provides the following summary concerning the proposed change:

The Port Authority's request is to generally update and re-title Table 5 as Table 5a to incorporate the following changes:

Add a general category of use for "Commercial and Service." The only specific use being requested at this time under this new category would be "Animal Kennel and Clinic" intended to board and care for pets of the traveling public using the airport. Allowance for this use would provide a service to the traveling public and would also create an additional source of revenue to support the airport.

Amend "Non-aviation Uses" to increase the amount of approved office space by incorporating two conversion options reducing either the previously approved "Light Manufacturing/Assembly" or the "Warehouse/Distribution" land uses;

Reformat Table 5 to show "Existing" as year 2008 and future year "2020;"

Add several additional 2003 existing facilities, previously omitted;

Aviation-related Land Uses – Delete several completed projects and update several future expansion projects anticipated by year 2020;

No change is being proposed to Lee Plan Map 3F.

Lee County staff recognizes the continuing importance of this effort and has worked cooperatively to achieve the best possible modification to Table 5. 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 continue a system of coordinated review between the Airport and various County departments. This application is an example of this collaborative process envisioned by the Lee Plan as amended by CPA2003-02.

The proposed Table 5 changes are consistent with the approved Airport Master Plan and Airport Layout Plan. For example, the Port Authority proposes to add a new freight forwarding facility of 15,000 square feet under the 2020 column of Table 5. The approved ALP (Lee Plan Map 3F) includes this facility denoted by a yellow triangle with the number 12. The Port Authority is proposing two options that allow the conversion of Light Manufacturing/Assembly or Warehouse/Distribution square footage into Office square footage. These options are acceptable to staff as the options are "traffic neutral." This is further discussed under the Transportation discussion further below in this report.

The parameters listed in Table 5 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.

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 a 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 Tradeport, New Community and Density Reduction/Groundwater Resources. Tradeport 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. There are a variety of DRIs, Developments of County Impacts, and planned developments in close proximity to the airport.

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 Tradeport, 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 Tradeport 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. The new mid-field terminal main access is from Treeline Avenue/Ben Hill Griffin Parkway. The Port Authority's desire is to have a direct connection to I-75 in the future.

The consultant for the Port Authority, Transportation Consultants, Inc., prepared a memorandum addressing the 2 options that are proposed for the revisions to the Non Aviation Uses on Table 5. This memorandum provides that the traffic from the 2 options equates to the Non Aviation Uses already approved on Existing Table 5.

The Lee County Department of Transportation (LCDOT) has reviewed the request and has provided written comments dated September 2, 2008. These comments are reproduced below:

The Department of Transportation has reviewed the above-referenced plan amendment, to revise Table 5 of the Lee Plan to accommodate some specific non-aviation uses at the Southwest Florida International Airport, including an airport kennel and clinic. The uses for the International Airport are now being identified in Table 5a, since an additional table is being added for Page Field uses, and the summary of existing uses (as of 2008) has been updated. The most significant change is in the list of non-aviation uses allowed through year 2020, with 40,000 square feet added for the animal kennel/clinic, the Office use increased from 225,000 square feet to 275,000 square feet, and a corresponding decrease in either Light Manufacturing/Assembly (Option 1) or Warehouse/Distribution uses (Option 2). The minimal changes will not increase the traffic coming to and from the International Airport, so Lee County DOT has no objection to the proposed table revision.

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.

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 of two animal kennels and clinics at the Southwest Florida International Airport through the year 2020 will not affect the Lee County population projections. The project is to provide a service to existing users of the airport. Users of the airport will be those residing in and visiting the area that 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 Florida Land Use, Forms and Cover Classification System (FLUCFCS) Code map; a topography map; a wetlands map; and, a table of plant communities. The Division of Environmental Sciences (ES) staff has reviewed the amendment and provided comments dated September 4, 2008. This memo raises no objection to the proposed amendment:

Because no map changes are being proposed, the changes do not negatively impact or alter any of the environmentally sensitive lands within the Southwest Florida International Airport AOPD. This is consistent with Lee Plan Goal 1 Objective 1.2 Policy 1.2.1: which states "All development on Airport lands must be consistent with Map 3F and Table 5."

SOILS

The applicant has provided a soils map and information in the background materials. 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 December 14, 2007. This letter provides the following:

We have received and reviewed your material on the proposed animal kennel/clinic to be developed and operated on airport property. We find that this non-residential use would have no impact on classroom needs in the school district.

PARKS, RECREATION AND OPEN SPACE

The proposed amendment will have no impacts on parks, recreation and open space as the development schedule does not include residential uses.

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.

EMERGENCY MEDICAL SERVICES (EMS)

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

EMS has performed a preliminary assessment of the Comprehensive Plan Amendment for the two sites for proposed animal kennels and clinics at the future hotel site and non-aviation site along Paul J. Doherty Parkway as referenced in your December 13, 2007 letter. Based on the information provided, EMS has no initial concerns with the ability to provide EMS ambulance service to these projects.

SOLID WASTE

The subject property is within Lee County Solid Waste District #3. The collection company for District #3 is Waste Pro. 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 December 19, 2007. This letter provides the following:

The Lee County Solid Waste Division is capable of providing solid waste collection service for the subject site located along Paul J. Doherty Parkway through our franchised hauling contractors. Disposal of the solid waste from this project will be accomplished at the Lee County Resource Recovery Facility and the Lee-Hendry Regional Landfill. Plans have been made, allowing for growth, to maintain long-term disposal capacity at these facilities.

MASS TRANSIT

Lee Tran staff reviewed the request and provided comments dated December 20, 2007. This letter provides the following:

Lee County Transit received your letter dated December 13, 2007 in reference to the Lee County Comprehensive Plan Text Amendment application for the Southwest Florida International Airport. Public transportation services exist to the airport terminal via Treeline Avenue and Terminal Access Road, an established transit corridor. The proposed animal kennel and clinic site #1 is within this same corridor and we consider this site related to this Comprehensive Plan Amendment Application to be within our existing service area. Site #2 however, is not within our current service area and we do not intend (sic) to extend our service to this location throughout the entire 2016 planning range of the Lee County Transit Development Plan. Our long range planning

activities to 2030 maintain the transit corridor related to Site #1 and document the need for additional, enhanced services on the route providing service to this area. We anticipate the current capacity on this route to be sufficient to meet the needs of the proposed changes you wish to make for Site #1.

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 13, 2007. These comments are reproduced below:

The Lee County Port Authority provides its own law enforcement at both the Southwest Florida International Airport and the Page Field Airport. It is anticipated that we will continue to provide law enforcement services without interruption.

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 December 17, 2007. These comments are reproduced below:

The Aircraft Rescue and Fire Fighting Department provides all fire protection and nonambulance medical services to the Southwest Florida International Airport. Station 2, located on airport property, is fully staffed and equipped 24 hours per day, 7 days per week. The construction and eventual operation of the proposed 10-acre maximum animal kennels and clinic on airport property will not hamper or impede our ability to continue providing excellent response service to the 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 July 10, 2008. This letter is reproduced below:

Potable water lines and wastewater lines are in operation in the vicinity of the proposed project mentioned above. However, in order to provide service to the subject parcels, developer funded system enhancements such as line extensions may be required.

Your firm has indicated that this project will consist of 4 commercial units with an estimated flow demand of approximately 41,250 gallons per day. Lee County Utilities presently has sufficient capacity to provide potable water and sanitary sewer service as estimated above.

Availability of potable water and sanitary sewer service is contingent upon final acceptance of the infrastructure to be constructed by the developer. Upon completion and final acceptance of this project, potable water service will be provided through our Corkscrew Water Treatment Plant.

Sanitary sewer service for this project will be provided by Gateway Wastewater Treatment Plant. However, this Plant is under expansion therefore sewer service will not be available until approximately 2 years from now. The Lee County Utilities' Operations Manual requires the project engineer to perform hydraulic computations to determine what impact this project will have on our existing system...

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.

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."

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 2030. 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(renamed 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 update to 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 update to Table 5 has been justified by adequate data and analysis.

C. STAFF RECOMMENDATION

Staff recommends that the Board of County Commissioners transmit the proposed plan amendment. This recommendation includes updating Table 5 (a) as contained in the application materials stamped "RECEIVED SEP 05 2008 COMMUNITY DEVELOPMENT."

**PART III - LOCAL PLANNING AGENCY
REVIEW AND RECOMMENDATION**

DATE OF PUBLIC HEARING: September 22, 2008

A. LOCAL PLANNING AGENCY REVIEW

B. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. RECOMMENDATION:

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

C. VOTE:

NOEL ANDRESS

LES COCHRAN

RONALD INGE

JACQUE RIPPE

CARLETON RYFFEL

RAE ANN WESSEL

LELAND TAYLOR

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

DATE OF TRANSMITTAL HEARING: _____

A. BOARD REVIEW:

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

1. BOARD ACTION:

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

C. VOTE:

A. BRIAN BIGELOW

TAMMARA HALL

ROBERT P. JANES

RAY JUDAH

FRANKLIN B. MANN

**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:

A. BRIAN BIGELOW

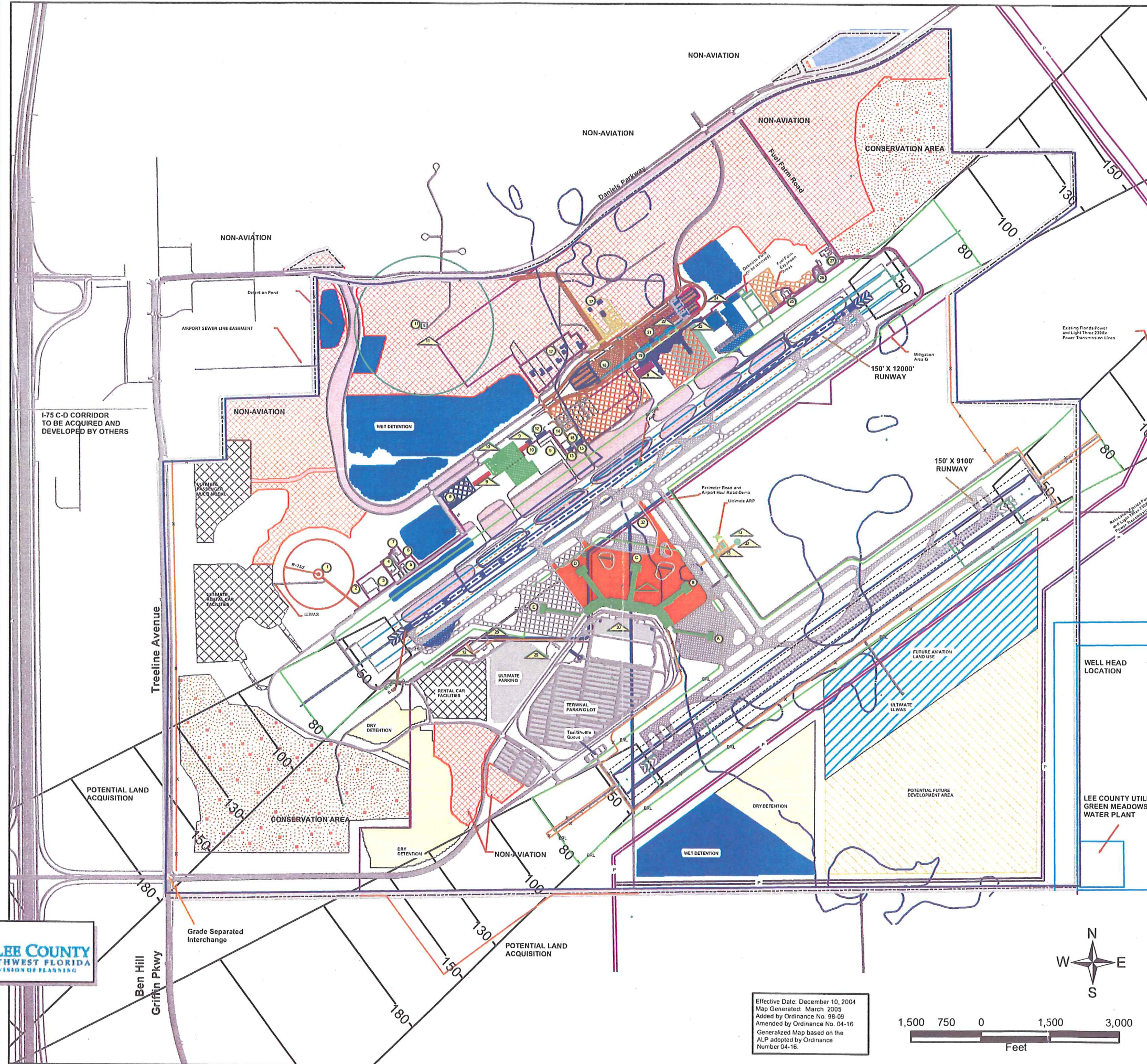
TAMMARA HALL

ROBERT P. JANES

RAY JUDAH

FRANKLIN B. MANN

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT RUNWAY PROTECTION ZONES (Map 3F)



FACILITY NAME	EXISTING	ULTIMATE
AIRPORT VORTAC	①	SAME
MAINTENANCE STORAGE	②	SAME
AIRPORT VEHICLE MAINTENANCE	③	SAME
AIRPORT MAINTENANCE BUILDING	④	SAME
REMOTE TRANSMITTER	⑤	SAME
PISTOL SHOOTING RANGE	⑥	SAME
POLICE TRAINING FACILITY	⑦	SAME
CARGO BUILDING	⑧	⑧
GENERAL AVIATION HANGARS	⑨	⑨
GENERAL AVIATION TERMINAL/FBO	⑩	⑩
AIRPORT SURVEILLANCE RADAR FACILITY	⑪	⑪
AIRLINE FREIGHT BUILDING	⑫	⑫
AIR TRAFFIC CONTROL TOWER (ATCT)	⑬	⑬
EMERGENCY GENERATOR	⑭	DEMO
AIRCRAFT RESCUE AND FIREFIGHTING (ARFF)	⑮	⑮
COMMUNICATION TOWER	⑯	DEMO
RENTAL CAR SERVICE AREA	⑰	SAME
ECONOMY PARKING LOT	⑱	CARGO EXP
TERMINAL PARKING LOT	⑲	MULTIMODAL
COMMERCIAL TERMINAL BUILDING/ADMINISTRATION	⑳	DEMO
COOLING TOWER	㉑	DEMO
FUTURE MULTI-MODAL FACILITY		㉒
ENGINE RUN-UP AREA		㉓
AIRCRAFT STORAGE/MAINTENANCE		㉔
COMMERCIAL SERVICE FUEL FARM	㉕	SAME
GENERAL AVIATION FUEL FARM	㉖	SAME
IN-FLIGHT KITCHEN	㉗	SAME
TRITURATOR		㉘
CHILLER BUILDING		㉙
PARKING GARAGE (5 LEVEL)		㉚
MID-FIELD TERMINAL		㉛
AIRPORT ROTATING BEACON	㉜	㉜

Effective Date: December 10, 2004
Map Generated: March 2005
Added by Ordinance No. 98-09
Amended by Ordinance No. 04-16
Generalized Map based on the
ALP adopted by Ordinance
Number 04-16.



CPA 2007-57
SOUTHWEST FLORIDA INTERNATIONAL
AIRPORT TABLE 5 UPDATE
PORT BOARD SPONSORED
AMENDMENT
TO THE

LEE COUNTY COMPREHENSIVE PLAN

THE LEE PLAN

**Lee County Port Authority Sponsored Application
and Staff Analysis**

**BoCC Public Hearing Document
for the
October 22nd, 2008 Public Hearing**

*Lee County Planning Division
1500 Monroe Street
P.O. Box 398
Fort Myers, FL 33902-0398
(239) 533-8585*

October 8, 2008

**LEE COUNTY
DIVISION OF PLANNING
STAFF REPORT FOR
COMPREHENSIVE PLAN AMENDMENT
CPA 2007-57**



Text Amendment



Map Amendment

<input checked="" type="checkbox"/>	This Document Contains the Following Reviews:
<input checked="" type="checkbox"/>	Staff Review
<input checked="" type="checkbox"/>	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: September 10, 2008

PART I - BACKGROUND AND STAFF RECOMMENDATION

A. SUMMARY OF APPLICATION

1. APPLICANT:

The Lee County Port Authority.

2. REQUEST:

Amend Table 5 pertaining to the development schedule for the Southwest Florida International Airport by reformatting and updating the table to: broaden the allowable uses; recognize existing as built conditions; recognize existing airport facilities inadvertently omitted from Table 5 when originally adopted in 2004; incorporate two conversion options for "non-aviation uses;" and, to delete several completed projects.

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 a revised Table 5; re-titling "Table 5" to "Table 5(b);" updating the "Existing" year to reflect 2008 conditions; reflect existing facilities that were inadvertently omitted in the 2004 adoption.

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

- The proposed plan amendment is being undertaken for the specific purpose of updating Table 5 of the Lee Plan.
- The proposed amendment does not affect the Airport boundaries as contained on the Lee Plan's Future Land Use Map. The proposed amendment does not affect the Airport Mitigation Overlay lands.
- The proposed Table 5 changes are consistent with the approved Airport Master Plan and Airport Layout Plan.
- 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 represents 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 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.
- 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.

D. BACKGROUND INFORMATION

1. EXISTING CONDITIONS:

SIZE OF PROPERTY: Airport property is 6,367 ± 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.

EXISTING USE OF LAND: The airport property is developed as an operating airport.

CURRENT ZONING: The airport property is zoned AOPD.

CURRENT FUTURE LAND USE CATEGORY: The airport property has two Future Land Use designations: Airport and Wetlands.

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 publicly 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 and updating the development schedule that is contained in Table 5 of the Lee Plan.

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 update Table 5 of the Lee Plan, the application provides the following:

Port Authority is requesting to amend Lee Plan Table 5 to add a general category of use at the Southwest Florida International Airport (SWFIA) for "Commercial and Service." The only specific use being requested at this time under this new category would be "Animal Kennel and Clinic" intended to care for pets of the traveling public using the airport. Public interest has been expressed for such a facility since it would eliminate separate trips to kennels while going to the airport to catch a flight and when returning from the airport after a flight. Allowance for this use would provide a service to the traveling public and would also create an additional source of lease revenue to support the airport. Revenue sources such as this on airport areas not directly needed for aviation are encouraged by the Federal Aviation Administration. Such animal kennel facilities are located at other airports, including Jacksonville International Airport. The addition of the general category of Commercial and Service will also increase the flexibility of Table 5 to accommodate commercial and service uses in future amendments. This and other non-aviation uses on the airport will supplement similar "Tradeport" uses that have been lost to the county through the recent annexations by the City of Fort Myers of the Arborwood and Airside Plaza developments which will be converted to predominantly residential uses.

Through coordination efforts with County staff, it was determined that this additional future use would be considered in the airport's non-aviation area as depicted on Lee Plan Map 3F. No change is being proposed to Map 3F. In addition, the application corrects several omissions and updates several midfield project references in Table 5. It adds certain airport facilities that existed in 2003 but were inadvertently omitted in Table 5 adopted in 2004. These existing facilities are being added include: 1.) the Airport Maintenance and adjacent Vehicle Maintenance Shop located in the northwest portion of the airport; 2.) the Airport Training & Conference Center and adjacent Gun Range, also located in the airport's northwest; 3.) the Airline Catering Building, located northeast of the runway; 4.) the rental car north side service areas; 5.) the Aircraft Rescue and Fire Fighting (ARFF) on the north side; and 6.) the airline catering facility in the airport's northeast. Also not identified previously on Table 5 were two projects connected to the midfield construction; the 12,000-foot parallel Taxiway F south of the runway and the additional fourth airline fuel tank at the existing fuel farm north of the runway. Finally,

the application corrects the as-built area of the midfield terminal and the as-built size of the midfield terminal apron.

In addition, a narrative justification by the Madden Company for their proposed "Madden Research Loop, Phase 1" project is separately shown as Exhibit IV.G.1.

SWFIA was removed from the Development of Regional Impact (DRI) process subsequent to the Board of County Commissioners adoption of CPA2003-02 on September 22, 2004. CPA2003-02 incorporated the Airport Master Plan, and associated impacts into the Lee Plan.

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 CPA2003-02 publically sponsored amendment providing for the incorporation of the Airport Master Plan into the Lee Plan. The Board of County Commissioners at that time stated its intention that once this Lee Plan amendment was adopted, it would be appropriate to extinguish or abandon the SWFIA DRI DO. This has been accomplished, the DRI DO has been extinguished and development at the airport is now guided by the Lee Plan.

Existing Lee Plan Table 5 is the regulatory mechanism that incorporates development projects into the Lee Plan that are consistent with the approved Airport Master Plan and the Airport Layout Plan.

PART II - STAFF ANALYSIS

A. STAFF DISCUSSION

INTRODUCTION

The applicant, the Lee County Port Authority, on October 2, 2007, filed a Lee Plan text amendment to update Table 5, Southwest Florida International Development Schedule. The application provides the following summary concerning the proposed change:

The Port Authority's request is to generally update and re-title Table 5 as Table 5a to incorporate the following changes:

Add a general category of use for “Commercial and Service.” The only specific use being requested at this time under this new category would be “Animal Kennel and Clinic” intended to board and care for pets of the traveling public using the airport. Allowance for this use would provide a service to the traveling public and would also create an additional source of revenue to support the airport.

Amend “Non-aviation Uses” to increase the amount of approved office space by incorporating two conversion options reducing either the previously approved “Light Manufacturing/Assembly” or the “Warehouse/Distribution” land uses;

Reformat Table 5 to show “Existing” as year 2008 and future year “2020;”

Add several additional 2003 existing facilities, previously omitted;

Aviation-related Land Uses – Delete several completed projects and update several future expansion projects anticipated by year 2020;

No change is being proposed to Lee Plan Map 3F.

Lee County staff recognizes the continuing importance of this effort and has worked cooperatively to achieve the best possible modification to Table 5. 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 continue a system of coordinated review between the Airport and various County departments. This application is an example of this collaborative process envisioned by the Lee Plan as amended by CPA2003-02.

The proposed Table 5 changes are consistent with the approved Airport Master Plan and Airport Layout Plan. For example, the Port Authority proposes to add a new freight forwarding facility of 15,000 square feet under the 2020 column of Table 5. The approved ALP (Lee Plan Map 3F) includes this facility denoted by a yellow triangle with the number 12. The Port Authority is proposing two options that allow the conversion of Light Manufacturing/Assembly or Warehouse/Distribution square footage into Office square footage. These options are acceptable to staff as the options are "traffic neutral." This is further discussed under the Transportation discussion further below in this report.

The parameters listed in Table 5 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.

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 a 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 Tradeport, New Community and Density Reduction/Groundwater Resources. Tradeport 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. There are a variety of DRIs, Developments of County Impacts, and planned developments in close proximity to the airport.

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 Tradeport, 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 Tradeport 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. The new mid-field terminal main access is from Treeline Avenue/Ben Hill Griffin Parkway. The Port Authority's desire is to have a direct connection to I-75 in the future.

The consultant for the Port Authority, Transportation Consultants, Inc., prepared a memorandum addressing the 2 options that are proposed for the revisions to the Non Aviation Uses on Table 5. This memorandum provides that the traffic from the 2 options equates to the Non Aviation Uses already approved on Existing Table 5.

The Lee County Department of Transportation (LCDOT) has reviewed the request and has provided written comments dated September 2, 2008. These comments are reproduced below:

The Department of Transportation has reviewed the above-referenced plan amendment, to revise Table 5 of the Lee Plan to accommodate some specific non-aviation uses at the Southwest Florida International Airport, including an airport kennel and clinic. The uses for the International Airport are now being identified in Table 5a, since an additional table is being added for Page Field uses, and the summary of existing uses (as of 2008) has been updated. The most significant change is in the list of non-aviation uses allowed through year 2020, with 40,000 square feet added for the animal kennel/clinic, the Office use increased from 225,000 square feet to 275,000 square feet, and a corresponding decrease in either Light Manufacturing/Assembly (Option 1) or Warehouse/Distribution uses (Option 2). The minimal changes will not increase the traffic coming to and from the International Airport, so Lee County DOT has no objection to the proposed table revision.

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.

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 of two animal kennels and clinics at the Southwest Florida International Airport through the year 2020 will not affect the Lee County population projections. The project is to provide a service to existing users of the airport. Users of the airport will be those residing in and visiting the area that 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 Florida Land Use, Forms and Cover Classification System (FLUCFCS) Code map; a topography map; a wetlands map; and, a table of plant communities. The Division of Environmental Sciences (ES) staff has reviewed the amendment and provided comments dated September 4, 2008. This memo raises no objection to the proposed amendment:

Because no map changes are being proposed, the changes do not negatively impact or alter any of the environmentally sensitive lands within the Southwest Florida International Airport AOPD. This is consistent with Lee Plan Goal 1 Objective 1.2 Policy 1.2.1: which states "All development on Airport lands must be consistent with Map 3F and Table 5."

SOILS

The applicant has provided a soils map and information in the background materials. 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 December 14, 2007. This letter provides the following:

We have received and reviewed your material on the proposed animal kennel/clinic to be developed and operated on airport property. We find that this non-residential use would have no impact on classroom needs in the school district.

PARKS, RECREATION AND OPEN SPACE

The proposed amendment will have no impacts on parks, recreation and open space as the development schedule does not include residential uses.

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.

EMERGENCY MEDICAL SERVICES (EMS)

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

EMS has performed a preliminary assessment of the Comprehensive Plan Amendment for the two sites for proposed animal kennels and clinics at the future hotel site and non-aviation site along Paul J. Doherty Parkway as referenced in your December 13, 2007 letter. Based on the information provided, EMS has no initial concerns with the ability to provide EMS ambulance service to these projects.

SOLID WASTE

The subject property is within Lee County Solid Waste District #3. The collection company for District #3 is Waste Pro. 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 December 19, 2007. This letter provides the following:

The Lee County Solid Waste Division is capable of providing solid waste collection service for the subject site located along Paul J. Doherty Parkway through our franchised hauling contractors. Disposal of the solid waste from this project will be accomplished at the Lee County Resource Recovery Facility and the Lee-Hendry Regional Landfill. Plans have been made, allowing for growth, to maintain long-term disposal capacity at these facilities.

MASS TRANSIT

Lee Tran staff reviewed the request and provided comments dated December 20, 2007. This letter provides the following:

Lee County Transit received your letter dated December 13, 2007 in reference to the Lee County Comprehensive Plan Text Amendment application for the Southwest Florida International Airport. Public transportation services exist to the airport terminal via Treeline Avenue and Terminal Access Road, an established transit corridor. The proposed animal kennel and clinic site #1 is within this same corridor and we consider this site related to this Comprehensive Plan Amendment Application to be within our existing service area. Site #2 however, is not within our current service area and we do not intend (sic) to extend our service to this location throughout the entire 2016 planning range of the Lee County Transit Development Plan. Our long range planning

activities to 2030 maintain the transit corridor related to Site #1 and document the need for additional, enhanced services on the route providing service to this area. We anticipate the current capacity on this route to be sufficient to meet the needs of the proposed changes you wish to make for Site #1.

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 13, 2007. These comments are reproduced below:

The Lee County Port Authority provides its own law enforcement at both the Southwest Florida International Airport and the Page Field Airport. It is anticipated that we will continue to provide law enforcement services without interruption.

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 December 17, 2007. These comments are reproduced below:

The Aircraft Rescue and Fire Fighting Department provides all fire protection and nonambulance medical services to the Southwest Florida International Airport. Station 2, located on airport property, is fully staffed and equipped 24 hours per day, 7 days per week. The construction and eventual operation of the proposed 10-acre maximum animal kennels and clinic on airport property will not hamper or impede our ability to continue providing excellent response service to the 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 July 10, 2008. This letter is reproduced below:

Potable water lines and wastewater lines are in operation in the vicinity of the proposed project mentioned above. However, in order to provide service to the subject parcels, developer funded system enhancements such as line extensions may be required.

Your firm has indicated that this project will consist of 4 commercial units with an estimated flow demand of approximately 41,250 gallons per day. Lee County Utilities presently has sufficient capacity to provide potable water and sanitary sewer service as estimated above.

Availability of potable water and sanitary sewer service is contingent upon final acceptance of the infrastructure to be constructed by the developer. Upon completion and final acceptance of this project, potable water service will be provided through our Corkscrew Water Treatment Plant.

Sanitary sewer service for this project will be provided by Gateway Wastewater Treatment Plant. However, this Plant is under expansion therefore sewer service will not be available until approximately 2 years from now. The Lee County Utilities' Operations Manual requires the project engineer to perform hydraulic computations to determine what impact this project will have on our existing system...

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.

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."

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 2030. 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 (renamed 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 update to 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 update to Table 5 has been justified by adequate data and analysis.

C. STAFF RECOMMENDATION

Staff recommends that the Board of County Commissioners transmit the proposed plan amendment. This recommendation includes updating Table 5 (a) as contained in the application materials stamped "RECEIVED SEP 05 2008 COMMUNITY DEVELOPMENT."

PART III - LOCAL PLANNING AGENCY REVIEW AND RECOMMENDATION

DATE OF PUBLIC HEARING: April 28, 2008

A. LOCAL PLANNING AGENCY REVIEW

The proposed plan amendment was brought forward at this time for discussion purposes only. The Port Authority staff provided an overview of the proposed amendment to Table 5. Staff provided that the amendment proposes to amend the project and phasing schedule for the Southwest Florida International Airport as well as adding a new category for service and commercial uses to accommodate animal kennels and clinics. The proposal also updates the "existing" column of the table to 2008 conditions. One LPA member asked whether the proposal contains sufficient uses and square footage to accommodate the Madden company proposal. Staff responded that this issue is currently being discussed and the LPA could expect revisions to the Table when the amendment is brought back to the LPA for review. One LPA member asked if the new animal kennels would require additional Lee County staff. The Port Authority staff responded that the kennels would be privately run through a lease arrangement with the Port Authority.

DATE OF PUBLIC HEARING: September 22, 2008

A. LOCAL PLANNING AGENCY REVIEW

Planning staff handed out revisions to Table 5 and discussed the proposed revisions. One LPA member asked if the proposed square footage was sufficient to accommodate the Madden project. Port Authority staff responded that the square footage was sufficient for the first phase and that a future amendment would be processed as necessary.

B. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. **RECOMMENDATION:** The LPA recommends that the Board of County Commissioners transmit the proposed amendment.
2. **BASIS AND RECOMMENDED FINDINGS OF FACT:** The LPA accepted the findings of fact as advanced by the staff.

C. VOTE:

NOEL ANDRESS	<u>AYE</u>
LES COCHRAN	<u>AYE</u>
RONALD INGE	<u>AYE</u>
JACQUE RIPPE	<u>AYE</u>
CARLETON RYFFEL	<u>AYE</u>
RAE ANN WESSEL	<u>AYE</u>
LELAND TAYLOR	<u>ABSENT</u>

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

DATE OF TRANSMITTAL HEARING: October 22, 2008

A. BOARD REVIEW:

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

1. BOARD ACTION:

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

C. VOTE:

A. BRIAN BIGELOW

TAMMARA HALL

ROBERT P. JANES

RAY JUDAH

FRANKLIN B. MANN

**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:

A. BRIAN BIGELOW

TAMMARA HALL

ROBERT P. JANES

RAY JUDAH

FRANKLIN B. MANN

TABLE 5a
Southwest Florida International Airport
Development Schedule



Development	Existing (2008)	2020
Landside		
Midfield Terminal Complex	28 gates 798,000 SF as-built	Expand from 28 gates to 47 gates 1,278,900 SF (Total 2020 area)
Auto Access	Entrances at the intersections of Daniels Parkway at Chamberlin Parkway, Paul J. Doherty Parkway, and Fuel Farm Road (located east of Doherty Parkway). Access also from Daniels via TreeLine Ave. & Alico Road via Ben Hill Griffin Parkway to Terminal Access Road. Air Cargo Lane improvements from Chamberlin Pkwy - including a realigned Perimeter Road segment allowing freight transfer within the security fenced, airside/aviation area.	Rehab perimeter, service and fuel farm roads Expand Terminal Access Road entrance to 6 lanes Construct I-75 access Connector road for maintenance facilities New perimeter roads and midfield ATCT and ARFF access roads as part of parallel runway project Miscellaneous roadway improvements
Airport Maintenance and Vehicle Maintenance Shop	23,000 SF	Add 6,800 SF to vehicle shop (Total maintenance area 29,800 SF)
Parking	14,399 total existing spaces	
Passenger	11,461 spaces	
Hourly	2,519 spaces	Ultimately 5,126 total hourly spaces
Daily	8,942 spaces	Ultimately 9,342 total daily spaces
Employee	1,288 spaces	Total 2,088 employee spaces in 2020
Taxi/Limo/Toll Booth	150 spaces	Ultimately 200 total Taxi/Limo spaces
Rental Cars	1,500 spaces in midfield	Ultimately 3,000 total rental car spaces
Cell Phone Lot	100 spaces	
Airport Training & Conference Center	16,000 SF	
Gun Range	8,500 SF	
Rental Car North Side Service Areas	39,000 SF	Relocate R-A-C service areas to midfield
Airside		
Existing Runway 6-24	12,000 ft. X 150 ft. runway	No improvements planned
Parallel Runway 6R-24L	Under design	Construct 9,100ft. X 150ft. Parallel Runway 6R-24L
Taxiways	Taxiway A-parallel taxiway to Runway 6-24, 12,000 ft. long X 75 ft. wide; Taxilane B-apron taxilane that runs parallel to former terminal ramp for transitioning aircraft going from ramp to Taxiway A for approximately 1,580 ft., 12,000' parallel S. Taxiway F as-built with midfield construction	Construct parallel taxiway north of Runway 6R-24L (9,100 ft. X 75 ft. wide) If new large Aircraft (NLA), then 100 ft. wide. Hold bay & by-pass improvements to Runway 6L-24R parallel taxiway. Construct dual cross-field connector taxiways (Approx. 4,215 ft. long X 75 ft. wide) If NLA, then 100 ft. wide. Construct a portion of south dual parallel taxiways with new parallel runway
Terminal Apron	165,000 S.Y. at former terminal site 332,900 S.Y. at midfield as-built	Add 130,000 S.Y. at midfield for total midfield 462,900 S.Y.
Air Cargo	Total of 39,500 SF cargo buildings 69,000 S.Y. apron area	Expand cargo building facilities to 58,314 SF

TABLE 5a
Southwest Florida International Airport
Development Schedule



Development	Existing	2020	
Airside (continued)			
Airline Freight Forwarding (Belly Cargo)	15,000 SF	New freight forwarding (belly cargo) facility of 15,000 SF in midfield area	
General Aviation	8,000 SF FBO and hangar facility 26,180 SF hangar space 48,650 S.Y. apron area	Infrastructure for second FBO Construct multi-use hangars (129,000 SF) Expand GA apron to 49,700 S.Y.	
Aircraft Maintenance General Aviation Large Aircraft	Approximately 13,000 SF	Expand to 36,000 SF as necessary 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.	
Air Traffic Control Tower (ATCT)	Height 76.91 ft., 8,600 SF	Relocate to midfield - same SF as existing 8,600 ft. or more. New height must be greater than 80 ft. AGL	
Aircraft Rescue and Fire Fighting (ARFF)	14,000 SF	Add midfield ARFF Station	
Fuel Farm	Commercial: Four (4) 420,000 gallon tanks Jet A Fuel pumped from existing fuel farm area by a hydrant fueling system to the midfield area General Aviation: (4) 15,000 gallon Jet A tanks (1) 12,000 gallon 100LL tank		
Airline Catering	25,000 SF		
Miscellaneous		Relocate high voltage power lines Upgrade airfield emergency generator Helipad (11,000 SF) Develop multi-modal center	
Rental Car Expansion		Rental car fuel farm	
Non-Aviation Related Land Uses		Option 1	Option 2
Commercial and Service		40,000 SF	40,000 SF
Animal Kennel and Clinic		Construct 300 Rooms	Construct 300 Rooms
Hotel ³		44,300 SF	100,000 SF
Light Manufacturing/Assembly		Construct 3,500 SF w/ 24 pumps	Construct 3,500 SF w/ 24 pumps
Gas Station/Convenience Store		100,000 SF	60,800 SF
Warehouse/Distribution		275,000 SF	275,000 SF
Office ³			

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. This Development includes 10% retail
3. This development includes 10% retail.
4. Development within the "Potential Future Development Area" will require amendment of the Lee Plan prior to development.

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT RUNWAY PROTECTION ZONES (Map 3F)



I-75 C-D CORRIDOR
TO BE ACQUIRED AND
DEVELOPED BY OTHERS

Ben Hill
Griffin Pkwy

Treeline Avenue

Grade Separated
Interchange

POTENTIAL LAND
ACQUISITION

CONSERVATION AREA

DRY DETENTION

POTENTIAL LAND
ACQUISITION

TERMINAL
PARKING LOT

RENTAL CAR
FACILITIES

ULTIMATE
PARKING

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Effective Date: December 10, 2004
Map Generated: March 2005
Added by Ordinance No. 98-09
Amended by Ordinance No. 04-16
Generalized Map based on the
ALP adopted by Ordinance
Number 04-16

1,500 750 0 1,500 3,000
Feet



AIRPORT FACILITY/BUILDING LIST		
FACILITY NAME	EXISTING	ULTIMATE
AIRPORT VORTAC	①	SAME
MAINTENANCE STORAGE	②	SAME
AIRPORT VEHICLE MAINTENANCE	③	SAME
AIRPORT MAINTENANCE BUILDING	④	SAME
REMOTE TRANSMITTER	⑤	SAME
PISTOL SHOOTING RANGE	⑥	SAME
POLICE TRAINING FACILITY	⑦	SAME
CARGO BUILDING	⑧	⑧
GENERAL AVIATION HANGARS	⑨	⑨
GENERAL AVIATION TERMINAL/FBO	⑩	⑩
AIRPORT SURVEILLANCE RADAR FACILITY	⑪	⑪
AIRLINE FREIGHT BUILDING	⑫	⑫
AIR TRAFFIC CONTROL TOWER (ATCT)	⑬	⑬
EMERGENCY GENERATOR	⑭	DEMO
AIRCRAFT RESCUE AND FIREFIGHTING (ARFF)	⑮	⑮
COMMUNICATION TOWER	⑯	DEMO
RENTAL CAR SERVICE AREA	⑰	SAME
ECONOMY PARKING LOT	⑱	CARGO EXP
TERMINAL PARKING LOT	⑲	MULTIMODAL
COMMERCIAL TERMINAL BUILDING/ADMINISTRATION	⑳	DEMO
COOLING TOWER	㉑	DEMO
FUTURE MULTI-MODAL FACILITY		㉒
ENGINE RUN-UP AREA		㉓
AIRCRAFT STORAGE/MAINTENANCE		㉔
COMMERCIAL SERVICE FUEL FARM	㉕	SAME
GENERAL AVIATION FUEL FARM	㉖	SAME
IN-FLIGHT KITCHEN	㉗	SAME
TRITURATOR		㉘
CHILLER BUILDING		㉙
PARKING GARAGE (5 LEVEL)		㉚
MID-FIELD TERMINAL		㉛
AIRPORT ROTATING BEACON	㉜	㉜

WELL HEAD LOCATION

LEE COUNTY UTILITIES
GREEN MEADOWS
WATER PLANT

FUTURE AVIATION
LAND USE

FUTURE AVIATION
LAND USE

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CPA 2007-57
SOUTHWEST FLORIDA INTERNATIONAL
AIRPORT TABLE 5 UPDATE
PORT BOARD SPONSORED
AMENDMENT
TO THE

LEE COUNTY COMPREHENSIVE PLAN

THE LEE PLAN

**Lee County Port Authority Sponsored Application
and Staff Analysis**

DCA Transmittal Document

*Lee County Planning Division
1500 Monroe Street
P.O. Box 398
Fort Myers, FL 33902-0398
(239) 533-8585*

October 22, 2008

**LEE COUNTY
DIVISION OF PLANNING
STAFF REPORT FOR
COMPREHENSIVE PLAN AMENDMENT
CPA 2007-57**



Text Amendment



Map Amendment

<input checked="" type="checkbox"/>	This Document Contains the Following Reviews:
<input checked="" type="checkbox"/>	Staff Review
<input checked="" type="checkbox"/>	Local Planning Agency Review and Recommendation
<input checked="" type="checkbox"/>	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: September 10, 2008

PART I - BACKGROUND AND STAFF RECOMMENDATION

A. SUMMARY OF APPLICATION

1. APPLICANT:

The Lee County Port Authority.

2. REQUEST:

Amend Table 5 pertaining to the development schedule for the Southwest Florida International Airport by reformatting and updating the table to: broaden the allowable uses; recognize existing as built conditions; recognize existing airport facilities inadvertently omitted from Table 5 when originally adopted in 2004; incorporate two conversion options for "non-aviation uses;" and, to delete several completed projects.

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 a revised Table 5; re-titling "Table 5" to "Table 5(b);" updating the "Existing" year to reflect 2008 conditions; reflect existing facilities that were inadvertently omitted in the 2004 adoption.

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

- The proposed plan amendment is being undertaken for the specific purpose of updating Table 5 of the Lee Plan.
- The proposed amendment does not affect the Airport boundaries as contained on the Lee Plan's Future Land Use Map. The proposed amendment does not affect the Airport Mitigation Overlay lands.
- The proposed Table 5 changes are consistent with the approved Airport Master Plan and Airport Layout Plan.
- 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 represents 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 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.
- 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.

D. BACKGROUND INFORMATION

1. EXISTING CONDITIONS:

SIZE OF PROPERTY: Airport property is 6,367 ± 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.

EXISTING USE OF LAND: The airport property is developed as an operating airport.

CURRENT ZONING: The airport property is zoned AOPD.

CURRENT FUTURE LAND USE CATEGORY: The airport property has two Future Land Use designations: Airport and Wetlands.

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 publicly 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 and updating the development schedule that is contained in Table 5 of the Lee Plan.

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 update Table 5 of the Lee Plan, the application provides the following:

Port Authority is requesting to amend Lee Plan Table 5 to add a general category of use at the Southwest Florida International Airport (SWFIA) for "Commercial and Service." The only specific use being requested at this time under this new category would be "Animal Kennel and Clinic" intended to care for pets of the traveling public using the airport. Public interest has been expressed for such a facility since it would eliminate separate trips to kennels while going to the airport to catch a flight and when returning from the airport after a flight. Allowance for this use would provide a service to the traveling public and would also create an additional source of lease revenue to support the airport. Revenue sources such as this on airport areas not directly needed for aviation are encouraged by the Federal Aviation Administration. Such animal kennel facilities are located at other airports, including Jacksonville International Airport. The addition of the general category of Commercial and Service will also increase the flexibility of Table 5 to accommodate commercial and service uses in future amendments. This and other non-aviation uses on the airport will supplement similar "Tradeport" uses that have been lost to the county through the recent annexations by the City of Fort Myers of the Arborwood and Airside Plaza developments which will be converted to predominantly residential uses.

Through coordination efforts with County staff, it was determined that this additional future use would be considered in the airport's non-aviation area as depicted on Lee Plan Map 3F. No change is being proposed to Map 3F. In addition, the application corrects several omissions and updates several midfield project references in Table 5. It adds certain airport facilities that existed in 2003 but were inadvertently omitted in Table 5 adopted in 2004. These existing facilities are being added include: 1.) the Airport Maintenance and adjacent Vehicle Maintenance Shop located in the northwest portion of the airport; 2.) the Airport Training & Conference Center and adjacent Gun Range, also located in the airport's northwest; 3.) the Airline Catering Building, located northeast of the runway; 4.) the rental car north side service areas; 5.) the Aircraft Rescue and Fire Fighting (ARFF) on the north side; and 6.) the airline catering facility in the airport's northeast. Also not identified previously on Table 5 were two projects connected to the midfield construction; the 12,000-foot parallel Taxiway F south of the runway and the additional fourth airline fuel tank at the existing fuel farm north of the runway. Finally,

the application corrects the as-built area of the midfield terminal and the as-built size of the midfield terminal apron.

In addition, a narrative justification by the Madden Company for their proposed "Madden Research Loop, Phase 1" project is separately shown as Exhibit IV.G.1.

SWFIA was removed from the Development of Regional Impact (DRI) process subsequent to the Board of County Commissioners adoption of CPA2003-02 on September 22, 2004. CPA2003-02 incorporated the Airport Master Plan, and associated impacts into the Lee Plan.

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 CPA2003-02 publically sponsored amendment providing for the incorporation of the Airport Master Plan into the Lee Plan. The Board of County Commissioners at that time stated its intention that once this Lee Plan amendment was adopted, it would be appropriate to extinguish or abandon the SWFIA DRI DO. This has been accomplished, the DRI DO has been extinguished and development at the airport is now guided by the Lee Plan.

Existing Lee Plan Table 5 is the regulatory mechanism that incorporates development projects into the Lee Plan that are consistent with the approved Airport Master Plan and the Airport Layout Plan.

PART II - STAFF ANALYSIS

A. STAFF DISCUSSION

INTRODUCTION

The applicant, the Lee County Port Authority, on October 2, 2007, filed a Lee Plan text amendment to update Table 5, Southwest Florida International Development Schedule. The application provides the following summary concerning the proposed change:

The Port Authority's request is to generally update and re-title Table 5 as Table 5a to incorporate the following changes:

Add a general category of use for "Commercial and Service." The only specific use being requested at this time under this new category would be "Animal Kennel and Clinic" intended to board and care for pets of the traveling public using the airport. Allowance for this use would provide a service to the traveling public and would also create an additional source of revenue to support the airport.

Amend "Non-aviation Uses" to increase the amount of approved office space by incorporating two conversion options reducing either the previously approved "Light Manufacturing/Assembly" or the "Warehouse/Distribution" land uses;

Reformat Table 5 to show "Existing" as year 2008 and future year "2020;"

Add several additional 2003 existing facilities, previously omitted;

Aviation-related Land Uses – Delete several completed projects and update several future expansion projects anticipated by year 2020;

No change is being proposed to Lee Plan Map 3F.

Lee County staff recognizes the continuing importance of this effort and has worked cooperatively to achieve the best possible modification to Table 5. 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 continue a system of coordinated review between the Airport and various County departments. This application is an example of this collaborative process envisioned by the Lee Plan as amended by CPA2003-02.

The proposed Table 5 changes are consistent with the approved Airport Master Plan and Airport Layout Plan. For example, the Port Authority proposes to add a new freight forwarding facility of 15,000 square feet under the 2020 column of Table 5. The approved ALP (Lee Plan Map 3F) includes this facility denoted by a yellow triangle with the number 12. The Port Authority is proposing two options that allow the conversion of Light Manufacturing/Assembly or Warehouse/Distribution square footage into Office square footage. These options are acceptable to staff as the options are "traffic neutral." This is further discussed under the Transportation discussion further below in this report.

The parameters listed in Table 5 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.

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 a 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 Tradeport, New Community and Density Reduction/Groundwater Resources. Tradeport 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. There are a variety of DRIs, Developments of County Impacts, and planned developments in close proximity to the airport.

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 Tradeport, 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 Tradeport 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. The new mid-field terminal main access is from Treeline Avenue/Ben Hill Griffin Parkway. The Port Authority's desire is to have a direct connection to I-75 in the future.

The consultant for the Port Authority, Transportation Consultants, Inc., prepared a memorandum addressing the 2 options that are proposed for the revisions to the Non Aviation Uses on Table 5. This memorandum provides that the traffic from the 2 options equates to the Non Aviation Uses already approved on Existing Table 5.

The Lee County Department of Transportation (LCDOT) has reviewed the request and has provided written comments dated September 2, 2008. These comments are reproduced below:

The Department of Transportation has reviewed the above-referenced plan amendment, to revise Table 5 of the Lee Plan to accommodate some specific non-aviation uses at the Southwest Florida International Airport, including an airport kennel and clinic. The uses for the International Airport are now being identified in Table 5a, since an additional table is being added for Page Field uses, and the summary of existing uses (as of 2008) has been updated. The most significant change is in the list of non-aviation uses allowed through year 2020, with 40,000 square feet added for the animal kennel/clinic, the Office use increased from 225,000 square feet to 275,000 square feet, and a corresponding decrease in either Light Manufacturing/Assembly (Option 1) or Warehouse/Distribution uses (Option 2). The minimal changes will not increase the traffic coming to and from the International Airport, so Lee County DOT has no objection to the proposed table revision.

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.

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 of two animal kennels and clinics at the Southwest Florida International Airport through the year 2020 will not affect the Lee County population projections. The project is to provide a service to existing users of the airport. Users of the airport will be those residing in and visiting the area that 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 Florida Land Use, Forms and Cover Classification System (FLUCFCS) Code map; a topography map; a wetlands map; and, a table of plant communities. The Division of Environmental Sciences (ES) staff has reviewed the amendment and provided comments dated September 4, 2008. This memo raises no objection to the proposed amendment:

Because no map changes are being proposed, the changes do not negatively impact or alter any of the environmentally sensitive lands within the Southwest Florida International Airport AOPD. This is consistent with Lee Plan Goal 1 Objective 1.2 Policy 1.2.1: which states "All development on Airport lands must be consistent with Map 3F and Table 5."

SOILS

The applicant has provided a soils map and information in the background materials. 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 December 14, 2007. This letter provides the following:

We have received and reviewed your material on the proposed animal kennel/clinic to be developed and operated on airport property. We find that this non-residential use would have no impact on classroom needs in the school district.

PARKS, RECREATION AND OPEN SPACE

The proposed amendment will have no impacts on parks, recreation and open space as the development schedule does not include residential uses.

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.

EMERGENCY MEDICAL SERVICES (EMS)

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

EMS has performed a preliminary assessment of the Comprehensive Plan Amendment for the two sites for proposed animal kennels and clinics at the future hotel site and non-aviation site along Paul J. Doherty Parkway as referenced in your December 13, 2007 letter. Based on the information provided, EMS has no initial concerns with the ability to provide EMS ambulance service to these projects.

SOLID WASTE

The subject property is within Lee County Solid Waste District #3. The collection company for District #3 is Waste Pro. 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 December 19, 2007. This letter provides the following:

The Lee County Solid Waste Division is capable of providing solid waste collection service for the subject site located along Paul J. Doherty Parkway through our franchised hauling contractors. Disposal of the solid waste from this project will be accomplished at the Lee County Resource Recovery Facility and the Lee-Hendry Regional Landfill. Plans have been made, allowing for growth, to maintain long-term disposal capacity at these facilities.

MASS TRANSIT

Lee Tran staff reviewed the request and provided comments dated December 20, 2007. This letter provides the following:

Lee County Transit received your letter dated December 13, 2007 in reference to the Lee County Comprehensive Plan Text Amendment application for the Southwest Florida International Airport. Public transportation services exist to the airport terminal via Treeline Avenue and Terminal Access Road, an established transit corridor. The proposed animal kennel and clinic site #1 is within this same corridor and we consider this site related to this Comprehensive Plan Amendment Application to be within our existing service area. Site #2 however, is not within our current service area and we do not intend (sic) to extend our service to this location throughout the entire 2016 planning range of the Lee County Transit Development Plan. Our long range planning

activities to 2030 maintain the transit corridor related to Site #1 and document the need for additional, enhanced services on the route providing service to this area. We anticipate the current capacity on this route to be sufficient to meet the needs of the proposed changes you wish to make for Site #1.

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 13, 2007. These comments are reproduced below:

The Lee County Port Authority provides its own law enforcement at both the Southwest Florida International Airport and the Page Field Airport. It is anticipated that we will continue to provide law enforcement services without interruption.

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 December 17, 2007. These comments are reproduced below:

The Aircraft Rescue and Fire Fighting Department provides all fire protection and nonambulance medical services to the Southwest Florida International Airport. Station 2, located on airport property, is fully staffed and equipped 24 hours per day, 7 days per week. The construction and eventual operation of the proposed 10-acre maximum animal kennels and clinic on airport property will not hamper or impede our ability to continue providing excellent response service to the 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 July 10, 2008. This letter is reproduced below:

Potable water lines and wastewater lines are in operation in the vicinity of the proposed project mentioned above. However, in order to provide service to the subject parcels, developer funded system enhancements such as line extensions may be required.

Your firm has indicated that this project will consist of 4 commercial units with an estimated flow demand of approximately 41,250 gallons per day. Lee County Utilities presently has sufficient capacity to provide potable water and sanitary sewer service as estimated above.

Availability of potable water and sanitary sewer service is contingent upon final acceptance of the infrastructure to be constructed by the developer. Upon completion and final acceptance of this project, potable water service will be provided through our Corkscrew Water Treatment Plant.

Sanitary sewer service for this project will be provided by Gateway Wastewater Treatment Plant. However, this Plant is under expansion therefore sewer service will not be available until approximately 2 years from now. The Lee County Utilities' Operations Manual requires the project engineer to perform hydraulic computations to determine what impact this project will have on our existing system...

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.

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."

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 2030. 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(renamed 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 update to 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 update to Table 5 has been justified by adequate data and analysis.

C. STAFF RECOMMENDATION

Staff recommends that the Board of County Commissioners transmit the proposed plan amendment. This recommendation includes updating Table 5 (a) as attached to this staff report.

PART III - LOCAL PLANNING AGENCY REVIEW AND RECOMMENDATION

DATE OF PUBLIC HEARING: April 28, 2008

A. LOCAL PLANNING AGENCY REVIEW

The proposed plan amendment was brought forward at this time for discussion purposes only. The Port Authority staff provided an overview of the proposed amendment to Table 5. Staff provided that the amendment proposes to amend the project and phasing schedule for the Southwest Florida International Airport as well as adding a new category for service and commercial uses to accommodate animal kennels and clinics. The proposal also updates the "existing" column of the table to 2008 conditions. One LPA member asked whether the proposal contains sufficient uses and square footage to accommodate the Madden company proposal. Staff responded that this issue is currently being discussed and the LPA could expect revisions to the Table when the amendment is brought back to the LPA for review. One LPA member asked if the new animal kennels would require additional Lee County staff. The Port Authority staff responded that the kennels would be privately run through a lease arrangement with the Port Authority.

DATE OF PUBLIC HEARING: September 22, 2008

A. LOCAL PLANNING AGENCY REVIEW

Planning staff handed out revisions to Table 5 and discussed the proposed revisions. One LPA member asked if the proposed square footage was sufficient to accommodate the Madden project. Port Authority staff responded that the square footage was sufficient for the first phase and that a future amendment would be processed as necessary.

B. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. **RECOMMENDATION:** The LPA recommends that the Board of County Commissioners transmit the proposed amendment.
2. **BASIS AND RECOMMENDED FINDINGS OF FACT:** The LPA accepted the findings of fact as advanced by the staff.

C. VOTE:

NOEL ANDRESS	<u>AYE</u>
LES COCHRAN	<u>AYE</u>
RONALD INGE	<u>AYE</u>
JACQUE RIPPE	<u>AYE</u>
CARLETON RYFFEL	<u>AYE</u>
RAE ANN WESSEL	<u>AYE</u>
LELAND TAYLOR	<u>ABSENT</u>

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

DATE OF TRANSMITTAL HEARING: October 22, 2008

A. BOARD REVIEW: This proposed plan amendment was considered as part of the Board's Consent Agenda. No members of the public addressed this proposed amendment. The amendment was transmitted by the motion that approved the Consent Agenda.

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

- 1. BOARD ACTION:** The Board of County Commissioners voted to **transmit** the proposed amendment to the DCA for their review.
- 2. BASIS AND RECOMMENDED FINDINGS OF FACT:** The Board accepted the findings of fact as advanced by the staff and local planning agency.

C. VOTE:

A. BRIAN BIGELOW

AYE

TAMMARA HALL

AYE

ROBERT P. JANES

AYE

RAY JUDAH

AYE

FRANKLIN B. MANN

AYE

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

DATE OF ORC REPORT: _____

- A. DCA OBJECTIONS, RECOMMENDATIONS AND COMMENTS**

- B. STAFF RESPONSE**

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

DATE OF ADOPTION HEARING: _____

A. BOARD REVIEW:

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

1. BOARD ACTION:

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

C. VOTE:

A. BRIAN BIGELOW

TAMMARA HALL

ROBERT P. JANES

RAY JUDAH

FRANKLIN B. MANN

TABLE 5a
Southwest Florida International Airport
Development Schedule



Development	Existing (2008)	2020
Landside		
Midfield Terminal Complex	28 gates 798,000 SF as-built	Expand from 28 gates to 47 gates 1,278,900 SF (Total 2020 area)
Auto Access	Entrances at the intersections of Daniels Parkway at Chamberlin Parkway, Paul J. Doherty Parkway, and Fuel Farm Road (located east of Doherty Parkway). Access also from Daniels via Treeline Ave. & Alico Road via Ben Hill Griffin Parkway to Terminal Access Road. Air Cargo Lane improvements from Chamberlin Pkwy - including a realigned Perimeter Road segment allowing freight transfer within the security fenced, airside/aviation area.	Rehab perimeter, service and fuel farm roads Expand Terminal Access Road entrance to 6 lanes Construct I-75 access Connector road for maintenance facilities New perimeter roads and midfield ATCT and ARFF access roads as part of parallel runway project Miscellaneous roadway improvements
Airport Maintenance and Vehicle Maintenance Shop	23,000 SF	Add 6,800 SF to vehicle shop (Total maintenance area 29,800 SF)
Parking	14,399 total existing spaces	
Passenger	11,461 spaces	
Hourly	2,519 spaces	Ultimately 5,126 total hourly spaces
Daily	8,942 spaces	Ultimately 9,342 total daily spaces
Employee	1,288 spaces	Total 2,088 employee spaces in 2020
Taxi/Limo/Toll Booth	150 spaces	Ultimately 200 total Taxi/Limo spaces
Rental Cars	1,500 spaces in midfield	Ultimately 3,000 total rental car spaces
Cell Phone Lot	100 spaces	
Airport Training & Conference Center	16,000 SF	
Gun Range	8,500 SF	
Rental Car North Side Service Areas	39,000 SF	Relocate R-A-C service areas to midfield
Airside		
Existing Runway 6-24	12,000 ft. X 150 ft. runway	No improvements planned
Parallel Runway 6R-24L	Under design	Construct 9,100ft. X 150ft. Parallel Runway 6R-24L
Taxiways	Taxiway A-parallel taxiway to Runway 6-24, 12,000 ft. long X 75 ft. wide; Taxilane B-apron taxilane that runs parallel to former terminal ramp for transitioning aircraft going from ramp to Taxiway A for approximately 1,580 ft. 12,000' parallel S. Taxiway F as-built with midfield construction	Construct parallel taxiway north of Runway 6R-24L (9,100 ft. X 75 ft. wide) If new large Aircraft (NLA), then 100 ft. wide. Hold bay & by-pass improvements to Runway 6L-24R parallel taxiway. Construct dual cross-field connector taxiways (Approx. 4,215 ft. long X 75 ft. wide) If NLA, then 100 ft. wide. Construct a portion of south dual parallel taxiways with new parallel runway
Terminal Apron	165,000 S.Y. at former terminal site 332,900 S.Y. at midfield as-built	Add 130,000 S.Y. at midfield for total midfield 462,900 S.Y.
Air Cargo	Total of 39,500 SF cargo buildings 69,000 S.Y. apron area	Expand cargo building facilities to 58,314 SF

TABLE 5a
Southwest Florida International Airport
Development Schedule



Development	Existing	2020	
Airside (continued)			
Airline Freight Forwarding (Belly Cargo)	15,000 SF	New freight forwarding (belly cargo) facility of 15,000 SF in midfield area	
General Aviation	8,000 SF FBO and hangar facility 26,180 SF hangar space 48,650 S.Y. apron area	Infrastructure for second FBO Construct multi-use hangars (129,000 SF) Expand GA apron to 49,700 S.Y.	
Aircraft Maintenance General Aviation Large Aircraft	Approximately 13,000 SF	Expand to 36,000 SF as necessary 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.	
Air Traffic Control Tower (ATCT)	Height 76.91 ft., 8,600 SF	Relocate to midfield - same SF as existing 8,600 ft. or more. New height must be greater than 80 ft. AGL	
Aircraft Rescue and Fire Fighting (ARFF)	14,000 SF	Add midfield ARFF Station	
Fuel Farm	Commercial: Four (4) 420,000 gallon tanks Jet A Fuel pumped from existing fuel farm area by a hydrant fueling system to the midfield area General Aviation: (4) 15,000 gallon Jet A tanks (1) 12,000 gallon 100LL tank		
Airline Catering	25,000 SF		
Miscellaneous		Relocate high voltage power lines Upgrade airfield emergency generator Helipad (11,000 SF) Develop multi-modal center	
Rental Car Expansion		Rental car fuel farm	
Non-Aviation Related Land Uses		Option 1	Option 2
Commercial and Service		40,000 SF	40,000 SF
Animal Kennel and Clinic		Construct 300 Rooms	Construct 300 Rooms
Hotel ^{1,2}		44,300 SF	100,000 SF
Light Manufacturing/Assembly		Construct 3,500 SF w/ 24 pumps	Construct 3,500 SF w/ 24 pumps
Gas Station/Convenience Store		100,000 SF	60,800 SF
Warehouse/Distribution			
Office ^{3,4}		275,000 SF	275,000 SF

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. This Development includes 10% retail
3. This development includes 10% retail.
4. Development within the "Potential Future Development Area" will require amendment of the Lee Plan prior to development.



LEE COUNTY UTILITIES
GREEN MEADOWS
WATER PLANT

AIRPORT FACILITY/BUILDING LIST		
FACILITY NAME	EXISTING	ULTIMATE
AIRPORT VORTAC	①	SAME
MAINTENANCE STORAGE	②	SAME
AIRPORT VEHICLE MAINTENANCE	③	SAME
AIRPORT MAINTENANCE BUILDING	④	SAME
REMOTE TRANSMITTER	⑤	SAME
PISTOL SHOOTING RANGE	⑥	SAME
POLICE TRAINING FACILITY	⑦	SAME
CARGO BUILDING	⑧	8
GENERAL AVIATION HANGARS	⑨	9
GENERAL AVIATION TERMINAL/FBO	⑩	10
AIRPORT SURVEILLANCE RADAR FACILITY	11	11
AIRLINE FREIGHT BUILDING	12	12
AIR TRAFFIC CONTROL TOWER (ATCT)	13	13
EMERGENCY GENERATOR	14	DEMO
AIRCRAFT RESCUE AND FIREFIGHTING (ARFF)	15	15
COMMUNICATION TOWER	16	DEMO
RENTAL CAR SERVICE AREA	17	SAME
ECONOMY PARKING LOT	18	CARGO EXP
TERMINAL PARKING LOT	19	MULTIMODAL
COMMERCIAL TERMINAL BUILDING/ADMINISTRATION	20	DEMO
COOLING TOWER	21	DEMO
FUTURE MULTI-MODAL FACILITY		22
ENGINE RUN-UP AREA		23
AIRCRAFT STORAGE/MAINTENANCE		24
COMMERCIAL SERVICE FUEL FARM	25	SAME
GENERAL AVIATION FUEL FARM	26	SAME
IN-FLIGHT KITCHEN	27	SAME
TRITURATOR		28
CHILLER BUILDING		29
PARKING GARAGE (5 LEVEL)		30
MID-FIELD TERMINAL		31
AIRPORT ROTATING BEACON	32	32

CPA 2007-57
SOUTHWEST FLORIDA INTERNATIONAL
AIRPORT TABLE 5 UPDATE
PORT BOARD SPONSORED
AMENDMENT
TO THE

LEE COUNTY COMPREHENSIVE PLAN

THE LEE PLAN

**Lee County Port Authority Sponsored Application
and Staff Analysis**

**BoCC Public Hearing Document
for the
February 25th, 2009 Public Hearing**

*Lee County Planning Division
1500 Monroe Street
P.O. Box 398
Fort Myers, FL 33902-0398
(239) 533-8585*

January 16, 2009

**LEE COUNTY
DIVISION OF PLANNING
STAFF REPORT FOR
COMPREHENSIVE PLAN AMENDMENT
CPA 2007-57**



Text Amendment



Map Amendment

<input checked="" type="checkbox"/>	This Document Contains the Following Reviews:
<input checked="" type="checkbox"/>	Staff Review
<input checked="" type="checkbox"/>	Local Planning Agency Review and Recommendation
<input checked="" type="checkbox"/>	Board of County Commissioners Hearing for Transmittal
<input checked="" type="checkbox"/>	Staff Response to the DCA Objections, Recommendations, and Comments (ORC) Report
	Board of County Commissioners Hearing for Adoption

STAFF REPORT PREPARATION DATE: September 10, 2008

PART I - BACKGROUND AND STAFF RECOMMENDATION

A. SUMMARY OF APPLICATION

1. APPLICANT:

The Lee County Port Authority.

2. REQUEST:

Amend Table 5 pertaining to the development schedule for the Southwest Florida International Airport by reformatting and updating the table to: broaden the allowable uses; recognize existing as built conditions; recognize existing airport facilities inadvertently omitted from Table 5 when originally adopted in 2004; incorporate two conversion options for "non-aviation uses;" and, to delete several completed projects.

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 a revised Table 5; re-titling "Table 5" to "Table 5(b);" updating the "Existing" year to reflect 2008 conditions; reflect existing facilities that were inadvertently omitted in the 2004 adoption.

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

- The proposed plan amendment is being undertaken for the specific purpose of updating Table 5 of the Lee Plan.
- The proposed amendment does not affect the Airport boundaries as contained on the Lee Plan's Future Land Use Map. The proposed amendment does not affect the Airport Mitigation Overlay lands.
- The proposed Table 5 changes are consistent with the approved Airport Master Plan and Airport Layout Plan.
- 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 represents 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 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.
- 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.

D. BACKGROUND INFORMATION

1. EXISTING CONDITIONS:

SIZE OF PROPERTY: Airport property is 6,367 ± 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.

EXISTING USE OF LAND: The airport property is developed as an operating airport.

CURRENT ZONING: The airport property is zoned AOPD.

CURRENT FUTURE LAND USE CATEGORY: The airport property has two Future Land Use designations: Airport and Wetlands.

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 publicly 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 and updating the development schedule that is contained in Table 5 of the Lee Plan.

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 update Table 5 of the Lee Plan, the application provides the following:

Port Authority is requesting to amend Lee Plan Table 5 to add a general category of use at the Southwest Florida International Airport (SWFIA) for "Commercial and Service." The only specific use being requested at this time under this new category would be "Animal Kennel and Clinic" intended to care for pets of the traveling public using the airport. Public interest has been expressed for such a facility since it would eliminate separate trips to kennels while going to the airport to catch a flight and when returning from the airport after a flight. Allowance for this use would provide a service to the traveling public and would also create an additional source of lease revenue to support the airport. Revenue sources such as this on airport areas not directly needed for aviation are encouraged by the Federal Aviation Administration. Such animal kennel facilities are located at other airports, including Jacksonville International Airport. The addition of the general category of Commercial and Service will also increase the flexibility of Table 5 to accommodate commercial and service uses in future amendments. This and other non-aviation uses on the airport will supplement similar "Tradeport" uses that have been lost to the county through the recent annexations by the City of Fort Myers of the Arborwood and Airside Plaza developments which will be converted to predominantly residential uses.

Through coordination efforts with County staff, it was determined that this additional future use would be considered in the airport's non-aviation area as depicted on Lee Plan Map 3F. No change is being proposed to Map 3F. In addition, the application corrects several omissions and updates several midfield project references in Table 5. It adds certain airport facilities that existed in 2003 but were inadvertently omitted in Table 5 adopted in 2004. These existing facilities are being added include: 1.) the Airport Maintenance and adjacent Vehicle Maintenance Shop located in the northwest portion of the airport; 2.) the Airport Training & Conference Center and adjacent Gun Range, also located in the airport's northwest; 3.) the Airline Catering Building, located northeast of the runway; 4.) the rental car north side service areas; 5.) the Aircraft Rescue and Fire Fighting (ARFF) on the north side; and 6.) the airline catering facility in the airport's northeast. Also not identified previously on Table 5 were two projects connected to the midfield construction; the 12,000-foot parallel Taxiway F south of the runway and the additional fourth airline fuel tank at the existing fuel farm north of the runway. Finally,

the application corrects the as-built area of the midfield terminal and the as-built size of the midfield terminal apron.

In addition, a narrative justification by the Madden Company for their proposed "Madden Research Loop, Phase 1" project is separately shown as Exhibit IV.G.1.

SWFIA was removed from the Development of Regional Impact (DRI) process subsequent to the Board of County Commissioners adoption of CPA2003-02 on September 22, 2004. CPA2003-02 incorporated the Airport Master Plan, and associated impacts into the Lee Plan.

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 CPA2003-02 publically sponsored amendment providing for the incorporation of the Airport Master Plan into the Lee Plan. The Board of County Commissioners at that time stated its intention that once this Lee Plan amendment was adopted, it would be appropriate to extinguish or abandon the SWFIA DRI DO. This has been accomplished, the DRI DO has been extinguished and development at the airport is now guided by the Lee Plan.

Existing Lee Plan Table 5 is the regulatory mechanism that incorporates development projects into the Lee Plan that are consistent with the approved Airport Master Plan and the Airport Layout Plan.

PART II - STAFF ANALYSIS

A. STAFF DISCUSSION

INTRODUCTION

The applicant, the Lee County Port Authority, on October 2, 2007, filed a Lee Plan text amendment to update Table 5, Southwest Florida International Development Schedule. The application provides the following summary concerning the proposed change:

The Port Authority's request is to generally update and re-title Table 5 as Table 5a to incorporate the following changes:

Add a general category of use for "Commercial and Service." The only specific use being requested at this time under this new category would be "Animal Kennel and Clinic" intended to board and care for pets of the traveling public using the airport. Allowance for this use would provide a service to the traveling public and would also create an additional source of revenue to support the airport.

Amend "Non-aviation Uses" to increase the amount of approved office space by incorporating two conversion options reducing either the previously approved "Light Manufacturing/Assembly" or the "Warehouse/Distribution" land uses;

Reformat Table 5 to show "Existing" as year 2008 and future year "2020;"

Add several additional 2003 existing facilities, previously omitted;

Aviation-related Land Uses – Delete several completed projects and update several future expansion projects anticipated by year 2020;

No change is being proposed to Lee Plan Map 3F.

Lee County staff recognizes the continuing importance of this effort and has worked cooperatively to achieve the best possible modification to Table 5. 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 continue a system of coordinated review between the Airport and various County departments. This application is an example of this collaborative process envisioned by the Lee Plan as amended by CPA2003-02.

The proposed Table 5 changes are consistent with the approved Airport Master Plan and Airport Layout Plan. For example, the Port Authority proposes to add a new freight forwarding facility of 15,000 square feet under the 2020 column of Table 5. The approved ALP (Lee Plan Map 3F) includes this facility denoted by a yellow triangle with the number 12. The Port Authority is proposing two options that allow the conversion of Light Manufacturing/Assembly or Warehouse/Distribution square footage into Office square footage. These options are acceptable to staff as the options are "traffic neutral." This is further discussed under the Transportation discussion further below in this report.

The parameters listed in Table 5 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.

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 a 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 Tradeport, New Community and Density Reduction/Groundwater Resources. Tradeport 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. There are a variety of DRIs, Developments of County Impacts, and planned developments in close proximity to the airport.

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 Tradeport, 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 Tradeport 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. The new mid-field terminal main access is from Treeline Avenue/Ben Hill Griffin Parkway. The Port Authority's desire is to have a direct connection to I-75 in the future.

The consultant for the Port Authority, Transportation Consultants, Inc., prepared a memorandum addressing the 2 options that are proposed for the revisions to the Non Aviation Uses on Table 5. This memorandum provides that the traffic from the 2 options equates to the Non Aviation Uses already approved on Existing Table 5.

The Lee County Department of Transportation (LCDOT) has reviewed the request and has provided written comments dated September 2, 2008. These comments are reproduced below:

The Department of Transportation has reviewed the above-referenced plan amendment, to revise Table 5 of the Lee Plan to accommodate some specific non-aviation uses at the Southwest Florida International Airport, including an airport kennel and clinic. The uses for the International Airport are now being identified in Table 5a, since an additional table is being added for Page Field uses, and the summary of existing uses (as of 2008) has been updated. The most significant change is in the list of non-aviation uses allowed through year 2020, with 40,000 square feet added for the animal kennel/clinic, the Office use increased from 225,000 square feet to 275,000 square feet, and a corresponding decrease in either Light Manufacturing/Assembly (Option 1) or Warehouse/Distribution uses (Option 2). The minimal changes will not increase the traffic coming to and from the International Airport, so Lee County DOT has no objection to the proposed table revision.

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.

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 of two animal kennels and clinics at the Southwest Florida International Airport through the year 2020 will not affect the Lee County population projections. The project is to provide a service to existing users of the airport. Users of the airport will be those residing in and visiting the area that 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 Florida Land Use, Forms and Cover Classification System (FLUCFCS) Code map; a topography map; a wetlands map; and, a table of plant communities. The Division of Environmental Sciences (ES) staff has reviewed the amendment and provided comments dated September 4, 2008. This memo raises no objection to the proposed amendment:

Because no map changes are being proposed, the changes do not negatively impact or alter any of the environmentally sensitive lands within the Southwest Florida International Airport AOPD. This is consistent with Lee Plan Goal 1 Objective 1.2 Policy 1.2.1: which states "All development on Airport lands must be consistent with Map 3F and Table 5."

SOILS

The applicant has provided a soils map and information in the background materials. 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 December 14, 2007. This letter provides the following:

We have received and reviewed your material on the proposed animal kennel/clinic to be developed and operated on airport property. We find that this non-residential use would have no impact on classroom needs in the school district.

PARKS, RECREATION AND OPEN SPACE

The proposed amendment will have no impacts on parks, recreation and open space as the development schedule does not include residential uses.

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.

EMERGENCY MEDICAL SERVICES (EMS)

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

EMS has performed a preliminary assessment of the Comprehensive Plan Amendment for the two sites for proposed animal kennels and clinics at the future hotel site and non-aviation site along Paul J. Doherty Parkway as referenced in your December 13, 2007 letter. Based on the information provided, EMS has no initial concerns with the ability to provide EMS ambulance service to these projects.

SOLID WASTE

The subject property is within Lee County Solid Waste District #3. The collection company for District #3 is Waste Pro. 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 December 19, 2007. This letter provides the following:

The Lee County Solid Waste Division is capable of providing solid waste collection service for the subject site located along Paul J. Doherty Parkway through our franchised hauling contractors. Disposal of the solid waste from this project will be accomplished at the Lee County Resource Recovery Facility and the Lee-Hendry Regional Landfill. Plans have been made, allowing for growth, to maintain long-term disposal capacity at these facilities.

MASS TRANSIT

Lee Tran staff reviewed the request and provided comments dated December 20, 2007. This letter provides the following:

Lee County Transit received your letter dated December 13, 2007 in reference to the Lee County Comprehensive Plan Text Amendment application for the Southwest Florida International Airport. Public transportation services exist to the airport terminal via Treeline Avenue and Terminal Access Road, an established transit corridor. The proposed animal kennel and clinic site #1 is within this same corridor and we consider this site related to this Comprehensive Plan Amendment Application to be within our existing service area. Site #2 however, is not within our current service area and we do not intend (sic) to extend our service to this location throughout the entire 2016 planning range of the Lee County Transit Development Plan. Our long range planning

activities to 2030 maintain the transit corridor related to Site #1 and document the need for additional, enhanced services on the route providing service to this area. We anticipate the current capacity on this route to be sufficient to meet the needs of the proposed changes you wish to make for Site #1.

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 13, 2007. These comments are reproduced below:

The Lee County Port Authority provides its own law enforcement at both the Southwest Florida International Airport and the Page Field Airport. It is anticipated that we will continue to provide law enforcement services without interruption.

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 December 17, 2007. These comments are reproduced below:

The Aircraft Rescue and Fire Fighting Department provides all fire protection and nonambulance medical services to the Southwest Florida International Airport. Station 2, located on airport property, is fully staffed and equipped 24 hours per day, 7 days per week. The construction and eventual operation of the proposed 10-acre maximum animal kennels and clinic on airport property will not hamper or impede our ability to continue providing excellent response service to the 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 July 10, 2008. This letter is reproduced below:

Potable water lines and wastewater lines are in operation in the vicinity of the proposed project mentioned above. However, in order to provide service to the subject parcels, developer funded system enhancements such as line extensions may be required.

Your firm has indicated that this project will consist of 4 commercial units with an estimated flow demand of approximately 41,250 gallons per day. Lee County Utilities presently has sufficient capacity to provide potable water and sanitary sewer service as estimated above.

Availability of potable water and sanitary sewer service is contingent upon final acceptance of the infrastructure to be constructed by the developer. Upon completion and final acceptance of this project, potable water service will be provided through our Corkscrew Water Treatment Plant.

Sanitary sewer service for this project will be provided by Gateway Wastewater Treatment Plant. However, this Plant is under expansion therefore sewer service will not be available until approximately 2 years from now. The Lee County Utilities' Operations Manual requires the project engineer to perform hydraulic computations to determine what impact this project will have on our existing system...

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.

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."

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 2030. 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(renamed 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 update to 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 update to Table 5 has been justified by adequate data and analysis.

C. STAFF RECOMMENDATION

Staff recommends that the Board of County Commissioners transmit the proposed plan amendment. This recommendation includes updating Table 5 (a) as attached to this staff report.

PART III - LOCAL PLANNING AGENCY REVIEW AND RECOMMENDATION

DATE OF PUBLIC HEARING: April 28, 2008

A. LOCAL PLANNING AGENCY REVIEW

The proposed plan amendment was brought forward at this time for discussion purposes only. The Port Authority staff provided an overview of the proposed amendment to Table 5. Staff provided that the amendment proposes to amend the project and phasing schedule for the Southwest Florida International Airport as well as adding a new category for service and commercial uses to accommodate animal kennels and clinics. The proposal also updates the "existing" column of the table to 2008 conditions. One LPA member asked whether the proposal contains sufficient uses and square footage to accommodate the Madden company proposal. Staff responded that this issue is currently being discussed and the LPA could expect revisions to the Table when the amendment is brought back to the LPA for review. One LPA member asked if the new animal kennels would require additional Lee County staff. The Port Authority staff responded that the kennels would be privately run through a lease arrangement with the Port Authority.

DATE OF PUBLIC HEARING: September 22, 2008

A. LOCAL PLANNING AGENCY REVIEW

Planning staff handed out revisions to Table 5 and discussed the proposed revisions. One LPA member asked if the proposed square footage was sufficient to accommodate the Madden project. Port Authority staff responded that the square footage was sufficient for the first phase and that a future amendment would be processed as necessary.

B. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. **RECOMMENDATION:** The LPA recommends that the Board of County Commissioners transmit the proposed amendment.
2. **BASIS AND RECOMMENDED FINDINGS OF FACT:** The LPA accepted the findings of fact as advanced by the staff.

C. VOTE:

NOEL ANDRESS	<u>AYE</u>
LES COCHRAN	<u>AYE</u>
RONALD INGE	<u>AYE</u>
JACQUE RIPPE	<u>AYE</u>
CARLETON RYFFEL	<u>AYE</u>
RAE ANN WESSEL	<u>AYE</u>
LELAND TAYLOR	<u>ABSENT</u>

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

DATE OF TRANSMITTAL HEARING: October 22, 2008

A. BOARD REVIEW: This proposed plan amendment was considered as part of the Board's Consent Agenda. No members of the public addressed this proposed amendment. The amendment was transmitted by the motion that approved the Consent Agenda.

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

- 1. BOARD ACTION:** The Board of County Commissioners voted to **transmit** the proposed amendment to the DCA for their review.
- 2. BASIS AND RECOMMENDED FINDINGS OF FACT:** The Board accepted the findings of fact as advanced by the staff and local planning agency.

C. VOTE:

A. BRIAN BIGELOW

AYE

TAMMARA HALL

AYE

ROBERT P. JANES

AYE

RAY JUDAH

AYE

FRANKLIN B. MANN

AYE

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

DATE OF ORC REPORT: January 16, 2009

A. DCA OBJECTIONS, RECOMMENDATIONS AND COMMENTS

The DCA ORC report contained no objections, recommendations, or comments concerning this proposed amendment.

B. STAFF RESPONSE

Staff recommends that the Board of County Commissioners adopt the proposed amendment as it was transmitted.

**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:

A. BRIAN BIGELOW

TAMMARA HALL

ROBERT P. JANES

RAY JUDAH

FRANKLIN B. MANN

TABLE 5a
Southwest Florida International Airport
Development Schedule



Development	Existing (2008)	2020
Landside		
<u>Midfield Terminal Complex</u>	28 gates 798,000 SF as-built	Expand from 28 gates to 47 gates 1,278,900 SF (Total 2020 area)
<u>Auto Access</u>	Entrances at the intersections of Daniels Parkway at Chamberlin Parkway, Paul J. Doherty Parkway, and Fuel Farm Road (located east of Doherty Parkway). Access also from Daniels via Treeline Ave. & Alico Road via Ben Hill Griffin Parkway to Terminal Access Road. Air Cargo Lane improvements from Chamberlin Pkwy - including a realigned Perimeter Road segment allowing freight transfer within the security fenced, airside/aviation area.	Rehab perimeter, service and fuel farm roads Expand Terminal Access Road entrance to 6 lanes Construct I-75 access Connector road for maintenance facilities New perimeter roads and midfield ATCT and ARFF access roads as part of parallel runway project Miscellaneous roadway improvements
<u>Airport Maintenance and Vehicle Maintenance Shop</u>	23,000 SF	Add 6,800 SF to vehicle shop (Total maintenance area 29,800 SF)
<u>Parking</u>	14,399 total existing spaces	
<u>Passenger</u>	11,461 spaces	
<u>Hourly</u>	2,519 spaces	Ultimately 5,126 total hourly spaces
<u>Daily</u>	8,942 spaces	Ultimately 9,342 total daily spaces
<u>Employee</u>	1,288 spaces	Total 2,088 employee spaces in 2020
<u>Taxi/Limo/Toll Booth</u>	150 spaces	Ultimately 200 total Taxi/Limo spaces
<u>Rental Cars</u>	1,500 spaces in midfield	Ultimately 3,000 total rental car spaces
<u>Cell Phone Lot</u>	100 spaces	
<u>Airport Training & Conference Center</u>	16,000 SF	
<u>Gun Range</u>	8,500 SF	
<u>Rental Car North Side Service Areas</u>	39,000 SF	Relocate R-A-C service areas to midfield
Airside		
<u>Existing Runway 6-24</u>	12,000 ft. X 150 ft. runway	No improvements planned
<u>Parallel Runway 6R-24L</u>	Under design	Construct 9,100ft. X 150ft. Parallel Runway 6R-24L
<u>Taxiways</u>	Taxiway A-parallel taxiway to Runway 6-24, 12,000 ft. long X 75 ft. wide; Taxilane B-apron taxilane that runs parallel to former terminal ramp for transitioning aircraft going from ramp to Taxiway A for approximately 1,580 ft., 12,000' parallel S. Taxiway F as-built with midfield construction	Construct parallel taxiway north of Runway 6R-24L (9,100 ft. X 75 ft. wide) If new large Aircraft (NLA), then 100 ft. wide. Hold bay & by-pass improvements to Runway 6L-24R parallel taxiway. Construct dual cross-field connector taxiways (Approx. 4,215 ft. long X 75 ft. wide) If NLA, then 100 ft. wide. Construct a portion of south dual parallel taxiways with new parallel runway
<u>Terminal Apron</u>	165,000 S.Y. at former terminal site 332,900 S.Y. at midfield as-built	Add 130,000 S.Y. at midfield for total midfield 462,900 S.Y.
<u>Air Cargo</u>	Total of 39,500 SF cargo buildings 69,000 S.Y. apron area	Expand cargo building facilities to 58,314 SF

TABLE 5a
Southwest Florida International Airport
Development Schedule



Development	Existing	2020	
Airside (continued)			
Airline Freight Forwarding (Belly Cargo)	15,000 SF	New freight forwarding (belly cargo) facility of 15,000 SF in midfield area	
General Aviation	8,000 SF FBO and hangar facility 26,180 SF hangar space 48,650 S.Y. apron area	Infrastructure for second FBO Construct multi-use hangars (129,000 SF) Expand GA apron to 49,700 S.Y.	
Aircraft Maintenance General Aviation Large Aircraft	Approximately 13,000 SF	Expand to 36,000 SF as necessary 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.	
Air Traffic Control Tower (ATCT)	Height 76.91 ft., 8,600 SF	Relocate to midfield - same SF as existing 8,600 ft. or more. New height must be greater than 80 ft. AGL	
Aircraft Rescue and Fire Fighting (ARFF)	14,000 SF	Add midfield ARFF Station	
Fuel Farm	Commercial: Four (4) 420,000 gallon tanks Jet A Fuel pumped from existing fuel farm area by a hydrant fueling system to the midfield area General Aviation: (4) 15,000 gallon Jet A tanks (1) 12,000 gallon 100LL tank		
Airline Catering	25,000 SF		
Miscellaneous		Relocate high voltage power lines Upgrade airfield emergency generator Helipad (11,000 SF) Develop multi-modal center	
Rental Car Expansion		Rental car fuel farm	
Non-Aviation Related Land Uses		Option 1	Option 2
Commercial and Service		40,000 SF	40,000 SF
Animal Kennel and Clinic		Construct 300 Rooms	Construct 300 Rooms
Hotel ⁽²⁾		44,300 SF	100,000 SF
Light Manufacturing/Assembly		Construct 3,500 SF w/ 24 pumps	Construct 3,500 SF w/ 24 pumps
Gas Station/Convenience Store		100,000 SF	60,800 SF
Warehouse/Distribution			
Office ⁽³⁾		275,000 SF	275,000 SF

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. This Development includes 10% retail.
3. This development includes 10% retail.
4. Development within the "Potential Future Development Area" will require amendment of the Lee Plan prior to development.

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT RUNWAY PROTECTION ZONES (Map 3F)



I-75 C-D CORRIDOR
TO BE ACQUIRED AND
DEVELOPED BY OTHERS

Treeline Avenue

Ben Hill
Griffin Pkwy

Grade Separated
Interchange

POTENTIAL LAND
ACQUISITION

CONSERVATION AREA

WET DETENTION

NON-AVIATION

POTENTIAL LAND
ACQUISITION

NON-AVIATION

NON-AVIATION

NON-AVIATION

CONSERVATION AREA

150' X 12000'
RUNWAY

150' X 9100'
RUNWAY

ULTIMATE
LLWAS

POTENTIAL FUTURE
DEVELOPMENT AREA

Perimeter Road and
Airport Blvd Road Cams
Ultimate ARP

ULTIMATE
PARKING

RENTAL CAR
FACILITIES

TERMINAL
PARKING LOT

Taxi/Share
Cab

WET DETENTION

Effective Date: December 10, 2004
Map Generated: March 2005
Added by Ordinance No. 98-09
Amended by Ordinance No. 04-16
Generalized Map based on the
ALP adopted by Ordinance
Number 04-16



AIRPORT FACILITY/BUILDING LIST

FACILITY NAME	EXISTING	ULTIMATE
AIRPORT VORTAC	①	SAME
MAINTENANCE STORAGE	②	SAME
AIRPORT VEHICLE MAINTENANCE	③	SAME
AIRPORT MAINTENANCE BUILDING	④	SAME
REMOTE TRANSMITTER	⑤	SAME
PISTOL SHOOTING RANGE	⑥	SAME
POLICE TRAINING FACILITY	⑦	SAME
CARGO BUILDING	⑧	⑧
GENERAL AVIATION HANGARS	⑨	⑨
GENERAL AVIATION TERMINAL/FBO	⑩	⑩
AIRPORT SURVEILLANCE RADAR FACILITY	⑪	⑪
AIRLINE FREIGHT BUILDING	⑫	⑫
AIR TRAFFIC CONTROL TOWER (ATCT)	⑬	⑬
EMERGENCY GENERATOR	⑭	DEMO
AIRCRAFT RESCUE AND FIREFIGHTING (ARFF)	⑮	⑮
COMMUNICATION TOWER	⑯	DEMO
RENTAL CAR SERVICE AREA	⑰	SAME
ECONOMY PARKING LOT	⑱	CARGO EXP
TERMINAL PARKING LOT	⑲	MULTIMODAL
COMMERCIAL TERMINAL BUILDING/ADMINISTRATION	⑳	DEMO
COOLING TOWER	㉑	DEMO
FUTURE MULTI-MODAL FACILITY		㉒
ENGINE RUN-UP AREA		㉓
AIRCRAFT STORAGE/MAINTENANCE		㉔
COMMERCIAL SERVICE FUEL FARM	㉕	SAME
GENERAL AVIATION FUEL FARM	㉖	SAME
IN-FLIGHT KITCHEN	㉗	SAME
TRITURATOR		㉘
CHILLER BUILDING		㉙
PARKING GARAGE (5 LEVEL)		㉚
MID-FIELD TERMINAL		㉛
AIRPORT ROTATING BEACON	㉜	㉜

WELL HEAD
LOCATION

LEE COUNTY UTILITIES
GREEN MEADOWS
WATER PLANT

CPA 2007-57
SOUTHWEST FLORIDA INTERNATIONAL
AIRPORT TABLE 5 UPDATE
PORT BOARD SPONSORED
AMENDMENT
TO THE

LEE COUNTY COMPREHENSIVE PLAN

THE LEE PLAN

**Lee County Port Authority Sponsored Application
and Staff Analysis**

BoCC Adoption Document

*Lee County Planning Division
1500 Monroe Street
P.O. Box 398
Fort Myers, FL 33902-0398
(239) 533-8585*

February 25, 2009

**LEE COUNTY
DIVISION OF PLANNING
STAFF REPORT FOR
COMPREHENSIVE PLAN AMENDMENT
CPA 2007-57**



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: September 10, 2008

PART I - BACKGROUND AND STAFF RECOMMENDATION

A. SUMMARY OF APPLICATION

1. APPLICANT:

The Lee County Port Authority.

2. REQUEST:

Amend Table 5 pertaining to the development schedule for the Southwest Florida International Airport by reformatting and updating the table to: broaden the allowable uses; recognize existing as built conditions; recognize existing airport facilities inadvertently omitted from Table 5 when originally adopted in 2004; incorporate two conversion options for "non-aviation uses;" and, to delete several completed projects.

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 a revised Table 5; re-titling "Table 5" to "Table 5(b);" updating the "Existing" year to reflect 2008 conditions; reflect existing facilities that were inadvertently omitted in the 2004 adoption.

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

- The proposed plan amendment is being undertaken for the specific purpose of updating Table 5 of the Lee Plan.
- The proposed amendment does not affect the Airport boundaries as contained on the Lee Plan's Future Land Use Map. The proposed amendment does not affect the Airport Mitigation Overlay lands.
- The proposed Table 5 changes are consistent with the approved Airport Master Plan and Airport Layout Plan.
- 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 represents 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 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.
- 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.

D. BACKGROUND INFORMATION

1. EXISTING CONDITIONS:

SIZE OF PROPERTY: Airport property is 6,367 ± 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.

EXISTING USE OF LAND: The airport property is developed as an operating airport.

CURRENT ZONING: The airport property is zoned AOPD.

CURRENT FUTURE LAND USE CATEGORY: The airport property has two Future Land Use designations: Airport and Wetlands.

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 publicly 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 and updating the development schedule that is contained in Table 5 of the Lee Plan.

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 update Table 5 of the Lee Plan, the application provides the following:

Port Authority is requesting to amend Lee Plan Table 5 to add a general category of use at the Southwest Florida International Airport (SWFIA) for "Commercial and Service." The only specific use being requested at this time under this new category would be "Animal Kennel and Clinic" intended to care for pets of the traveling public using the airport. Public interest has been expressed for such a facility since it would eliminate separate trips to kennels while going to the airport to catch a flight and when returning from the airport after a flight. Allowance for this use would provide a service to the traveling public and would also create an additional source of lease revenue to support the airport. Revenue sources such as this on airport areas not directly needed for aviation are encouraged by the Federal Aviation Administration. Such animal kennel facilities are located at other airports, including Jacksonville International Airport. The addition of the general category of Commercial and Service will also increase the flexibility of Table 5 to accommodate commercial and service uses in future amendments. This and other non-aviation uses on the airport will supplement similar "Tradeport" uses that have been lost to the county through the recent annexations by the City of Fort Myers of the Arborwood and Airside Plaza developments which will be converted to predominantly residential uses.

Through coordination efforts with County staff, it was determined that this additional future use would be considered in the airport's non-aviation area as depicted on Lee Plan Map 3F. No change is being proposed to Map 3F. In addition, the application corrects several omissions and updates several midfield project references in Table 5. It adds certain airport facilities that existed in 2003 but were inadvertently omitted in Table 5 adopted in 2004. These existing facilities are being added include: 1.) the Airport Maintenance and adjacent Vehicle Maintenance Shop located in the northwest portion of the airport; 2.) the Airport Training & Conference Center and adjacent Gun Range, also located in the airport's northwest; 3.) the Airline Catering Building, located northeast of the runway; 4.) the rental car north side service areas; 5.) the Aircraft Rescue and Fire Fighting (ARFF) on the north side; and 6.) the airline catering facility in the airport's northeast. Also not identified previously on Table 5 were two projects connected to the midfield construction; the 12,000-foot parallel Taxiway F south of the runway and the additional fourth airline fuel tank at the existing fuel farm north of the runway. Finally,

the application corrects the as-built area of the midfield terminal and the as-built size of the midfield terminal apron.

In addition, a narrative justification by the Madden Company for their proposed "Madden Research Loop, Phase 1" project is separately shown as Exhibit IV.G.1.

SWFIA was removed from the Development of Regional Impact (DRI) process subsequent to the Board of County Commissioners adoption of CPA2003-02 on September 22, 2004. CPA2003-02 incorporated the Airport Master Plan, and associated impacts into the Lee Plan.

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 CPA2003-02 publically sponsored amendment providing for the incorporation of the Airport Master Plan into the Lee Plan. The Board of County Commissioners at that time stated its intention that once this Lee Plan amendment was adopted, it would be appropriate to extinguish or abandon the SWFIA DRI DO. This has been accomplished, the DRI DO has been extinguished and development at the airport is now guided by the Lee Plan.

Existing Lee Plan Table 5 is the regulatory mechanism that incorporates development projects into the Lee Plan that are consistent with the approved Airport Master Plan and the Airport Layout Plan.

PART II - STAFF ANALYSIS

A. STAFF DISCUSSION

INTRODUCTION

The applicant, the Lee County Port Authority, on October 2, 2007, filed a Lee Plan text amendment to update Table 5, Southwest Florida International Development Schedule. The application provides the following summary concerning the proposed change:

The Port Authority's request is to generally update and re-title Table 5 as Table 5a to incorporate the following changes:

Add a general category of use for "Commercial and Service." The only specific use being requested at this time under this new category would be "Animal Kennel and Clinic" intended to board and care for pets of the traveling public using the airport. Allowance for this use would provide a service to the traveling public and would also create an additional source of revenue to support the airport.

Amend "Non-aviation Uses" to increase the amount of approved office space by incorporating two conversion options reducing either the previously approved "Light Manufacturing/Assembly" or the "Warehouse/Distribution" land uses;

Reformat Table 5 to show "Existing" as year 2008 and future year "2020;"

Add several additional 2003 existing facilities, previously omitted;

Aviation-related Land Uses – Delete several completed projects and update several future expansion projects anticipated by year 2020;

No change is being proposed to Lee Plan Map 3F.

Lee County staff recognizes the continuing importance of this effort and has worked cooperatively to achieve the best possible modification to Table 5. 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 continue a system of coordinated review between the Airport and various County departments. This application is an example of this collaborative process envisioned by the Lee Plan as amended by CPA2003-02.

The proposed Table 5 changes are consistent with the approved Airport Master Plan and Airport Layout Plan. For example, the Port Authority proposes to add a new freight forwarding facility of 15,000 square feet under the 2020 column of Table 5. The approved ALP (Lee Plan Map 3F) includes this facility denoted by a yellow triangle with the number 12. The Port Authority is proposing two options that allow the conversion of Light Manufacturing/Assembly or Warehouse/Distribution square footage into Office square footage. These options are acceptable to staff as the options are "traffic neutral." This is further discussed under the Transportation discussion further below in this report.

The parameters listed in Table 5 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.

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 a 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 Tradeport, New Community and Density Reduction/Groundwater Resources. Tradeport 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. There are a variety of DRIs, Developments of County Impacts, and planned developments in close proximity to the airport.

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 Tradeport, 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 Tradeport 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. The new mid-field terminal main access is from Treeline Avenue/Ben Hill Griffin Parkway. The Port Authority's desire is to have a direct connection to I-75 in the future.

The consultant for the Port Authority, Transportation Consultants, Inc., prepared a memorandum addressing the 2 options that are proposed for the revisions to the Non Aviation Uses on Table 5. This memorandum provides that the traffic from the 2 options equates to the Non Aviation Uses already approved on Existing Table 5.

The Lee County Department of Transportation (LCDOT) has reviewed the request and has provided written comments dated September 2, 2008. These comments are reproduced below:

The Department of Transportation has reviewed the above-referenced plan amendment, to revise Table 5 of the Lee Plan to accommodate some specific non-aviation uses at the Southwest Florida International Airport, including an airport kennel and clinic. The uses for the International Airport are now being identified in Table 5a, since an additional table is being added for Page Field uses, and the summary of existing uses (as of 2008) has been updated. The most significant change is in the list of non-aviation uses allowed through year 2020, with 40,000 square feet added for the animal kennel/clinic, the Office use increased from 225,000 square feet to 275,000 square feet, and a corresponding decrease in either Light Manufacturing/Assembly (Option 1) or Warehouse/Distribution uses (Option 2). The minimal changes will not increase the traffic coming to and from the International Airport, so Lee County DOT has no objection to the proposed table revision.

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.

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 of two animal kennels and clinics at the Southwest Florida International Airport through the year 2020 will not affect the Lee County population projections. The project is to provide a service to existing users of the airport. Users of the airport will be those residing in and visiting the area that 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 Florida Land Use, Forms and Cover Classification System (FLUCFCS) Code map; a topography map; a wetlands map; and, a table of plant communities. The Division of Environmental Sciences (ES) staff has reviewed the amendment and provided comments dated September 4, 2008. This memo raises no objection to the proposed amendment:

Because no map changes are being proposed, the changes do not negatively impact or alter any of the environmentally sensitive lands within the Southwest Florida International Airport AOPD. This is consistent with Lee Plan Goal 1 Objective 1.2 Policy 1.2.1: which states "All development on Airport lands must be consistent with Map 3F and Table 5."

SOILS

The applicant has provided a soils map and information in the background materials. 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 December 14, 2007. This letter provides the following:

We have received and reviewed your material on the proposed animal kennel/clinic to be developed and operated on airport property. We find that this non-residential use would have no impact on classroom needs in the school district.

PARKS, RECREATION AND OPEN SPACE

The proposed amendment will have no impacts on parks, recreation and open space as the development schedule does not include residential uses.

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.

EMERGENCY MEDICAL SERVICES (EMS)

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

EMS has performed a preliminary assessment of the Comprehensive Plan Amendment for the two sites for proposed animal kennels and clinics at the future hotel site and non-aviation site along Paul J. Doherty Parkway as referenced in your December 13, 2007 letter. Based on the information provided, EMS has no initial concerns with the ability to provide EMS ambulance service to these projects.

SOLID WASTE

The subject property is within Lee County Solid Waste District #3. The collection company for District #3 is Waste Pro. 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 December 19, 2007. This letter provides the following:

The Lee County Solid Waste Division is capable of providing solid waste collection service for the subject site located along Paul J. Doherty Parkway through our franchised hauling contractors. Disposal of the solid waste from this project will be accomplished at the Lee County Resource Recovery Facility and the Lee-Hendry Regional Landfill. Plans have been made, allowing for growth, to maintain long-term disposal capacity at these facilities.

MASS TRANSIT

Lee Tran staff reviewed the request and provided comments dated December 20, 2007. This letter provides the following:

Lee County Transit received your letter dated December 13, 2007 in reference to the Lee County Comprehensive Plan Text Amendment application for the Southwest Florida International Airport. Public transportation services exist to the airport terminal via Treeline Avenue and Terminal Access Road, an established transit corridor. The proposed animal kennel and clinic site #1 is within this same corridor and we consider this site related to this Comprehensive Plan Amendment Application to be within our existing service area. Site #2 however, is not within our current service area and we do not intend (sic) to extend our service to this location throughout the entire 2016 planning range of the Lee County Transit Development Plan. Our long range planning

activities to 2030 maintain the transit corridor related to Site #1 and document the need for additional, enhanced services on the route providing service to this area. We anticipate the current capacity on this route to be sufficient to meet the needs of the proposed changes you wish to make for Site #1.

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 13, 2007. These comments are reproduced below:

The Lee County Port Authority provides its own law enforcement at both the Southwest Florida International Airport and the Page Field Airport. It is anticipated that we will continue to provide law enforcement services without interruption.

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 December 17, 2007. These comments are reproduced below:

The Aircraft Rescue and Fire Fighting Department provides all fire protection and nonambulance medical services to the Southwest Florida International Airport. Station 2, located on airport property, is fully staffed and equipped 24 hours per day, 7 days per week. The construction and eventual operation of the proposed 10-acre maximum animal kennels and clinic on airport property will not hamper or impede our ability to continue providing excellent response service to the 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 July 10, 2008. This letter is reproduced below:

Potable water lines and wastewater lines are in operation in the vicinity of the proposed project mentioned above. However, in order to provide service to the subject parcels, developer funded system enhancements such as line extensions may be required.

Your firm has indicated that this project will consist of 4 commercial units with an estimated flow demand of approximately 41,250 gallons per day. Lee County Utilities presently has sufficient capacity to provide potable water and sanitary sewer service as estimated above.

Availability of potable water and sanitary sewer service is contingent upon final acceptance of the infrastructure to be constructed by the developer. Upon completion and final acceptance of this project, potable water service will be provided through our Corkscrew Water Treatment Plant.

Sanitary sewer service for this project will be provided by Gateway Wastewater Treatment Plant. However, this Plant is under expansion therefore sewer service will not be available until approximately 2 years from now. The Lee County Utilities' Operations Manual requires the project engineer to perform hydraulic computations to determine what impact this project will have on our existing system...

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.

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."

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 2030. 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(renamed 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 update to 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 update to Table 5 has been justified by adequate data and analysis.

C. STAFF RECOMMENDATION

Staff recommends that the Board of County Commissioners transmit the proposed plan amendment. This recommendation includes updating Table 5 (a) as attached to this staff report.

PART III - LOCAL PLANNING AGENCY REVIEW AND RECOMMENDATION

DATE OF PUBLIC HEARING: April 28, 2008

A. LOCAL PLANNING AGENCY REVIEW

The proposed plan amendment was brought forward at this time for discussion purposes only. The Port Authority staff provided an overview of the proposed amendment to Table 5. Staff provided that the amendment proposes to amend the project and phasing schedule for the Southwest Florida International Airport as well as adding a new category for service and commercial uses to accommodate animal kennels and clinics. The proposal also updates the "existing" column of the table to 2008 conditions. One LPA member asked whether the proposal contains sufficient uses and square footage to accommodate the Madden company proposal. Staff responded that this issue is currently being discussed and the LPA could expect revisions to the Table when the amendment is brought back to the LPA for review. One LPA member asked if the new animal kennels would require additional Lee County staff. The Port Authority staff responded that the kennels would be privately run through a lease arrangement with the Port Authority.

DATE OF PUBLIC HEARING: September 22, 2008

A. LOCAL PLANNING AGENCY REVIEW

Planning staff handed out revisions to Table 5 and discussed the proposed revisions. One LPA member asked if the proposed square footage was sufficient to accommodate the Madden project. Port Authority staff responded that the square footage was sufficient for the first phase and that a future amendment would be processed as necessary.

B. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. **RECOMMENDATION:** The LPA recommends that the Board of County Commissioners transmit the proposed amendment.
2. **BASIS AND RECOMMENDED FINDINGS OF FACT:** The LPA accepted the findings of fact as advanced by the staff.

C. VOTE:

NOEL ANDRESS	<u>AYE</u>
LES COCHRAN	<u>AYE</u>
RONALD INGE	<u>AYE</u>
JACQUE RIPPE	<u>AYE</u>
CARLETON RYFFEL	<u>AYE</u>
RAE ANN WESSEL	<u>AYE</u>
LELAND TAYLOR	<u>ABSENT</u>

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

DATE OF TRANSMITTAL HEARING: October 22, 2008

A. BOARD REVIEW: This proposed plan amendment was considered as part of the Board's Consent Agenda. No members of the public addressed this proposed amendment. The amendment was transmitted by the motion that approved the Consent Agenda.

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

- 1. BOARD ACTION:** The Board of County Commissioners voted to **transmit** the proposed amendment to the DCA for their review.
- 2. BASIS AND RECOMMENDED FINDINGS OF FACT:** The Board accepted the findings of fact as advanced by the staff and local planning agency.

C. VOTE:

A. BRIAN BIGELOW

AYE

TAMMARA HALL

AYE

ROBERT P. JANES

AYE

RAY JUDAH

AYE

FRANKLIN B. MANN

AYE

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

DATE OF ORC REPORT: January 16, 2009

A. DCA OBJECTIONS, RECOMMENDATIONS AND COMMENTS

The DCA ORC report contained no objections, recommendations, or comments concerning this proposed amendment.

B. STAFF RESPONSE

Staff recommends that the Board of County Commissioners adopt the proposed amendment as it was transmitted.

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

DATE OF ADOPTION HEARING: February 25, 2009

A. BOARD REVIEW: This plan amendment was approved as part of the consent agenda. The Board provided no discussion concerning the proposed amendment. No members of the public appeared.

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

- 1. BOARD ACTION:** The Board voted to adopt the proposed amendment.
- 2. BASIS AND RECOMMENDED FINDINGS OF FACT:** The Board accepted the findings of fact as advanced by the Local Planning Agency and the staff.

C. VOTE:

A. BRIAN BIGELOW

AYE

TAMMARA HALL

AYE

ROBERT P. JANES

AYE

RAY JUDAH

AYE

FRANKLIN B. MANN

AYE

TABLE 5a
Southwest Florida International Airport
Development Schedule



Development	Existing (2008)	2020
Landside		
Midfield Terminal Complex	28 gates 798,000 SF as-built	Expand from 28 gates to 47 gates 1,278,900 SF (Total 2020 area)
Auto Access	Entrances at the intersections of Daniels Parkway at Chamberlin Parkway, Paul J. Doherty Parkway, and Fuel Farm Road (located east of Doherty Parkway). Access also from Daniels via Treeline Ave. & Alico Road via Ben Hill Griffin Parkway to Terminal Access Road. Air Cargo Lane improvements from Chamberlin Pkwy - including a realigned Perimeter Road segment allowing freight transfer within the security fenced, airside/aviation area.	Rehab perimeter, service and fuel farm roads Expand Terminal Access Road entrance to 6 lanes Construct I-75 access Connector road for maintenance facilities New perimeter roads and midfield ATCT and ARFF access roads as part of parallel runway project Miscellaneous roadway improvements
Airport Maintenance and Vehicle Maintenance Shop	23,000 SF	Add 6,800 SF to vehicle shop (Total maintenance area 29,800 SF)
Parking	14,399 total existing spaces	
Passenger	11,461 spaces	
Hourly	2,519 spaces	Ultimately 5,126 total hourly spaces
Daily	8,942 spaces	Ultimately 9,342 total daily spaces
Employee	1,288 spaces	Total 2,088 employee spaces in 2020
Taxi/Limo/Toll Booth	150 spaces	Ultimately 200 total Taxi/Limo spaces
Rental Cars	1,500 spaces in midfield	Ultimately 3,000 total rental car spaces
Cell Phone Lot	100 spaces	
Airport Training & Conference Center	16,000 SF	
Gun Range	8,500 SF	
Rental Car North Side Service Areas	39,000 SF	Relocate R-A-C service areas to midfield
Airside		
Existing Runway 6-24	12,000 ft. X 150 ft. runway	No improvements planned
Parallel Runway 6R-24L	Under design	Construct 9,100ft. X 150ft. Parallel Runway 6R-24L
Taxiways	Taxiway A-parallel taxiway to Runway 6-24, 12,000 ft. long X 75 ft. wide; Taxilane B-apron taxilane that runs parallel to former terminal ramp for transitioning aircraft going from ramp to Taxiway A for approximately 1,580 ft., 12,000' parallel S. Taxiway F as-built with midfield construction	Construct parallel taxiway north of Runway 6R-24L (9,100 ft. X 75 ft. wide) If new large Aircraft (NLA), then 100 ft. wide. Hold bay & by-pass improvements to Runway 6L-24R parallel taxiway. Construct dual cross-field connector taxiways (Approx. 4,215 ft. long X 75 ft. wide) If NLA, then 100 ft. wide. Construct a portion of south dual parallel taxiways with new parallel runway
Terminal Apron	165,000 S.Y. at former terminal site 332,900 S.Y. at midfield as-built	Add 130,000 S.Y. at midfield for total midfield 462,900 S.Y.
Air Cargo	Total of 39,500 SF cargo buildings 69,000 S.Y. apron area	Expand cargo building facilities to 58,314 SF

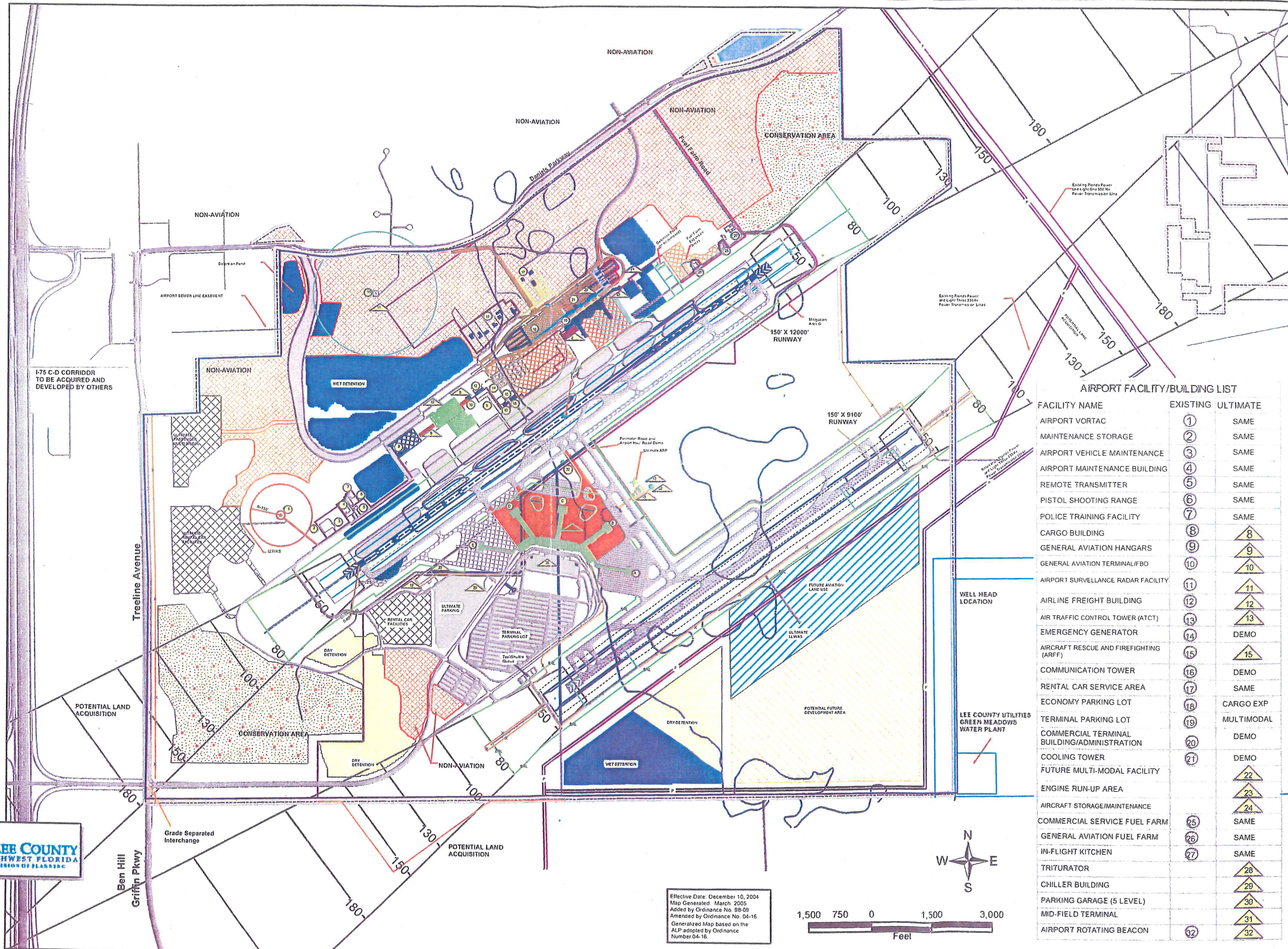
**TABLE 5a
Southwest Florida International Airport
Development Schedule**



Development	Existing	2020	
Airside (continued)			
Airline Freight Forwarding (Belly Cargo)	15,000 SF	New freight forwarding (belly cargo) facility of 15,000 SF in midfield area	
General Aviation	8,000 SF FBO and hangar facility 26,180 SF hangar space 48,650 S.Y. apron area	Infrastructure for second FBO Construct multi-use hangars (129,000 SF) Expand GA apron to 49,700 S.Y.	
Aircraft Maintenance General Aviation Large Aircraft	Approximately 13,000 SF	Expand to 36,000 SF as necessary 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.	
Air Traffic Control Tower (ATCT)	Height 76.91 ft., 8,600 SF	Relocate to midfield - same SF as existing 8,600 ft. or more. New height must be greater than 80 ft. AGL	
Aircraft Rescue and Fire Fighting (ARFF)	14,000 SF	Add midfield ARFF Station	
Fuel Farm	Commercial: Four (4) 420,000 gallon tanks Jet A Fuel pumped from existing fuel farm area by a hydrant fueling system to the midfield area General Aviation: (4) 15,000 gallon Jet A tanks (1) 12,000 gallon 100LL tank		
Airline Catering	25,000 SF		
Miscellaneous		Relocate high voltage power lines Upgrade airfield emergency generator Helipad (11,000 SF) Develop multi-modal center	
Rental Car Expansion		Rental car fuel farm	
Non-Aviation Related Land Uses		Option 1	Option 2
Commercial and Service		40,000 SF	40,000 SF
Animal Kennel and Clinic		Construct 300 Rooms	Construct 300 Rooms
Hotel ^{1,2}		44,300 SF	100,000 SF
Light Manufacturing/Assembly		Construct 3,500 SF w/ 24 pumps	Construct 3,500 SF w/ 24 pumps
Gas Station/Convenience Store		100,000 SF	60,800 SF
Warehouse/Distribution		275,000 SF	275,000 SF
Office ^{3,4}			

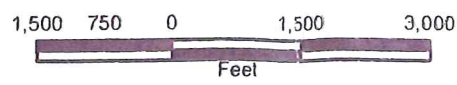
1. This table is for general phasing and major development items only. More specific detail is available in the annual Capital Improvement Plan (CIP) prepared by the Lee County Port Authority for the Southwest Florida International Airport.
2. All non-aviation related development will meet local land 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. This Development includes 10% retail.
3. This development includes 10% retail.
4. Development within the "Potential Future Development Area" will require amendment of the Lee Plan prior to development.

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT RUNWAY PROTECTION ZONES (Map 3F)



AIRPORT FACILITY/BUILDING LIST		
FACILITY NAME	EXISTING	ULTIMATE
AIRPORT VORTAC	①	SAME
MAINTENANCE STORAGE	②	SAME
AIRPORT VEHICLE MAINTENANCE	③	SAME
AIRPORT MAINTENANCE BUILDING	④	SAME
REMOTE TRANSMITTER	⑤	SAME
PISTOL SHOOTING RANGE	⑥	SAME
POLICE TRAINING FACILITY	⑦	SAME
CARGO BUILDING	⑧	⑧
GENERAL AVIATION HANGARS	⑨	⑨
GENERAL AVIATION TERMINAL/FBO	⑩	⑩
AIRPORT SURVEILLANCE RADAR FACILITY	⑪	⑪
AIRLINE FREIGHT BUILDING	⑫	⑫
AIR TRAFFIC CONTROL TOWER (ATCT)	⑬	⑬
EMERGENCY GENERATOR	⑭	DEMO
AIRCRAFT RESCUE AND FIREFIGHTING (ARFF)	⑮	⑮
COMMUNICATION TOWER	⑯	DEMO
RENTAL CAR SERVICE AREA	⑰	SAME
ECONOMY PARKING LOT	⑱	CARGO EXP
TERMINAL PARKING LOT	⑲	MULTIMODAL
COMMERCIAL TERMINAL BUILDING/ADMINISTRATION	⑳	DEMO
COOLING TOWER	㉑	DEMO
FUTURE MULTI-MODAL FACILITY		㉒
ENGINE RUN-UP AREA		㉓
AIRCRAFT STORAGE/MAINTENANCE		㉔
COMMERCIAL SERVICE FUEL FARM	㉕	SAME
GENERAL AVIATION FUEL FARM	㉖	SAME
IN-FLIGHT KITCHEN	㉗	SAME
TRITURATOR		㉘
CHILLER BUILDING		㉙
PARKING GARAGE (5 LEVEL)		㉚
MID-FIELD TERMINAL		㉛
AIRPORT ROTATING BEACON	㉜	㉜

Effective Date: December 10, 2004
Map Generated: March, 2005
Added by Ordinance No. 98-09
Amended by Ordinance No. 04-16
Generalized Map based on the
ALP adopted by Ordinance
Number 04-16



**Lee County Comprehensive Plan Amendment for Animal Kennel and/or Clinic at
Southwest Florida International Airport**

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December 2007





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COMMUNITY DEVELOPMENT

Lee County Board of County Commissioners
Department of Community Development
Division of Planning
Post Office Box 398
Fort Myers, FL 33902-0398
Telephone: (239) 533-8585
FAX: (239) 485-8319

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.

12/18/07
DATE

Mark R. Fisher

SIGNATURE OF OWNER OR AUTHORIZED REPRESENTATIVE

OPA 2007-00057

I. APPLICANT/AGENT/OWNER INFORMATION

Lee County Port Authority

APPLICANT

11000 Terminal Access Road, Suite 8671

ADDRESS

Fort Myers

FL

33913-8899

CITY

STATE

ZIP

(239) 590-4400

(239) 590-4533

TELEPHONE NUMBER

FAX NUMBER

Mark R. Fisher

AGENT*

11000 Terminal Access Road, Suite 8671

ADDRESS

Fort Myers

FL

33913-8899

CITY

STATE

ZIP

(239) 590-4600

(239) 590-4688

TELEPHONE NUMBER

FAX NUMBER

Lee County Board of County Commissioners

OWNER(s) OF RECORD

P.O. Box 398

ADDRESS

Fort Myers

FL

33902-0398

CITY

STATE

ZIP

(239) 533-8585

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.

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CPA 2007-00057

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 21)

List Number(s) of Map(s) to be amended

B. SUMMARY OF REQUEST (Brief explanation):

The Southwest Florida International Airport completed a Lee Plan amendment which adopted the Airport Master Plan into the Lee Plan to excuse the Airport from continuing Development of Regional Impact (DRI) requirements. The Lee County Board of County Commissioners adopted amendment CPA2003-02 (Airport Master Plan) which was approved during the County's 2003 special amendment cycle and also approved by Ordinance No. 04-16 on September 4, 2004. Included as part of the Lee Plan amendment was Table 5 which summarizes the existing and proposed development at the Southwest Florida International Airport that was identified within the Airport Master Plan Update Report.

The Port Authority's request is to amend Table 5 to add a general category of use for "Commercial and Service." The only specific use being requested at this time under this new category would be "Animal Kennel and Clinic" intended to board and care for pets of the traveling public using the airport. Allowance for this use would provide a service to the traveling public and would also create an additional source of revenue to support the airport. Through coordination efforts with County staff, it was determined that this additional future use would be considered in the airport's non-aviation as depicted on Lee Plan Map 3F. No change is being proposed to Map 3F.

III. PROPERTY SIZE AND LOCATION OF AFFECTED PROPERTY (for amendments affecting development potential of property)

A. Property Location: Please refer to attached Exhibit III.A.1 Location Map

1. Site Address: 11000 Terminal Access Road, Fort Myers, FL 33913-8899

2. STRAP(s): See attached Exhibit III.A.2 - STRAPs

B. Property Information

Total Acreage of Property: 6,366.479± acres (total Airport site)

Total Acreage included in Request: Same as above

Area of each Existing Future Land Use Category: Not Applicable

Total Uplands: Not Applicable

Total Wetlands: Not Applicable

Current Zoning: Airport Operations Planned Development (AOPD)

Current Future Land Use Designation: Airport and Wetlands

Existing Land Use: Aviation-related Uses: including passenger terminal, structured and surface parking, runways, taxiways, navigation aids, and rental car service areas.

- C. State if the subject property is located in one of the following areas and if so how does the proposed change affect the area:

Lehigh Acres Commercial Overlay: No

Airport Noise Zone 2 or 3: No. Subject property is currently located in the Airport Lands overlay zone

Acquisition Area: No

Joint Planning Agreement Area (adjoining other jurisdictional lands): No

Community Redevelopment Area: No

- D. Proposed change for the Subject Property: In Lee Plan Table 5, under Non-aviation Uses, add the permitted general category of "Commercial and Service" with the single specific permitted use of "Animal Kennel/Clinic."

- E. Potential development of the subject property:

1. Calculation of maximum allowable development under existing FLUM:

Residential Units/Density Not Applicable

Commercial intensity Not Applicable

Industrial intensity Not Applicable

2. Calculation of maximum allowable development under proposed FLUM:

Residential Units/Density

Not Applicable

Commercial intensity

Not Applicable

Industrial intensity

Not Applicable

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.

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 revised Table 5, Exhibit IV.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 Exhibit IV.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.

For on-airport uses, please refer to attached Airport Layout Plan (ALP) Exhibit IV.A.3 (in both 8½" x 11" and in 11" x 17" formats). All on-airport uses are currently aviation-related. The only on-airport changes to the existing uses depicted on the ALP are The completion and opening on September 9, 2005 of the new midfield terminal and related Phase 1 midfield terminal complex projects.

Off-airport to the northeast, is the Worthington Commerce Park, a mixed-use commercial center along the north side of Daniels Parkway, backed

by residential uses further away from Daniels. Similarly, the Gateway DRI generally provides a mixture of light industrial and commercial uses on the north side of Daniels directly north of the airport, with predominantly residential uses further north, away from the airport. The Lee Plan future land use category of "Tradeport" northwest, west, and southwest of the airport, includes existing hotels, service stations, restaurants, industrial parks, and banks; catering, in large part, to the traveling public. In addition, several large mixed use office, commercial, and industrial developments including, Jetport Commerce Park (Jetpark), Southwest International Commerce Park, Airport Crossings, Airport Technology Center, and Jetway Tradeport, are in various stages of construction.

4. Map and describe existing zoning of the subject property and surrounding properties.

Existing zoning for the Southwest Florida International Airport is "Airport Operations Planned Development (AOPD)" as shown in attached Exhibit IV.A.4 - Zoning. Surrounding properties are generally zoned as mixed-use planned developments, commercial planned developments, and industrial planned developments. East and southeast of the airport, lands remain undeveloped, in the Lee Plan Density Reduction/Groundwater Resource category, and are typically zoned for Agricultural uses.

5. The legal description(s) for the property subject to the requested change.

Please refer to attached legal description and sketch, Exhibit IV.A. 5.

6. A copy of the deed(s) for the property subject to the requested change.

A copy of the deed(s) for the airport property are available at the Southwest Florida International Airport in the office of the Lee County Port Authority.

7. An aerial map showing the subject property and surrounding properties.

See Exhibit IV.A.7

8. If applicant is not the owner, a letter from the owner of the property authorizing the applicant to represent the owner.

The applicant is the property owner.

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

Please refer to the attached discussion, Exhibit IV.B.1. for responses to Section IV.B. 1.

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;

The TAZ that represents the SWFIA in the FSUTMS model does not contain social-economic data, as it uses a special trip generation module to generate trips in the model (not socio-economic data). Therefore, trip generation has been used for the purposes of previous analyses. The anticipated animal kennel/clinic traffic will be included in the 52,960± peak season daily traffic for the airport in 2020. As discussed in Exhibit IV.B.1. an ITE trip generation was calculated for the subject uses, showing minimal off-site impacts.

- 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.);

Does not require a change in socio-economic data.

- 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 to forecasts is required by this proposed change.

- 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;

No modifications to the network are required.

- 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.

Impacts of the overall airport plan were addressed in the previous Lee Plan Amendment, CPA2003-02 (Airport Master Plan), approved by Lee County in 2004. The subject amendment to add "Animal Kennel/Clinic" to permitted uses in Table 5 will allow uses with minimal impacts to the off-site roadway since much of the traffic will be captured from existing airport user traffic movements. There will be no significant impacts to the currently adopted Financially Feasible Plan and/or the Official Trafficways Map.

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);

Refer to previous 2004 CPA2003-02 (Airport Master Plan) analysis based on enplanements/traffic generation and attached Exhibit IV.B.1.

- 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 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:

As indicated on Exhibit IV.B.2.a, service is provided by Lee County Utilities. Based on discussions with operators of identical kennel and clinic facilities, there is anticipated to be a buildout sewerage flow of approximately 108,000 gallons per month, or 1,296,000 gallons per year. This represents a small portion of the overall airport sewer demand.

- b. Potable Water:

As indicated on Exhibit IV.B.2.b, service is provided by Lee County Utilities. Based on discussions with operators of identical animal Kennels and clinic facilities, there is anticipated to be a buildout potable water demand of approximately 69,000 gallons per month, or 828,000 gallons per year. This represents a small portion of the overall airport potable water demand.

- c. Surface Water/Drainage Basins – Please see Exhibit IV.B.2.c.

The South Florida Water Management District Permit for the airport is 36-00080-S. The Midfield Terminal Complex (MTC) Permit Application Number is 000403-6. All permits issued for the airport will be the 36-00080-S number and they are differentiated by their application number. The hotel site (Animal Kennel/Clinic Site #1) is within the boundaries of the MTC permit and has been mitigated in the off-site Mitigation Park, but may need some additional dry or wet detention within the boundaries of the leasehold. Site #2 would be within the approved 100 acres non-aviation parcels along Doherty Parkway in the area now referred to as Skyplex. It has not had any of the drainage accounted for, so the future lessee will have to provide water quality and detention on site. Additionally, any wetland impacts in Skyplex will have to be mitigated for by the lessee, whether it is on-site, through land purchase or via a mitigation bank.

Lessees for Skyplex may also have to obtain an USACOE permit, as well. Wetland impacts on the hotel site were accounted for in the USACOE MTC Permit (199301156(IP-MN)).

- d. Parks, Recreation, and Open Space – Please see Exhibit IV.B.2.d. The airport has significant open space, but no existing or planned residential component.

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).

There are no anticipated revisions required due to this project to the Community Facilities and Services Element or Capital Improvements Element.

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;
 - b. Emergency medical service (EMS) provisions;
 - c. Law enforcement;
 - c. Solid Waste;
 - d. Mass Transit; and
 - e. Schools.

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.

Letters (attached as Exhibits IV.B.3.a-e) have been sent to the agencies above for their evaluation along with Application Sections II and III providing the services to the airport. Outstanding responses from the agencies will be forwarded, when received.

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 attached Exhibit IV.C.1 - FLUCCS taken from the previously approved 2004 CPA2003-02 (Airport Master Plan) amendment.

2. A map and description of the soils found on the property (identify the source of the information).

See attached Exhibit IV.C.2 - Soils taken from the previously approved 2004 CPA2003-02 (Airport Master Plan) amendment.

3. A topographic map with property boundaries and 100-year flood prone areas indicated (as identified by FEMA).

See attached Exhibit IV. C.3 - Topography, taken from the previously approved 2004 CPA 2003-02 (Airport Master Plan) amendment.

4. A map delineating wetlands, aquifer recharge areas, and rare & unique uplands.

See Exhibit IV.C.4, taken from the approved 2004 Lee Plan amendment.

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 Exhibit IV. C.5, taken from the approved 2004 Lee Plan amendment.

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.

Please refer to attached Exhibit IV.D.1

2. A map showing the subject property location on the archeological sensitivity map for Lee County.

Please refer to attached Exhibit IV.D.2

E. Internal Consistency with the Lee Plan

Please refer to attached Exhibit IV.E for responses to Section IV.E.1-4

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

Please refer to attached Exhibit IV.F. for responses to Section IV.F.1-4`

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.
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.

The Port Authority's request is to amend Lee Plan Table 5 to add a general category of use at the Southwest Florida International Airport (SWFIA) for "Commercial and Service." The only specific use being requested at this time under this new category would be "Animal Kennel and Clinic" intended to care for pets of the traveling public using the airport. Public interest has been expressed for such a facility since it would eliminate separate trips to kennels while going to the airport to catch a flight and when returning from the airport after a flight. Allowance for this use would provide a service to the traveling public and would also create an additional source of lease revenue to support the airport. Revenue sources such as this on airport areas not directly needed for aviation are encouraged by the Federal Aviation Administration. Such animal kennel facilities are located at other airports, including Jacksonville International Airport. The addition of the general category of Commercial and Service will also increase the flexibility of Table 5 to accommodate commercial and service uses in future amendments. This and other non-aviation uses on the airport will supplement similar "Tradeport" uses that have been lost to the county through the recent annexations by the City of Fort Myers of the Arborwood and Airside Plaza developments which will be converted to predominantly residential uses.

Through coordination efforts with County staff, it was determined that this additional future use would be considered in the airport's non-aviation area as depicted on Lee Plan Map 3F. No change is being proposed to Map 3F. In addition, the application corrects several omissions and updates several midfield project references in Table 5. It adds certain airport facilities that existed in 2003 but were inadvertently omitted in Table 5 adopted in 2004. These existing facilities which are being added include: 1.) the Airport Maintenance and adjacent Vehicle Maintenance Shop located in the northwest portion of the airport; 2.) the Airport Training & Conference Center and adjacent Gun Range, also located in the airport's northwest; and 3.) the Airline Catering Building, located northeast of the runway. Also not identified previously on Table 5 were two projects connected to the midfield construction; the 12,000-foot parallel Taxiway F south of the runway and the additional fourth airline fuel tank at the existing fuel farm north of the runway. Finally, the application corrects the as-built area of the midfield terminal and the as-built size of the midfield terminal apron.

Item 1: Fee Schedule

Map Amendment Flat Fee	\$2,000.00 each
Map Amendment > 20 Acres	\$2,000.00 and \$20.00 per 10 acres
Small Scale Amendment (10 acres or less)	\$1,500.00 each
Text Amendment Flat Fee	\$2,500.00 each

141413

Lee County Comprehensive Plan Amendment

Application Form (06/06)

C:\Documents and Settings\amsalcedo\Local Settings\Temporary Internet Files\OLK34C9\12-18-2007
CompPlanAmendmentApp1.doc

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AFFIDAVIT

I, Mark R. Fisher, 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.

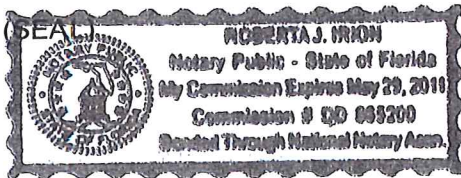
[Signature]
Signature of owner or owner-authorized agent

12/18/07
Date

MARK R FISHER
Typed or printed name

STATE OF FLORIDA)
COUNTY OF LEE)

The foregoing instrument was certified and subscribed before me this 18 day of December, 2007
by Mark R. Fisher, who is personally known to me or who has produced _____ as identification.



[Signature]
Signature of notary public

ROBERTA J IRION
Printed name of notary public

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Section III Exhibits

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**Exhibit III.A
Location Maps**

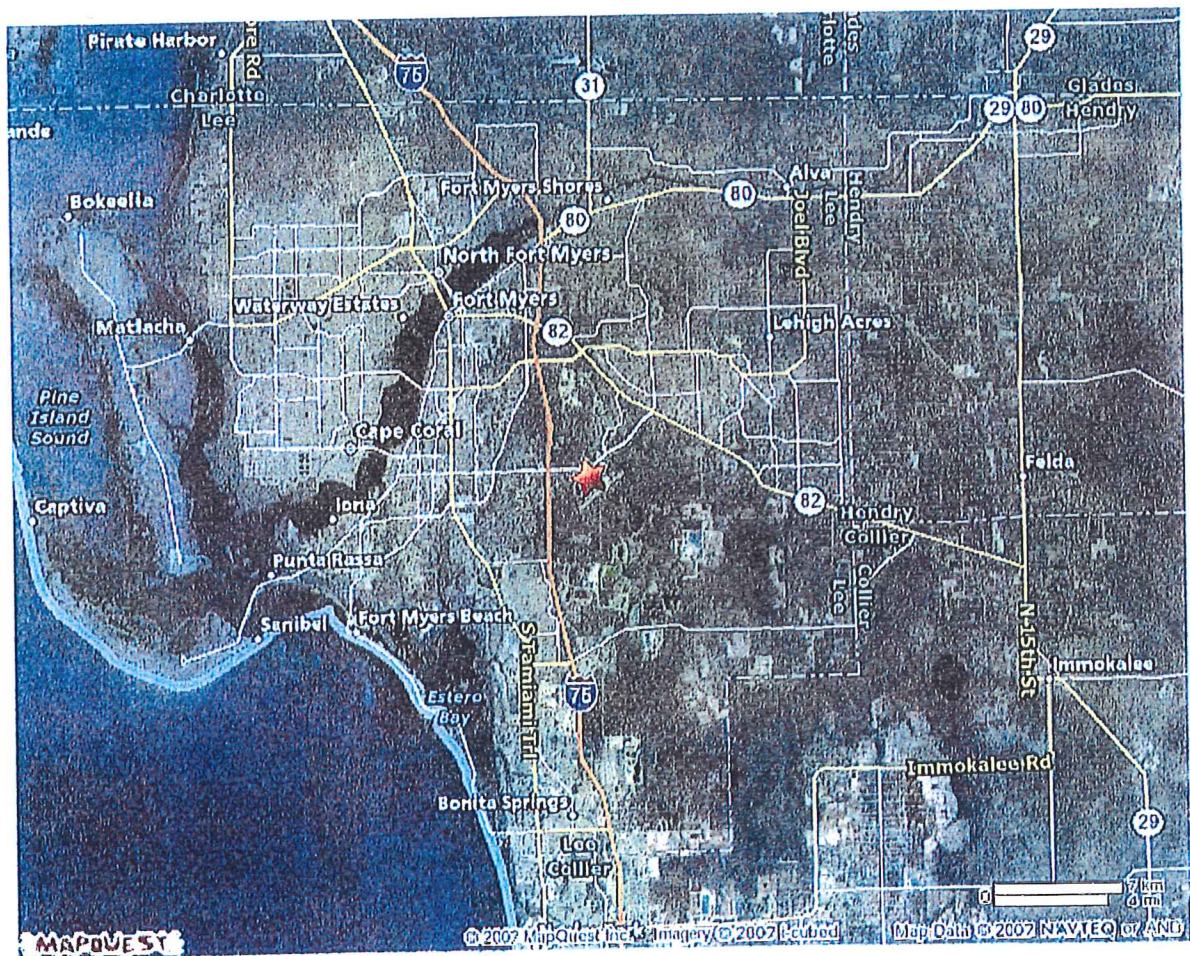
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RSW Location Map



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Proposed Animal Kennel / Clinic Site #2
Lee Plan Non-aviation Area
Master Concept Plan Parcels A-G

Proposed Animal Kennel / Clinic Site #1
Lee Plan Hotel Site H
Map III.A - Sheet 2

CONSTRUCTION NOTICE REQUIREMENT

TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED WITH THE AIRPORT OPERATIONS DEPARTMENT. A CONSTRUCTION NOTICE FORM MUST BE SUBMITTED TO THE AIRPORT OPERATIONS DEPARTMENT AT LEAST 30 DAYS PRIOR TO CONSTRUCTION. A \$500 FEE WILL BE CHARGED FOR EACH NOTICE. A \$1000 FINE WILL BE CHARGED FOR EACH VIOLATION.

SWFL Legend

Legend	Description
1	Proposed Animal Kennel / Clinic Site #1
2	Proposed Animal Kennel / Clinic Site #2
3	Proposed Animal Kennel / Clinic Site #3
4	Proposed Animal Kennel / Clinic Site #4
5	Proposed Animal Kennel / Clinic Site #5
6	Proposed Animal Kennel / Clinic Site #6
7	Proposed Animal Kennel / Clinic Site #7
8	Proposed Animal Kennel / Clinic Site #8
9	Proposed Animal Kennel / Clinic Site #9
10	Proposed Animal Kennel / Clinic Site #10

Legend

Legend	Description
1	Proposed Animal Kennel / Clinic Site #1
2	Proposed Animal Kennel / Clinic Site #2
3	Proposed Animal Kennel / Clinic Site #3
4	Proposed Animal Kennel / Clinic Site #4
5	Proposed Animal Kennel / Clinic Site #5
6	Proposed Animal Kennel / Clinic Site #6
7	Proposed Animal Kennel / Clinic Site #7
8	Proposed Animal Kennel / Clinic Site #8
9	Proposed Animal Kennel / Clinic Site #9
10	Proposed Animal Kennel / Clinic Site #10

BUILDINGS/FACILITIES TABLE

Building/Facility	Location	Area (Acres)	Notes
Terminal Building	100-150	100	
Control Tower	100-150	10	
Passenger Building	100-150	100	
Baggage Claim	100-150	10	
Security Screening	100-150	10	
Customs & Border Protection	100-150	10	
Immigration	100-150	10	
Police	100-150	10	
Fire Department	100-150	10	
Emergency Services	100-150	10	
Medical Services	100-150	10	
Animal Services	100-150	10	
Other	100-150	10	

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT FORT MYERS, FLORIDA
AIRPORT LAYOUT PLAN

DATE: FEBRUARY 2003
PROJECT NO: 000001
FILE NAME: R:\PROJECTS\ALP\ALP.dwg
DRAWN BY: JAL/PL
CHECKED BY: GJR

SHEET 2 OF 15

CPA
2007-00057



**Exhibit III.A.2
STRAP Numbers**

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CPA 2007-00057

Southwest Florida International Airport



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



Section IV Exhibits

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**Exhibits IV.A.1
Revised Table 5**

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Southwest Florida International Airport

TABLE 5



Southwest Florida International Airport TABLE 5 (Revised 12/2007) Existing vs. Proposed Development 2005-2020				
Development	Existing	2005	2010	2020
Landside				
Midfield Terminal Complex	28 gates 761,493 S.F. 798,000 S.F. as-built	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 & Chamberlin Parkway. Access also from Daniels via TreeLine & 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
Airport Maintenance and Auto Repair Shop ⁽⁹⁾	23,000 S.F.			
Parking	14,399 total existing 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
Passenger	11,461 spaces			
Hourly	2,519 spaces			
Daily	8,942 spaces			
Employee	1,288 spaces			
Taxi/Limo/Toll Booth	150 spaces			
Rental Cars	1,500 spaces			
Airport Training & Conference Center	16,000 S.F.			
Gun Range ⁽⁹⁾	8,500 S.F.			
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.	12,000' parallel South Taxiway F as-built with Midfield construction	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	165,000 S.Y. at former terminal site	253,700 S.Y. 332,900 S.Y. at Midfield as-built	No improvements planned	No improvements planned
Air Cargo	Total of 39,500 S.F. cargo building 69,000 S.Y. apron area	Rehabilitate existing cargo ramp (69,000 S.F.) New freight forwarding facility 15,000 S.F. Expand cargo facilities to 41,189 S.F.	Expand building cargo facilities to 45,389 S.F.	Expand cargo building facilities to 58,314 S.F.
Belly Cargo	15,000 S.F.	No improvements planned	No improvements planned	No improvements planned
General Aviation	8,000 S.F. FBO and hangar facility 26,180 S.F. hangar space 48,650 S.Y. apron area	Construct multi-use hangars (12,500 S.F.)	Infrastructure for second FBO Construct multi-use hangars (41,000 S.F.)	Construct multi-use hangars (75,500 S.F.) Expand GA apron to 49,700 S.Y.
Aircraft Maintenance General Aviation Large Aircraft	Approximately 13,000 S.F.	Construct one hangar to accommodate aircraft including the Boeing 747. Land to accommodate an additional three hangars should be set aside, should it be needed in the future.	26,000 S.F. (using existing facilities)	Expand to 36,000 S.F. necessary
Air Traffic Control Tower (ATCT)	Height 76.91 ft., 8,600 S.F.9	-	Relocate to midfield-same S.F. as existing 8,600 ft. or more. New height must be greater than 80 ft.**	No improvements planned

IV.A.1
Page 1

Southwest Florida International Airport

TABLE 5



Table 5 (Continued) (Revised 12/2007) Southwest Florida International Airport Existing vs. Proposed Development 2005-2020				
Development	Existing	2005	2010	2020
Airside (Continued)				
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	Added one 420,000 gallon tank Jet A 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
Airline Catering ⁽²⁾	25,000 S.F.			
Miscellaneous	No improvements planned		Relocate high voltage power lines Upgrade airfield emergency generator Helipad (11,000 S.F.) Develop multi-modal center	
Rental Car Expansion		Rental car fuel farm		
Non-Aviation Related Land Uses Commercial and Service Animal Kennel and Clinic Hotel ⁽²⁾ Light Manufacturing/Assembly Gas Station/Convenience Store Warehouse/Distribution Office ⁽³⁾		Construct 25,000 S.F. Construct 3,500 S.F. w/ 24 pumps Construct 25,000 S.F. Construct 75,000 S.F.	40,000 S.F. Construct 300 Rooms Additional 25,000 S.F. Additional 25,000 S.F. Additional 75,000 S.F.	- Additional 50,000 S.F. - Additional 50,000 S.F. Additional 75,000 S.F.

1. This table is for general phasing and major development items only. More specific detail is available in the annual Capital Improvement Plan (CIP) prepared by the Lee County Port Authority for the Southwest Florida International Airport.
2. All non-aviation related development will meet local land development code requirements such as open space requirements listed in LDC Sec. 10-415 and Wetland Impacts requirements listed in LDC Sec. 14-293. All development will be required to undergo local site and zoning review prior to local development order issuance.
3. This Development includes 10% retail
4. Development within the "Potential Future Development Area" will require amendment of the Lee Plan prior to development.
5. Existing 2003 Airport facilities inadvertently omitted in the Table 5 adopted in 2004



Exhibits IV.A.2
Airport Location on Future Land Use Map

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FUTURE LAND-USE MAP
(Lee County, Florida)

This map displays the future land use map for Lee County, Florida, as of the year 2020. The map is based on the Lee County Comprehensive Land Use Plan, 2007-2020. The map is a general representation of the future land use map and does not constitute a legal document. The map is subject to change without notice.

Revised By: [Redacted]

ALPHABETIC ORDER	DATE OF ADOPTION	EFFECTIVE DATE
10-1	10/1/2007	10/1/2007
10-2	10/1/2007	10/1/2007
10-3	10/1/2007	10/1/2007
10-4	10/1/2007	10/1/2007
10-5	10/1/2007	10/1/2007
10-6	10/1/2007	10/1/2007
10-7	10/1/2007	10/1/2007
10-8	10/1/2007	10/1/2007
10-9	10/1/2007	10/1/2007
10-10	10/1/2007	10/1/2007
10-11	10/1/2007	10/1/2007
10-12	10/1/2007	10/1/2007
10-13	10/1/2007	10/1/2007
10-14	10/1/2007	10/1/2007
10-15	10/1/2007	10/1/2007
10-16	10/1/2007	10/1/2007
10-17	10/1/2007	10/1/2007
10-18	10/1/2007	10/1/2007
10-19	10/1/2007	10/1/2007
10-20	10/1/2007	10/1/2007
10-21	10/1/2007	10/1/2007
10-22	10/1/2007	10/1/2007
10-23	10/1/2007	10/1/2007
10-24	10/1/2007	10/1/2007
10-25	10/1/2007	10/1/2007
10-26	10/1/2007	10/1/2007
10-27	10/1/2007	10/1/2007
10-28	10/1/2007	10/1/2007
10-29	10/1/2007	10/1/2007
10-30	10/1/2007	10/1/2007
10-31	10/1/2007	10/1/2007
10-32	10/1/2007	10/1/2007
10-33	10/1/2007	10/1/2007
10-34	10/1/2007	10/1/2007
10-35	10/1/2007	10/1/2007
10-36	10/1/2007	10/1/2007
10-37	10/1/2007	10/1/2007
10-38	10/1/2007	10/1/2007
10-39	10/1/2007	10/1/2007
10-40	10/1/2007	10/1/2007
10-41	10/1/2007	10/1/2007
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10-45	10/1/2007	10/1/2007
10-46	10/1/2007	10/1/2007
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10-50	10/1/2007	10/1/2007
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10-79	10/1/2007	10/1/2007
10-80	10/1/2007	10/1/2007
10-81	10/1/2007	10/1/2007
10-82	10/1/2007	10/1/2007
10-83	10/1/2007	10/1/2007
10-84	10/1/2007	10/1/2007
10-85	10/1/2007	10/1/2007
10-86	10/1/2007	10/1/2007
10-87	10/1/2007	10/1/2007
10-88	10/1/2007	10/1/2007
10-89	10/1/2007	10/1/2007
10-90	10/1/2007	10/1/2007
10-91	10/1/2007	10/1/2007
10-92	10/1/2007	10/1/2007
10-93	10/1/2007	10/1/2007
10-94	10/1/2007	10/1/2007
10-95	10/1/2007	10/1/2007
10-96	10/1/2007	10/1/2007
10-97	10/1/2007	10/1/2007
10-98	10/1/2007	10/1/2007
10-99	10/1/2007	10/1/2007
10-100	10/1/2007	10/1/2007



FUTURE URBAN AREAS

- Intensive Development
- Central Urban
- Urban Center City
- Suburban
- Outlying Suburban
- Intensive Development
- Public Facilities
- University Community

INTERCHANGE AREAS

- Industrial Interchange
- General Interchange
- General Commercial Interchange
- Industrial Commercial Interchange
- University Village Interchange

NEW COMMUNITY

- New Community

AIRPORT AREAS

- Airport

NON-URBAN AREAS

- Rural
- Rural Community Preserve
- Coastal Rural
- Coastal Urban
- Open Lands
- Timber Production/Conservation Reserve
- Conservation Reserve - USFWS
- Environmentally Critical Areas (Wetlands)
- Wetlands
- Conservation Lands - Wildlife

County of Lee, Florida, is a political entity, and as such, it is not a legal entity. The County of Lee, Florida, is a political entity, and as such, it is not a legal entity. The County of Lee, Florida, is a political entity, and as such, it is not a legal entity.

Airport Location on Future Land Use Map - IV A.2



Map Generated February 2007

MAP IV.A.2



**Exhibits IV.A.3
Airport Land Uses**

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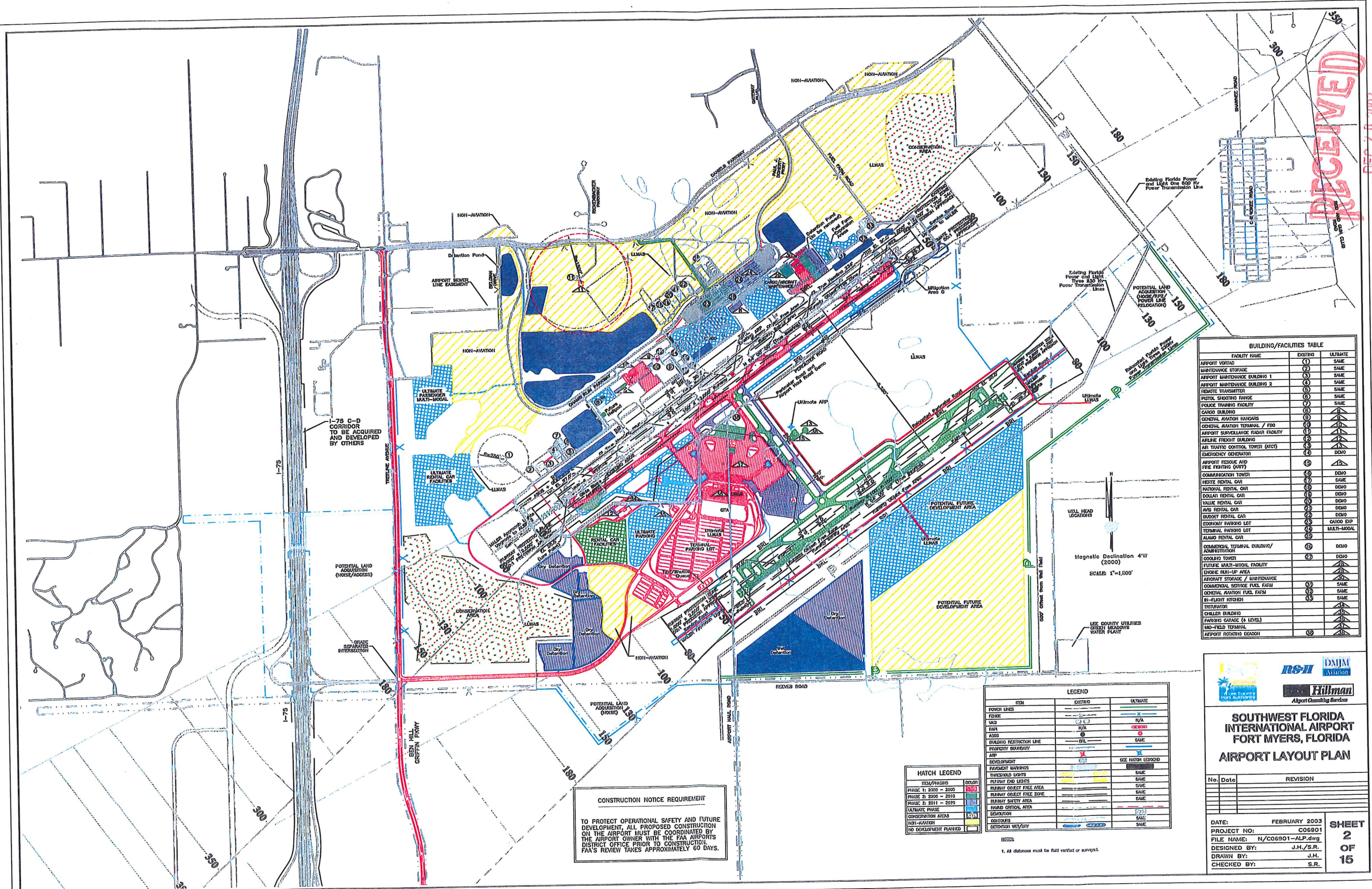
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CONSTRUCTION NOTICE REQUIREMENT

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

HATCH LEGEND

ITEM/PHASE	COLOR
PHASE 1: 2000 - 2005	Red
PHASE 2: 2005 - 2010	Blue
PHASE 3: 2010 - 2015	Green
ULTIMATE PHASE	Yellow
CONSERVATION AREAS	Blue with dots
NON-AVIATION	White
NO DEVELOPMENT PLANNED	White

LEGEND

ITEM	EXISTING	ULTIMATE
POWER LINES	---	---
FEEDER	---	---
WAD	---	N/A
FAIR	---	---
ASOS	---	---
BUILDING RESTRICTION LINE	---	---
PROPERTY BOUNDARY	---	---
APR	---	---
DEVELOPMENT	---	---
PARKING MARKINGS	---	---
THRESHOLD LIGHTS	---	---
FLYWAY END LIGHTS	---	---
RUNWAY OBJECT FREE AREA	---	---
RUNWAY OBJECT FREE ZONE	---	---
RUNWAY SAFETY AREA	---	---
RUNWAY CRITICAL AREA	---	---
DEVELOPMENT	---	---
CONTOURS	---	---
DETENTION WEY/CRY	---	---

BUILDING/FACILITIES TABLE

FACILITY NAME	EXISTING	ULTIMATE
AIRPORT VERTIGO	1	SALE
MAINTENANCE STORAGE	2	SALE
AIRPORT MAINTENANCE BUILDING 1	3	SALE
AIRPORT MAINTENANCE BUILDING 2	4	SALE
REMOTE TRANSMITTER	5	SALE
PISTOL SHOOTING RANGE	6	SALE
POLICE TRAINING FACILITY	7	SALE
CARGO BUILDING	8	SALE
GENERAL AVIATION HANGARS	9	SALE
GENERAL AVIATION TERMINAL / FBO	10	SALE
AIRPORT SURVEILLANCE RADAR FACILITY	11	SALE
AIRLINE FREIGHT BUILDING	12	SALE
AIR TRAFFIC CONTROL TOWER (ATCT)	13	SALE
EMERGENCY GENERATOR	14	SALE
AIRPORT RESCUE AND FIRE FIGHTING (ARFF)	15	SALE
COMMUNICATION TOWER	16	SALE
HERTZ RENTAL CAR	17	SALE
NATIONAL RENTAL CAR	18	SALE
DOLLAR RENTAL CAR	19	SALE
VALUE RENTAL CAR	20	SALE
AVIS RENTAL CAR	21	SALE
BUDGET RENTAL CAR	22	SALE
CONWAY PARKING LOT	23	SALE
TERMINAL PARKING LOT	24	SALE
ALAMO RENTAL CAR	25	SALE
COMMERCIAL TERMINAL BUILDING/ADMINISTRATION	26	SALE
COOLING TOWER	27	SALE
FUTURE MULTI-MODAL FACILITY	28	SALE
ENFORCE FUEL-UP AREA	29	SALE
AIRPORT STORAGE / MAINTENANCE	30	SALE
COMMERCIAL SERVICE FUEL FARM	31	SALE
GENERAL AVIATION FUEL FARM	32	SALE
IN-FLIGHT KITCHEN	33	SALE
TRUCKSTOP	34	SALE
CHILLER BUILDING	35	SALE
PARKING GARAGE (4 LEVEL)	36	SALE
LAND-FIELD TERMINAL	37	SALE
AIRPORT ROTATING DECK	38	SALE

**SOUTHWEST FLORIDA INTERNATIONAL AIRPORT
FORT MYERS, FLORIDA
AIRPORT LAYOUT PLAN**

No.	Date	REVISION

DATE: FEBRUARY 2003

PROJECT NO: C06901

FILE NAME: N/C06901-ALP.dwg

DESIGNED BY: J.H./S.R.

DRAWN BY: J.H.

CHECKED BY: S.R.

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2
OF
15



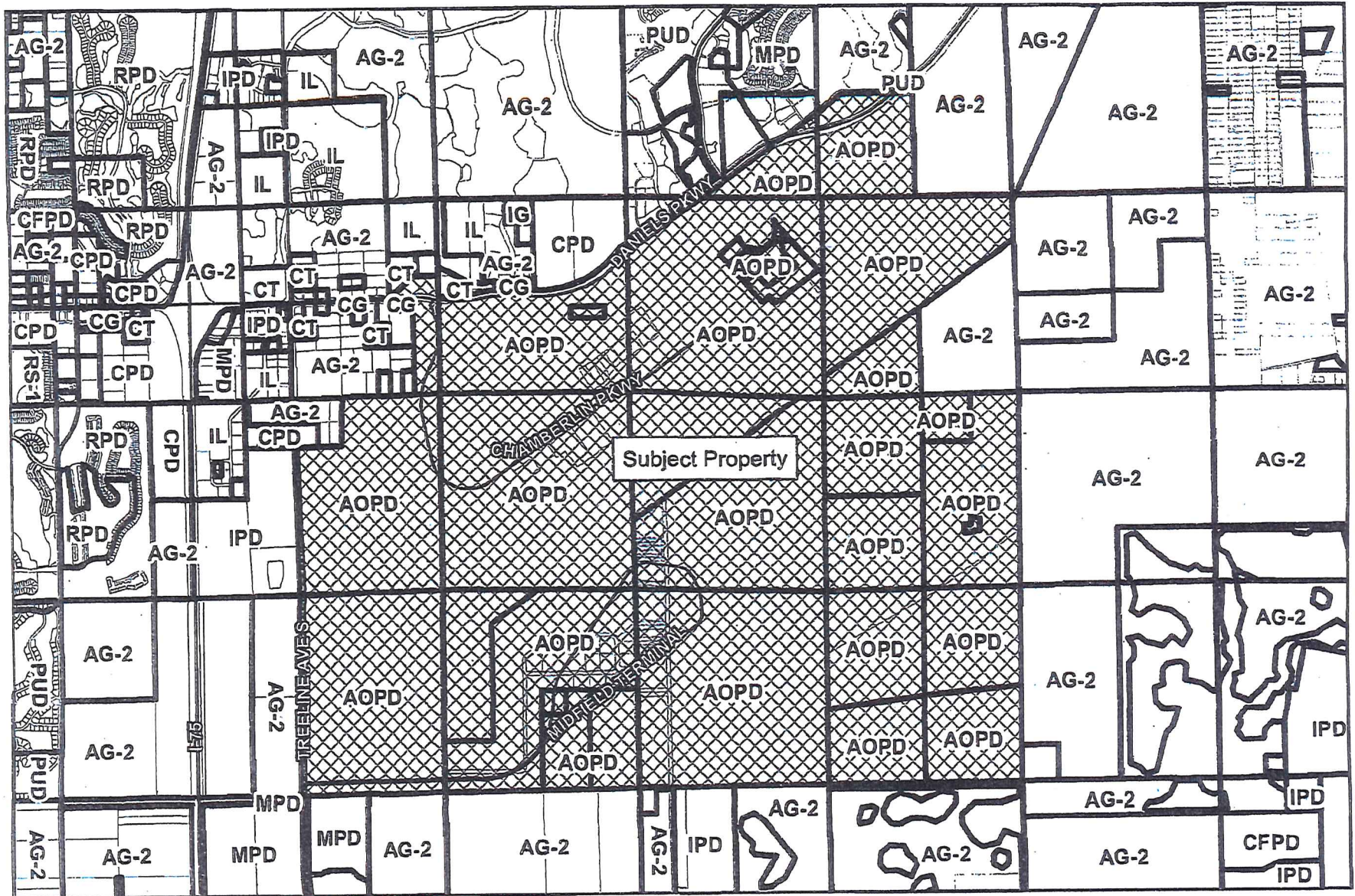
**Exhibits IV.A.4
Zoning**

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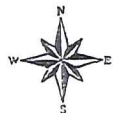
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Zoning Map



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**Exhibits IV.A.5
Legal Description and Sketch**

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COMMUNITY DEVELOPMENT

JOHNSON ENGINEERING, INC.

FORT MYERS
NAPLES
FORT CHARLOTTE

ENGINEERS, SURVEYORS, PLANNERS AND ECOLOGISTS

March 14, 2000

2158 JOHNSON STREET
TELEPHONE (841) 334-0048
FAX (841) 334-3661
POST OFFICE BOX 1330
FORT MYERS, FLORIDA
33902-1330

CARL E. JOHNSON
1911-1993

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**

PARCEL A

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")

CHAIRMAN
FORREST H. BANKS

PRESIDENT
STEVEN K. MORRISON

PARTNERS
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BARRY E. SYREN

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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.



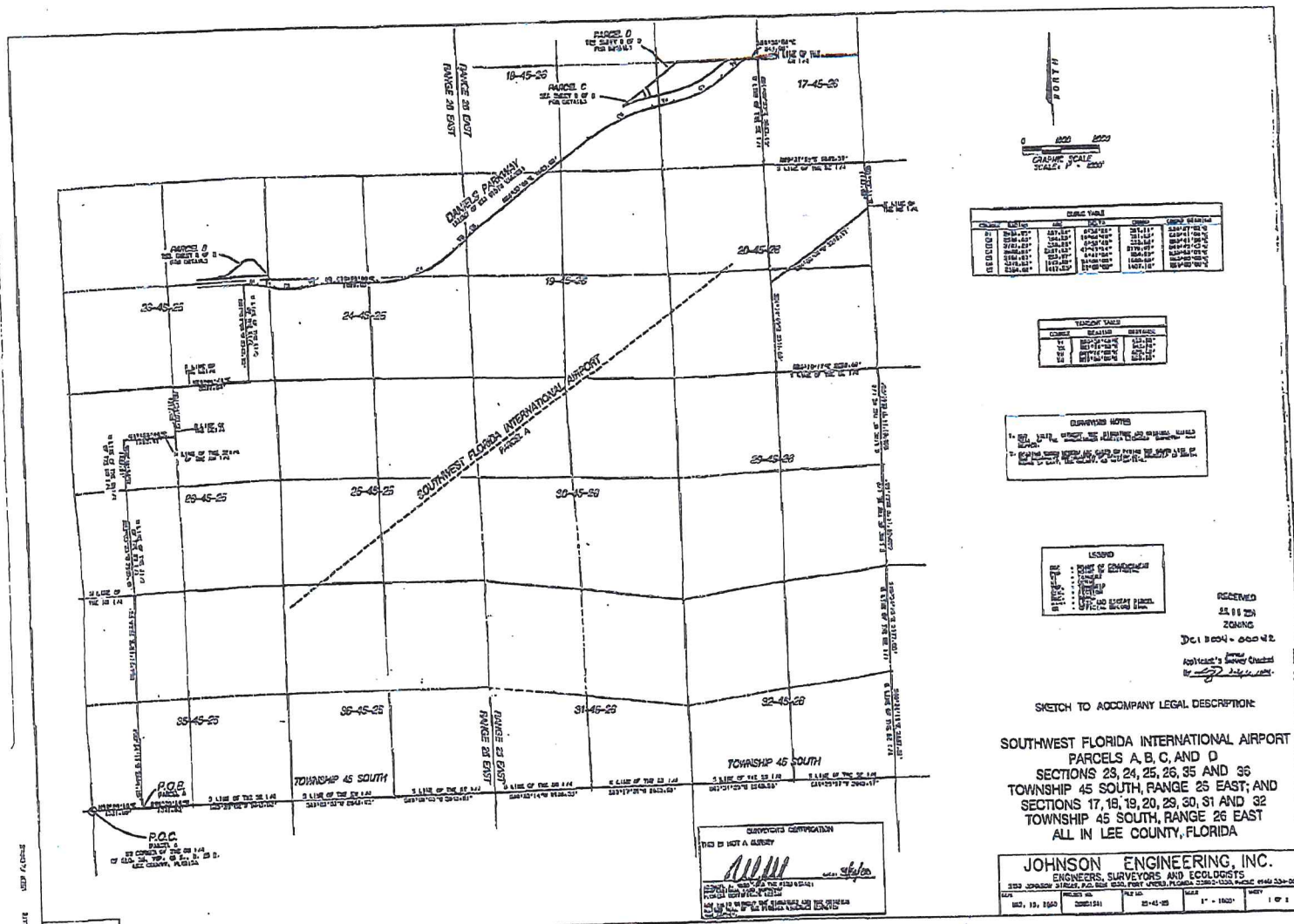
Michael A. Ward (for The Firm LB-642)
Professional Land Surveyor
Florida Certificate No. 5301

19991684\SFIA-Parcels A-D 031400

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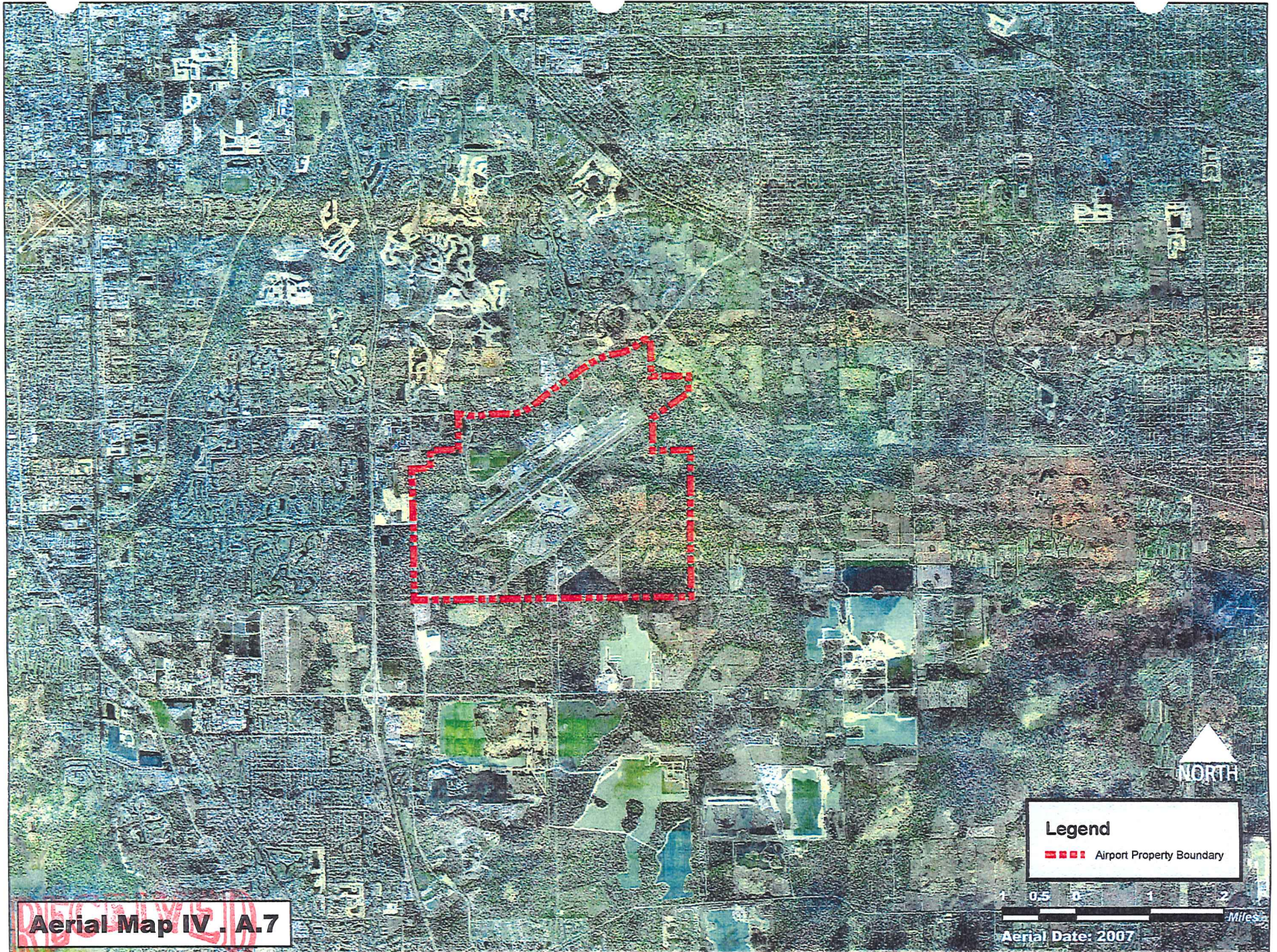


**Exhibits IV.A.7
Aerial Map**

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Aerial Map IV . A.7

Legend

--- Airport Property Boundary

0.5 1 2 Miles
Aerial Date: 2007

DEC 20 2007

OPA

2007-00057



**Exhibits IV.B.1
Traffic Circulation Analysis**

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Traffic Analysis for Two RSW Animal Kennels/Clinics:

CPA 2003-02 was approved in 2004 incorporating the Southwest Florida International Airport Master Plan Update into the Lee Plan. In that application, vehicle trip generation for the Airport in 2020 was forecasted to be 52,960± for peak season daily traffic conditions. That forecast was based on the relationship between forecasted 2020 enplaned passengers and airport vehicle trips. The ratio was derived from studies performed around the country and included anticipated trips from the proposed non-aviation uses. This request is for up to two animal kennels/clinics on the airport. If this request is approved, the airport's non-aviation uses would include an animal kennel and clinic proposed for the hotel site (Parcel "H" on our adopted Master Concept Plan) and a similar facility on the airport's north side adjacent to Paul J. Doherty Parkway (either Parcels A, B, C, D, E, F, and G on the Airport's adopted Master Concept Plan).

Each of the two kennels has an anticipated not-to-exceed building square footage of 20,000 S.F. and each site is anticipated to be between two and one half acres and five acres in area. Each will have approximately ten employees working in shifts. In addition, the two kennels will both receive periodic deliveries of supplies and services and nearly all of the two groups above will typically originate from and be destined to off-site locations. Approximately 90 percent of the anticipated customers/users of the hotel site kennel and clinic will be existing travelers using the airport and boarding their pets at the airport while they are away from home on business or pleasure trips. It was assumed that perhaps 60 percent of the traffic generated by the Doherty site would be on-site airport travelers. Traffic from the two subject kennel parcels is anticipated to be a very small percentage of the total airport trip generation.

From the Institute of Transportation Engineers "Trip Generation," ITE Category 130 "Industrial Park," was used to generate traffic from the facilities since there is no animal clinic category and kennels are often located in light industrial areas. ITE studies indicate that the trip generation rate per employee for these facilities on an average weekday is 3.34. If this rate is multiplied by the number of employees, the result is 33.4 trips per average weekday (or 67 trips for the two sites). The ITE peak hour trip generation rate is 0.46 trips resulting in 4.6 total peak hour trips for a single facility and 9-10 trips for the combined north and midfield facilities. External project traffic from the hotel site is anticipated to enter and exit the airport via Terminal Access Road to Ben Hill Griffin/Treeline. External trips from the Doherty Parkway site would enter/exit the airport on Doherty to Daniels Parkway and Gateway Boulevard.

For this analysis, it was assumed that no more than 50 new off-site daily trips would result from the addition of these two animal kennels and clinics on the airport. In the peak hour, 9-10 new trips would be created. In the 2006 Lee County "Traffic Count Report," annual average daily traffic on the Terminal Access Road totaled 23,900, on Treeline Avenue to the north 27,100, and on Ben Hill Griffin Parkway south of Terminal access Road 20,900. Traffic on Paul J. Doherty on the airport's north side totaled 800 daily trips, on Daniels east of Doherty 22,300, and on Daniels east of Chamberlin Parkway 37,200 trips. Traffic from the two subject kennel parcels is, once again, anticipated to be a very small percentage of the total airport trip generation and the

existing off-site non-airport traffic. This would result in very minimal new impacts to off-site roadways extending three miles from the project.

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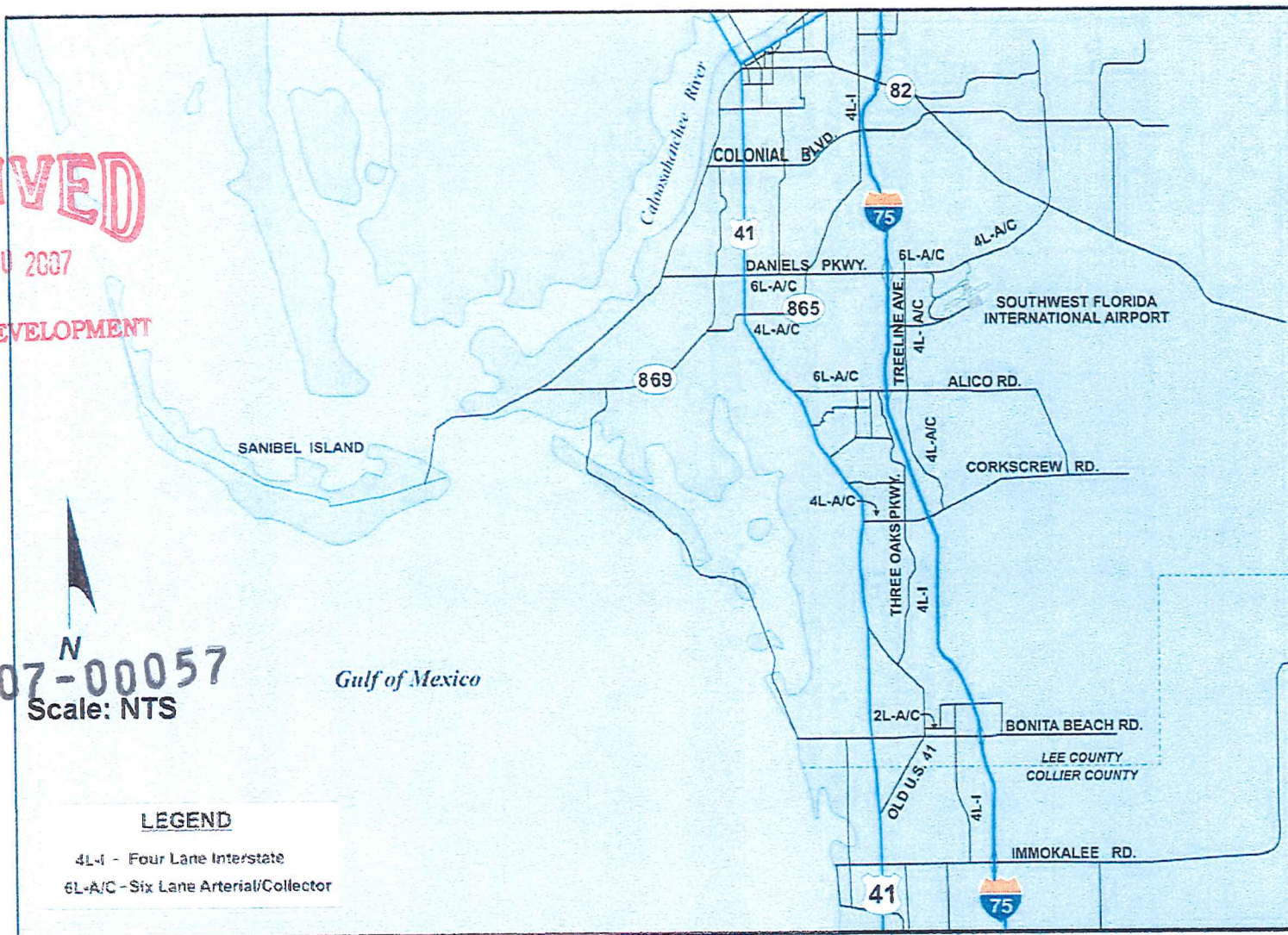
2007-00057
Scale: NTS



Gulf of Mexico

LEGEND

4L-I - Four Lane Interstate
6L-A/C - Six Lane Arterial/Collector



Source: RS&H Traffic Analysis, 2003



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 B - 1
Transportation Network



**Exhibits IV.B.2.a
Sanitary Sewer Service**

CPA 2007-00057

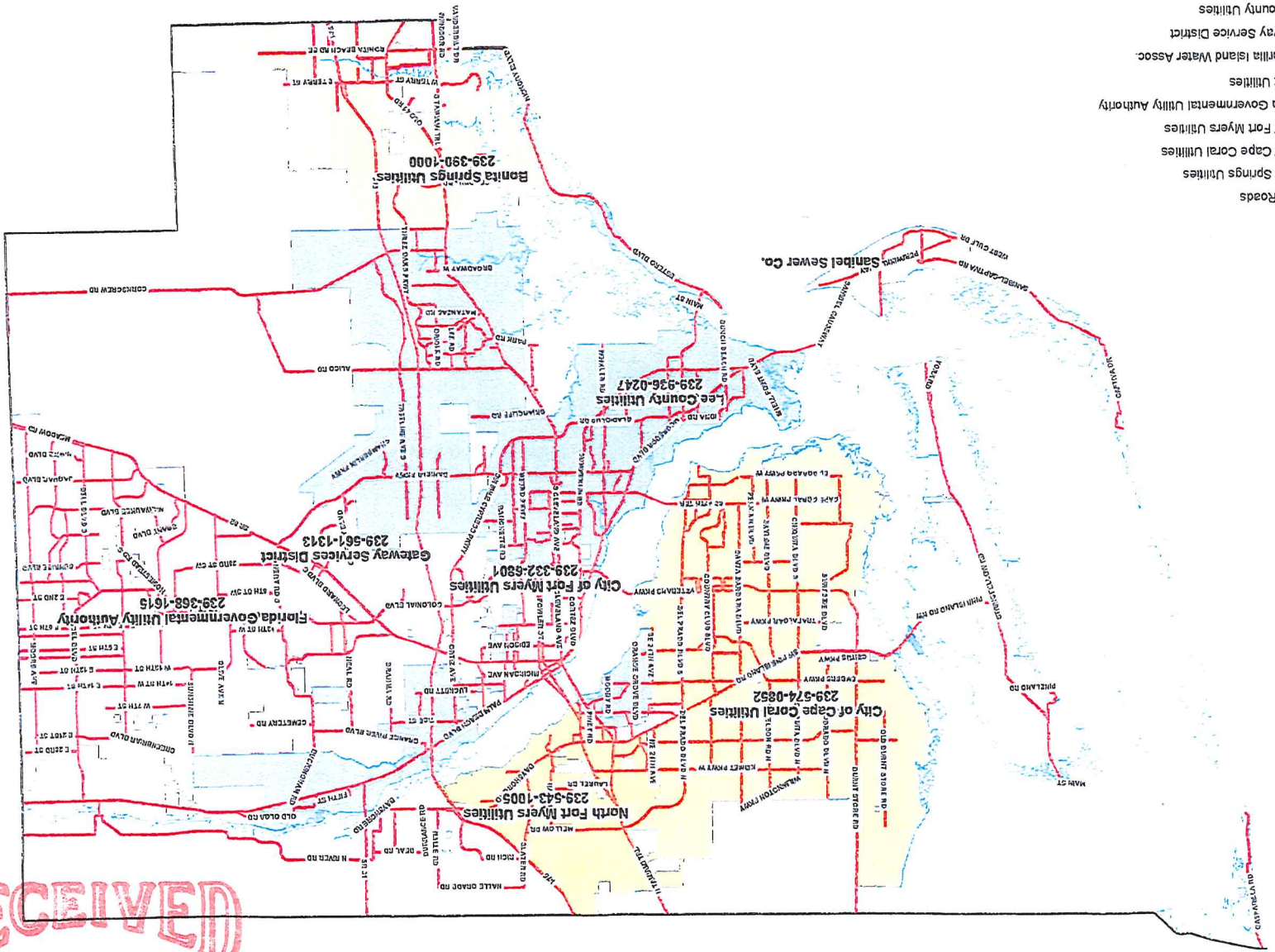
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Legend

- Major Roads
- Bonita Springs Utilities
- City of Cape Coral Utilities
- City of Fort Myers Utilities
- Florida Governmental Utility Authority
- Forest Utilities
- Gasparilla Island Water Assoc.
- Gateway Service District
- Lee County Utilities
- North Fort Myers Utilities
- Sanibel Sewer Co.



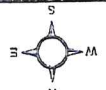
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Lee County Utilities
Wastewater Franchise Areas
Lee County, Florida

Public Works
Utilities Division
LEE COUNTY
1550 Avenue S, Fort Myers, FL 33903
Phone (239) 473-2001 Fax (239) 473-2413

Scale: 1" = 18,000'	Date: 01/28/2005
Drawn By: DCR	Designed By: DCR
Checked By: THO	Approved By: THO
Date:	Drawn:
Editor:	

Southwest Florida International Airport



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.



**Exhibits IV.B.2.b
Potable Water Service**

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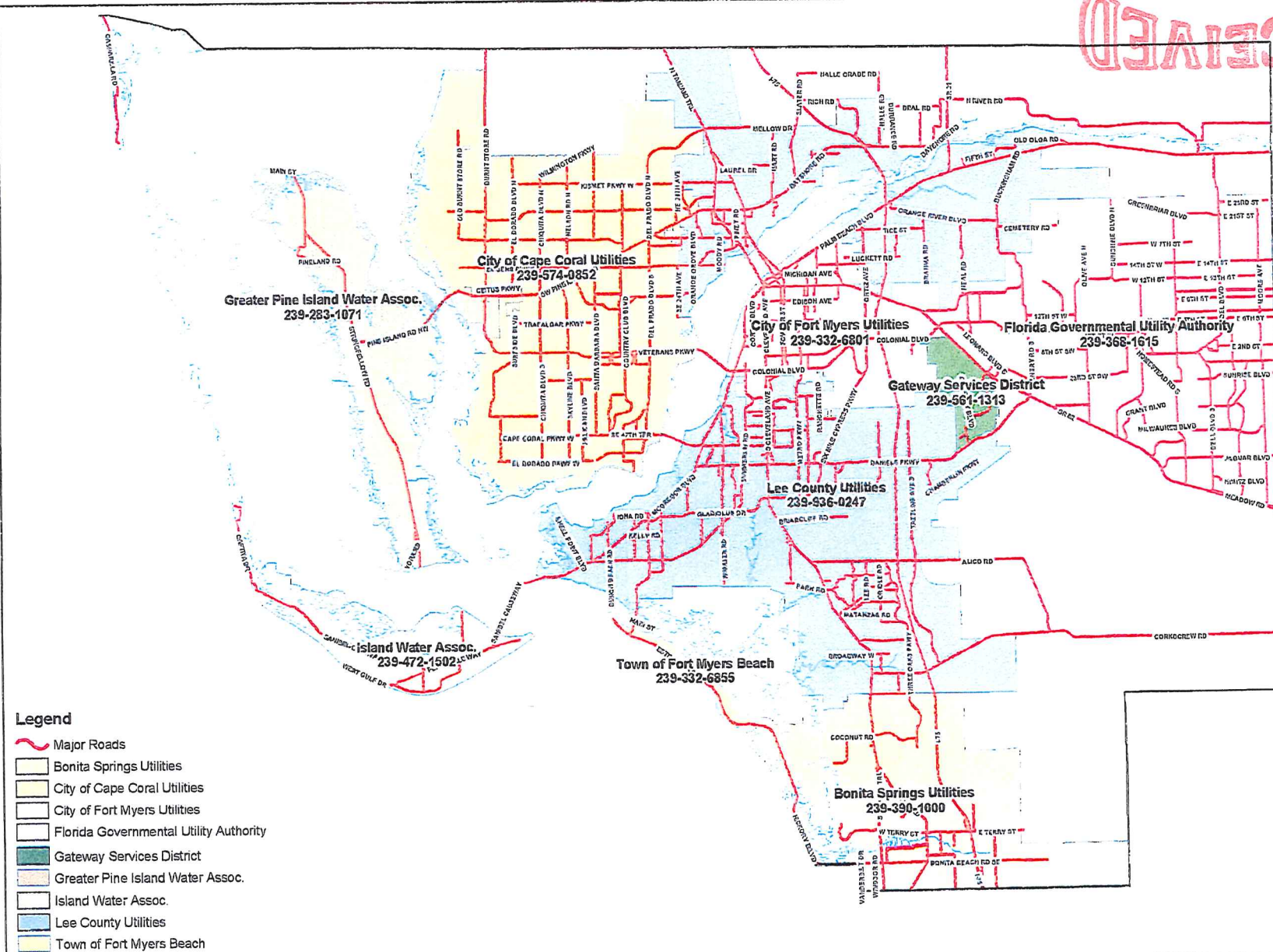
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Scale: 1" = 10,000'	Date: 01/28/2005	Drawn By: DCR	Designed By: DCR	Checked By: THO	Revised	Date	By	Date	By
Public Works	Utilities Division	Water Franchise Areas	Lee County Utilities	Lee County, Florida	IV-B-2-b	Page 1			



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.

Southwest Florida International Airport



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

Southwest Florida International Airport



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.



**Exhibits IV.B.2.c
Surface Water Drainage**

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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



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.



**Exhibits IV.B.2.d
Parks, Recreation and Open Space**

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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.



**Exhibit IV.B.3.a-f
Letters To and From Service Providers**

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Direct Dial: 239-590-4618
Fax: 239-590-4688

December 13, 2007

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

DAVID M. OWEN
PORT AUTHORITY ATTORNEY

Chief Ed Howell
Lee County Port Authority Aircraft Rescue and Fire Fighting
11000 Terminal Access Road
Suite 8671
Fort Myers, FL 33913

BOARD OF
PORT COMMISSIONERS

A. BRIAN BIGELOW

TAMMY HALL

BOB JAMES

RAY JUDAH

FRANK WANN

Re: Southwest Florida International Airport Comprehensive Plan Amendment

Dear Chief Howell:

We are in the process of preparing an application for a Lee County Comprehensive Plan Text Amendment for Southwest Florida International Airport. The Amendment will add 2 sites for proposed animal kennels and clinics at the future hotel site and non-aviation site along Paul J. Doherty Parkway.

As described in the attached Sections II and III of the Lee County Comprehensive Plan Amendment application, the proposed amendment is to incorporate two animal kennels and clinics totaling a maximum of 10 acres at the locations indicated on the attached map. The Comprehensive Plan Amendment application requires that we provide letters from various providers of service to this area, establishing the adequacy/provision of existing and proposed support facilities to this site. The application must be filed by December 21, 2007; therefore we are requesting your assistance in providing such a letter detailing Lee County Port Authority Aircraft Rescue and Fire Fighting's ability to provide adequate emergency response services as soon as possible in order for us to meet this deadline.

We appreciate your attention to this matter. If you have any questions or require additional information, please do not hesitate to contact me at (239) 590-4618.

Sincerely,

LEE COUNTY PORT AUTHORITY

William B. Horner, AICP
Planning Manager

WBH/ams
Attachment


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SOUTHWEST FLORIDA INTERNATIONAL AIRPORT
11000 Terminal Access Road, Suite 8671 Fort Myers, Florida 33913-8899
www.flylcpa.com

MEMO TO: Bill Horner
Planning and Environmental Compliance

FROM: Ed Howell
ARFF 



DATE: December 17, 2007

SUBJECT: Comprehensive Plan Amendment–Proposed Animal Kennels And Clinics

The Aircraft Rescue and Fire Fighting Department provides all fire protection and nonambulance medical services to the Southwest Florida International Airport. Station 2, located on airport property, is fully staffed and equipped 24 hours per day, 7 days per week. The construction and eventual operation of the proposed 10-acre maximum animal kennels and clinics on airport property will not hamper or impede our ability to continue providing excellent response service to the Southwest Florida International Airport.

If additional information is required, please call me at 590-4566.

JEH:kh
Attachment
M07 BH Kennels
c: Read File
Gary Duncan

CFA 2007-00057

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Direct Dial: 239-590-4618
Fax: 239-590-4688

December 13, 2007

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

DAVID M. OWEN
PORT AUTHORITY ATTORNEY

Chief Chris Hansen
Deputy Chief, Public Safety/EMS Manager
Lee County Emergency Medical Services
P.O. Box 398
Ft. Myers, FL 33902-0398
Re: Southwest Florida International Airport Comprehensive Plan Amendment

BOARD OF
PORT COMMISSIONERS

Dear Chief Hansen:

A. BRIAN BIGELOW

TAMMY HALL

BOB JAMES

RAY JUDAH

FRANK WIANN

We are in the process of preparing an application for a Lee County Comprehensive Plan Text Amendment for Southwest Florida International Airport. The Amendment will add 2 sites for proposed animal kennels and clinics at the future hotel site and non-aviation site along Paul J. Doherty Parkway.

As described in the attached Sections II and III of the Lee County Comprehensive Plan Amendment application, the proposed amendment is to incorporate two animal kennels and clinics totaling a maximum of 10 acres at the locations indicated on the attached map. The Comprehensive Plan Amendment application requires that we provide letters from various providers of service to this area, establishing the adequacy/provision of existing and proposed support facilities to this site. The application must be filed by December 21, 2007; therefore we are requesting your assistance in providing such a letter detailing Lee County Emergency Medical Services' ability to provide adequate emergency services as soon as possible in order for us to meet this deadline.

We appreciate your attention to this matter. If you have any questions or require additional information, please do not hesitate to contact me at (239) 590-4618.

Sincerely,

LEE COUNTY PORT AUTHORITY

William B. Horner, AICP
Planning Manager

WBH/ams
Attachment

2007-00057

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COMMUNITY DEVELOPMENT



BOARD OF COUNTY COMMISSIONERS

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A. Brian Bigelow
District Two

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District Three

Tammy Hall
District Four

Frank Mann
District Five

Donald D. Stilwell
County Manager

David M. Owen
County Attorney

Diana M. Parker
County Hearing
Examiner

December 20, 2007

Mr. William Horner
Lee County Port Authority
Southwest Florida International Airport
11000 Terminal Access Road, Suite 8671
Fort Myers, FL 33913-8899

Dear Mr. Horner:

EMS has performed a preliminary assessment of the Comprehensive Plan Amendment for the two sites for proposed animal kennels and clinics at the future hotel site and non-aviation site along Paul J. Doherty Parkway as referenced in your December 13, 2007 letter. Based on the information provided, EMS has no initial concerns with the ability to provide EMS ambulance service to these projects.

Sincerely,

DIVISION OF PUBLIC SAFETY

Chief Chris Hansen
Deputy Director

CH/tm

2007-00057

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Direct Dial: 239-590-4618
Fax: 239-590-4688

December 13, 2007

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

DAVID M. OWEN
PORT AUTHORITY ATTORNEY

Chief Richard Severson
Lee County Port Authority Police
11000 Terminal Access Road
Suite 8671
Fort Myers, FL 33913

BOARD OF
PORT COMMISSIONERS

A. BRIAN BIGELOW

TAMMY HALL

BOB JAMES

RAY JUDAH

FRANK VIANN

Re: Southwest Florida International Airport Comprehensive Plan Amendment

Dear Chief Severson:

We are in the process of preparing an application for a Lee County Comprehensive Plan Text Amendment for Southwest Florida International Airport. The Amendment will add 2 sites for proposed animal kennels and clinics at the future hotel site and non-aviation site along Paul J. Doherty Parkway.

As described in the attached Sections II and III of the Lee County Comprehensive Plan Amendment application, the proposed amendment is to incorporate two animal kennels and clinics totaling a maximum of 10 acres at the locations indicated on the attached map. The Comprehensive Plan Amendment application requires that we provide letters from various providers of service to this area, establishing the adequacy/provision of existing and proposed support facilities to this site. The application must be filed by December 21, 2007; therefore we are requesting your assistance in providing such a letter detailing Lee County Port Authority Police's ability to provide adequate police and emergency response services as soon as possible in order for us to meet this deadline.

We appreciate your attention to this matter. If you have any questions or require additional information, please do not hesitate to contact me at (239) 590-4618.

Sincerely,

LEE COUNTY PORT AUTHORITY

William B. Horner, AICP
Planning Manager

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SOUTHWEST FLORIDA INTERNATIONAL AIRPORT
11000 Terminal Access Road, Suite 8671 Fort Myers, Florida 33913-8899
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MEMO TO: William B. Horner, AICP
Planning

FROM: Richard H. Severson, Chief
Airport Police & Security

DATE: December 13, 2007

SUBJECT: Comprehensive Plan Amendment



The Lee County Port Authority provides its own law enforcement at both the Southwest Florida International Airport and the Page Field Airport. It is anticipated that we will continue to provide law enforcement services without interruption.

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

RHS:hec
0036m-07/GC.150.a

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Direct Dial: 239-590-4618
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December 13, 2007

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

DAVID M. OWEN
PORT AUTHORITY ATTORNEY

Mr. Lindsey Sampson
Lee County Solid Waste Department
10500 Buckingham Road
Fort Myers, FL 33905

Re: Southwest Florida International Airport Comprehensive Plan Amendment

BOARD OF
PORT COMMISSIONERS

Dear Mr. Sampson:

A. BRIAN BIGELOW

TAMMY HALL

BOB JAMES

RAY JUDAH

FRANK WANN

We are in the process of preparing an application for a Lee County Comprehensive Plan Text Amendment for Southwest Florida International Airport. The Amendment will add 2 sites for proposed animal kennels and clinics at the future hotel site and non-aviation site along Paul J. Doherty Parkway.

As described in the attached Sections II and III of the Lee County Comprehensive Plan Amendment application, the proposed amendment is to incorporate two animal kennels and clinics totaling a maximum of 10 acres at the locations indicated on the attached map. The Comprehensive Plan Amendment application requires that we provide letters from various providers of service to this area, establishing the adequacy/provision of existing and proposed support facilities to this site. The application must be filed by December 21, 2007; therefore we are requesting your assistance in providing such a letter detailing Lee County Solid Waste Department's ability to provide adequate waste management services as soon as possible in order for us to meet this deadline.

We appreciate your attention to this matter. If you have any questions or require additional information, please do not hesitate to contact me at (239) 590-4618.

Sincerely,

LEE COUNTY PORT AUTHORITY

William B. Horner, AICP
Planning Manager

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LEE COUNTY

SOUTHWEST FLORIDA

BOARD OF COUNTY COMMISSIONERS

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District Four

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District Five

Donald D. Stilwell
County Manager

David M. Owen
County Attorney

Diana M. Parker
County Hearing
Examiner

December 19, 2007

Mr. William B. Horner
Lee County Port Authority
11000 Terminal Road, Suite 8671
Fort Myers, FL 33913-8899

SUBJECT: Southwest Florida International Airport Comp Plan Amendment

Dear Mr. Horner:

The Lee County Solid Waste Division is capable of providing solid waste collection service for the subject site located along Paul J. Doherty Parkway through our franchised hauling contractors. Disposal of the solid waste from this project will be accomplished at the Lee County Resource Recovery Facility and the Lee-Hendry Regional Landfill. Plans have been made, allowing for growth, to maintain long-term disposal capacity at these facilities.

The Solid Waste Ordinance (05-13, Section 21) and the Lee County Land Development Code, Chapter 10, Section 10-261 have requirements for providing on-site space for placement and servicing of commercial solid waste containers. Please review these requirements when planning the project. If you have any questions, please call me at (239) 338-3302.

Sincerely,

William T. Newman
Operations Manager
Solid Waste Division

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4618

December 13, 2007

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

DAVID M. OWEN
PORT AUTHORITY ATTORNEY

Ms. Lindsey Sampson
Lee County Solid Waste Department
10500 Buckingham Road
Fort Myers, FL 33905

Re: Southwest Florida International Airport Comprehensive Plan Amendment

BOARD OF
PORT COMMISSIONERS

Dear Ms. Sampson:

BOB JONES
RAY JUDAH
FRANK WANN

We are in the process of preparing an application for a Lee County Comprehensive Plan Amendment to Southwest Florida International Airport. The Amendment will add 2 sites for animal kennels and clinics at the future hotel site and non-aviation site along Paul W. Bryant Parkway.

As described in the attached Sections II and III of the Lee County Comprehensive Plan Amendment application, the proposed amendment is to incorporate two animal kennels and clinics totaling a maximum of 10 acres at the locations indicated on the attached map. The Comprehensive Plan Amendment application requires that we provide letters from various providers of service to this area, establishing the adequacy/provision of existing and proposed support facilities to this site. The application must be filed by December 21, 2007; therefore we are requesting your assistance in providing such a letter detailing Lee County Solid Waste Department's ability to provide adequate waste management services as soon as possible in order for us to meet this deadline.

We appreciate your attention to this matter. If you have any questions or require additional information, please do not hesitate to contact me at (239) 590-4618.

Sincerely,

LEE COUNTY PORT AUTHORITY

William B. Horner

William B. Horner, AICP
Planning Manager

WBH/ams
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LEE COUNTY

SOUTHWEST FLORIDA

BOARD OF COUNTY COMMISSIONERS

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District Two

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District Three

Tammy Hall
District Four

Frank Mann
District Five

Donald D. Stilwell
County Manager

David M. Owen
County Attorney

Diana M. Parker
County Hearing
Examiner

December 19, 2007

Mr. William B. Horner
Lee County Port Authority
11000 Terminal Road, Suite 8671
Fort Myers, FL 33913-8899

SUBJECT: Southwest Florida International Airport Comp Plan Amendment

Dear Mr. Horner:

The Lee County Solid Waste Division is capable of providing solid waste collection service for the subject site located along Paul J. Doherty Parkway through our franchised hauling contractors. Disposal of the solid waste from this project will be accomplished at the Lee County Resource Recovery Facility and the Lee-Hendry Regional Landfill. Plans have been made, allowing for growth, to maintain long-term disposal capacity at these facilities.

The Solid Waste Ordinance (05-13, Section 21) and the Lee County Land Development Code, Chapter 10, Section 10-261 have requirements for providing on-site space for placement and servicing of commercial solid waste containers. Please review these requirements when planning the project. If you have any questions, please call me at (239) 338-3302.

Sincerely,

William T. Newman
Operations Manager
Solid Waste Division

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Direct Dial: 239-590-4618
Fax: 239-590-4688

December 13, 2007

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

DAVID M. OWEN
PORT AUTHORITY ATTORNEY

Mike Horsting
Transportation Planner
LeeTran
6035 Landing View Rd.
Ft. Myers, FL 33907

BOARD OF
PORT COMMISSIONERS

A. BRIAN BIGELOW

TAMMY HALL

BOB JAMES

RAY JUDAH

FRANK MANN

Re: Southwest Florida International Airport Comprehensive Plan Amendment

Dear Mr. Horsting:

We are in the process of preparing an application for a Lee County Comprehensive Plan Text Amendment for Southwest Florida International Airport. The Amendment will add 2 sites for proposed animal kennels and clinics at the future hotel site and non-aviation site along Paul J. Doherty Parkway.

As described in the attached Sections II and III of the Lee County Comprehensive Plan Amendment application, the proposed amendment is to incorporate two animal kennels and clinics totaling a maximum of 10 acres at the locations indicated on the attached map. The Comprehensive Plan Amendment application requires that we provide letters from various providers of service to this area, establishing the adequacy/provision of existing and proposed support facilities to this site. The application must be filed by December 21, 2007; therefore we are requesting your assistance in providing such a letter detailing LeeTran's ability to provide adequate transportation services as soon as possible in order for us to meet this deadline.

We appreciate your attention to this matter. If you have any questions or require additional information, please do not hesitate to contact me at (239) 590-4618.

Sincerely,

LEE COUNTY PORT AUTHORITY

William B. Horner, AICP
Planning Manager

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SOUTHWEST FLORIDA INTERNATIONAL AIRPORT
11000 Terminal Access Road, Suite 8671 Fort Myers, Florida 33913-8899
www.flylcpa.com



Direct Dial: 239-590-4618
Fax: 239-590-4688

December 13, 2007

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

DAVID M. OWEN
PORT AUTHORITY ATTORNEY

Michael Smith
Director, Planning, Growth, and School Capacity
The School District of Lee County
3308 Canal Street
Fort Myers, FL 33916

BOARD OF
PORT COMMISSIONERS

A. BRIAN BIGELOW

TAMMY HALL

BOB JAMES

RAY JUDAH

FRANK WANN

Re: Southwest Florida International Airport Comprehensive Plan Amendment

Dear Mr. Smith:

We are in the process of preparing an application for a Lee County Comprehensive Plan Text Amendment for Southwest Florida International Airport. The Amendment will add 2 sites for proposed animal kennels and clinics at the future hotel site and non-aviation site along Paul J. Doherty Parkway.

As described in the attached Sections II and III of the Lee County Comprehensive Plan Amendment application, the proposed amendment is to incorporate two animal kennels and clinics totaling a maximum of 10 acres at the locations indicated on the attached map. The Comprehensive Plan Amendment application requires that we provide letters from various providers of service to this area, establishing the adequacy/provision of existing and proposed support facilities to this site. The application must be filed by December 21, 2007; therefore we are requesting your assistance in providing such a letter detailing The School District of Lee County's ability to provide adequate services as soon as possible in order for us to meet this deadline.

We appreciate your attention to this matter. If you have any questions or require additional information, please do not hesitate to contact me at (239) 590-4618.

Sincerely,

LEE COUNTY PORT AUTHORITY

William B. Horner, AICP
Planning Manager

WBH/ams
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THE SCHOOL DISTRICT OF LEE COUNTY

2855 COLONIAL BLVD. ♦ FORT MYERS, FLORIDA 33966-1012 ♦ (239) 334-1102 ♦ WWW.LEESCHOOLS.NET

JEANNE S. DOZIER
CHAIRMAN, DISTRICT 2

JANE E. KUCKEL, PH.D.
VICE CHAIRMAN, DISTRICT 3

ROBERT D. CHILMONIK
DISTRICT 1

STEVEN K. TEUBER, J.D.
DISTRICT 4

ELINOR C. SCRICCA, PH.D.
DISTRICT 5

JAMES W. BROWDER, ED.D.
SUPERINTENDENT

KEITH B. MARTIN, ESQ.
BOARD ATTORNEY

December 14, 2007

Mr. William B. Horner, AICP
Southwest Florida International Airport
Lee County Port Authority
1000 Terminal Access Road, Suite 8671
Fort Myers, FL 33913-8899

Re: Southwest Florida International Airport Comprehensive Plan

Dear Mr. Horner,

We have received and reviewed your material on the proposed animal kennel/clinic to be developed and operated on airport property. We find that this non-residential use would have no impact on classroom needs in the school district.

Please contact me if I can be of further assistance.

Sincerely,

Michael R. Smith, Director
Planning, Growth & School Capacity
Mikes@leeschools.net
239.479.5665

MRS/plj

cc: Jim Halley
Project Coordinator, Noise and Airspace

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**Exhibits IV.C.1
FLUCCS Map**

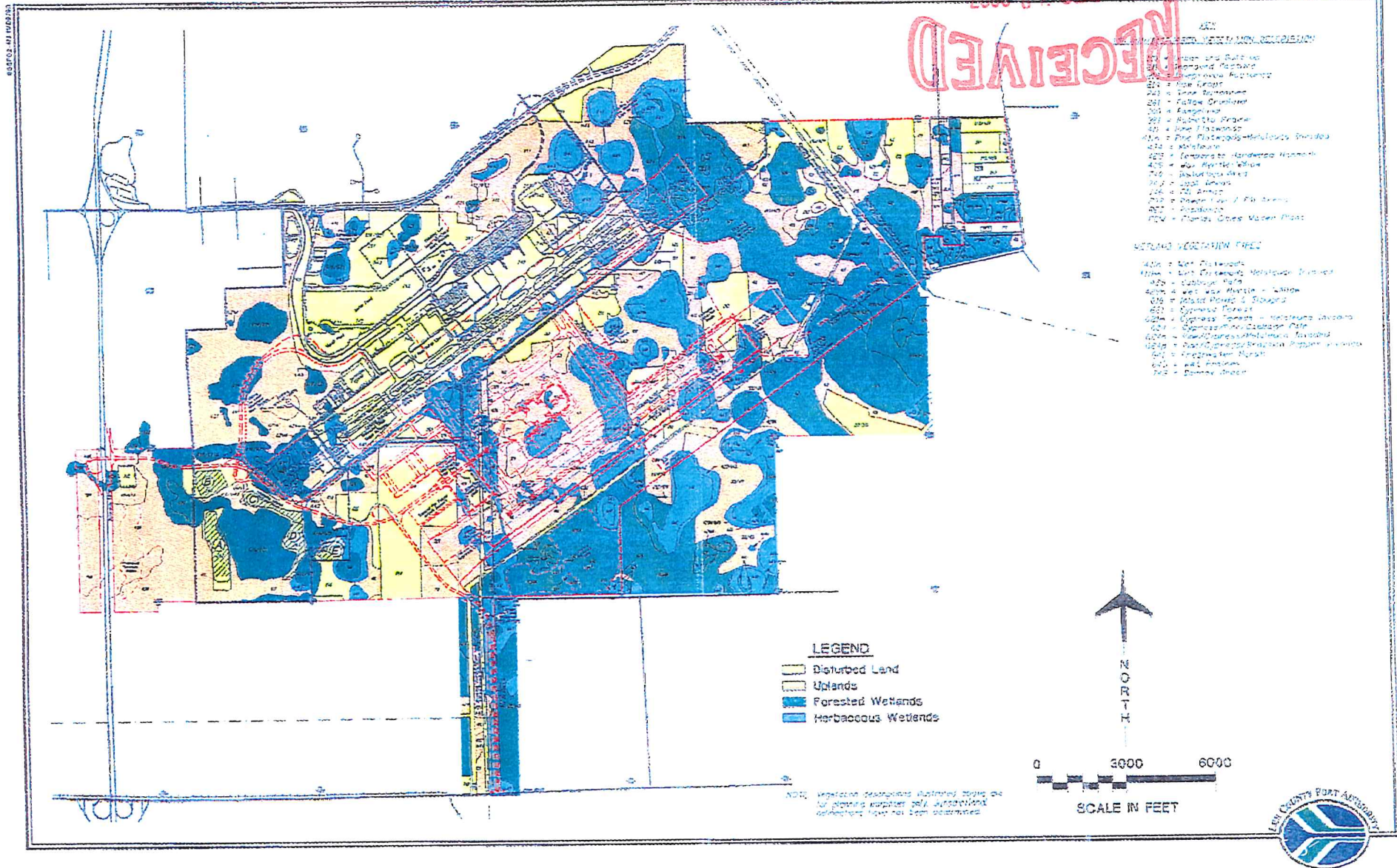
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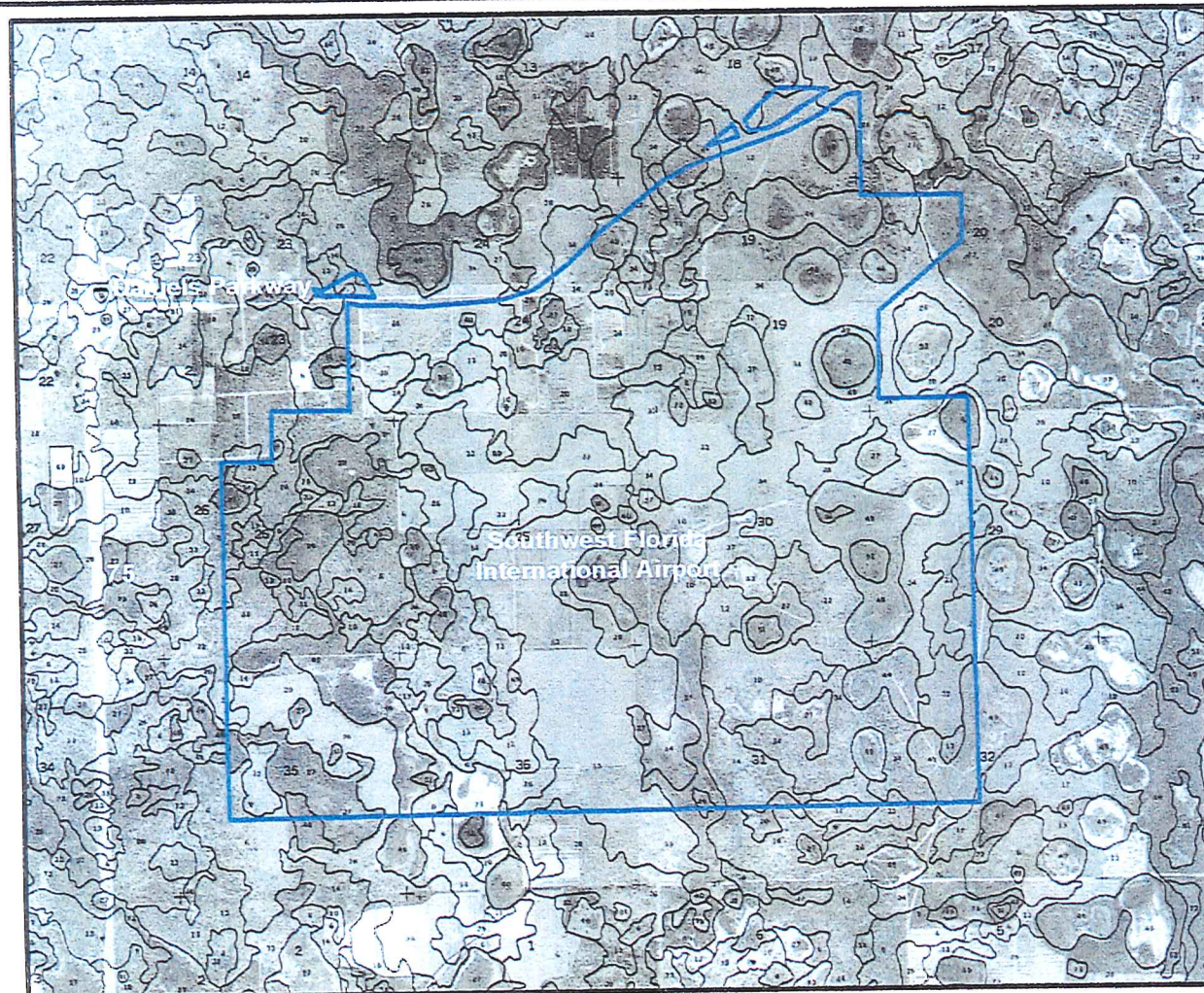
**Exhibits IV.C.2
Soils Map**

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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 Bua Gallei sand
- 10 Pompano fine sand
- 11 Myakka fine sand
- 12 Felda fine sand
- 13 Boca fine sand
- 14 Valkaria fine sand
- 15 Estero muck
- 16 Peckish mucky fine sand
- 17 Daytona sand
- 18 Matlacha gravelly fine sand, limestone substratum
- 19 Gator muck
- 20 Terra Ceia muck
- 22 Besches
- 23 Wulfert muck
- 24 Kesson fine sand
- 25 St. Augustine sand, organic substratum-Urban land complex
- 26 Pineda fine sand
- 27 Pompano fine sand, depressional
- 28 Immokalee sand
- 29 Punta fine sand
- 33 Oldemar sand
- 34 Malabar fine sand
- 35 Webasso sand
- 36 Immokalee-Urban land complex
- 37 Satellite fine sand
- 38 Isles fine sand, slough
- 39 Isles fine sand, depressional
- 40 Anclote sand, depressional
- 41 Valkaria fine sand, depressional
- 42 Webasso sand, limestone substratum
- 43 Smyrna fine sand
- 44 Malabar fine sand, depressional
- 45 Copeland sandy loam, depressional
- 46 St. Augustine sand
- 49 Felda fine sand, depressional
- 50 Oldemar 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 Oratio fine sand
- 62 Winder sand, depressional
- 63 Malabar fine sand, high
- 64 Hallandale-Urban land complex
- 66 Caloosa fine sand
- 67 Smyrna-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 Choctaw muck



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

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Southwest Florida International Airport
Lee County Comprehensive Plan Amendment

Soils Map

2007-00057

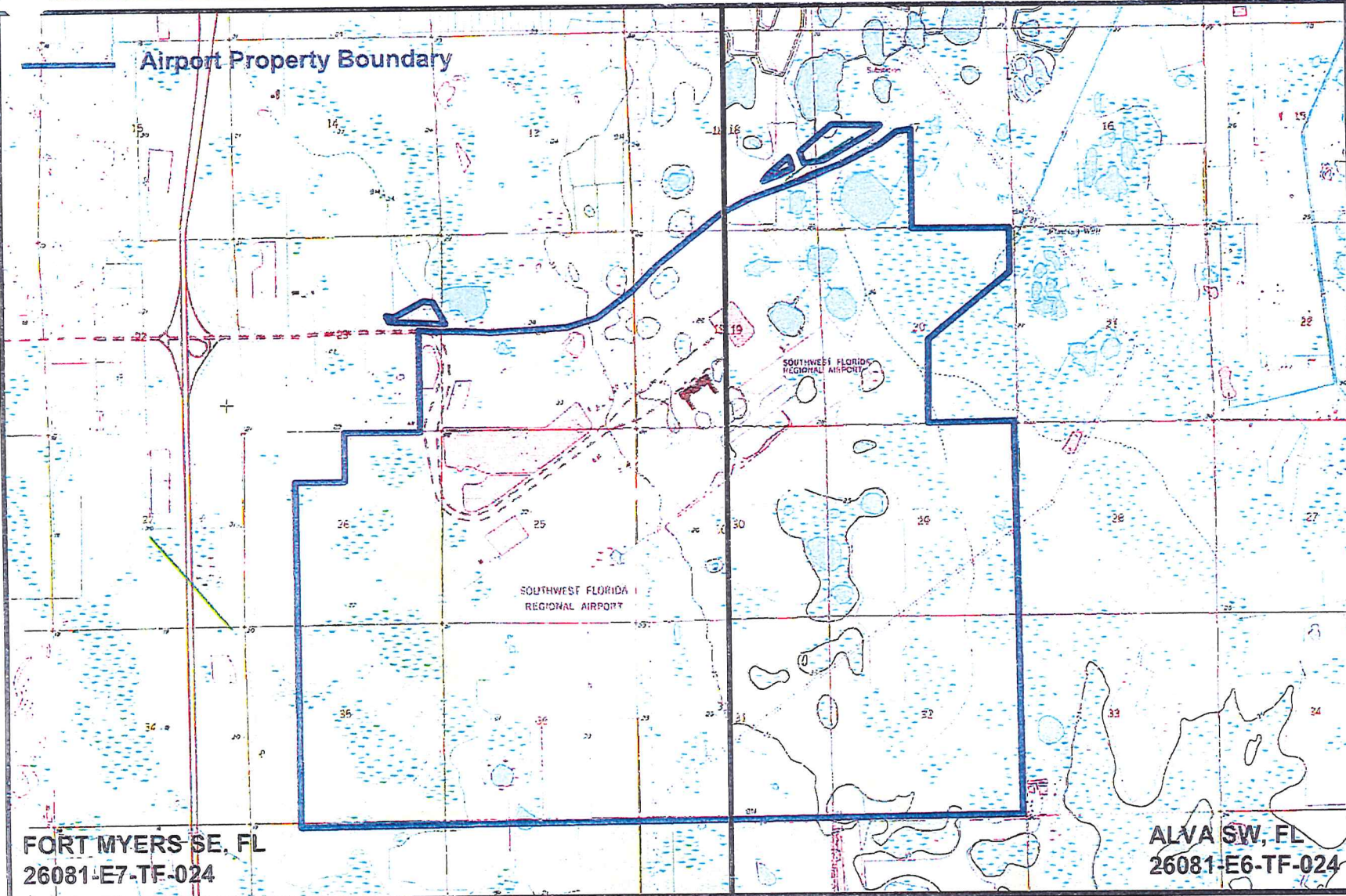


**Exhibits IV.C.3
Topography Map**

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Source: US Geological Survey

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



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

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

Topographic Map



**Exhibits IV.C.4
Wetlands Map**

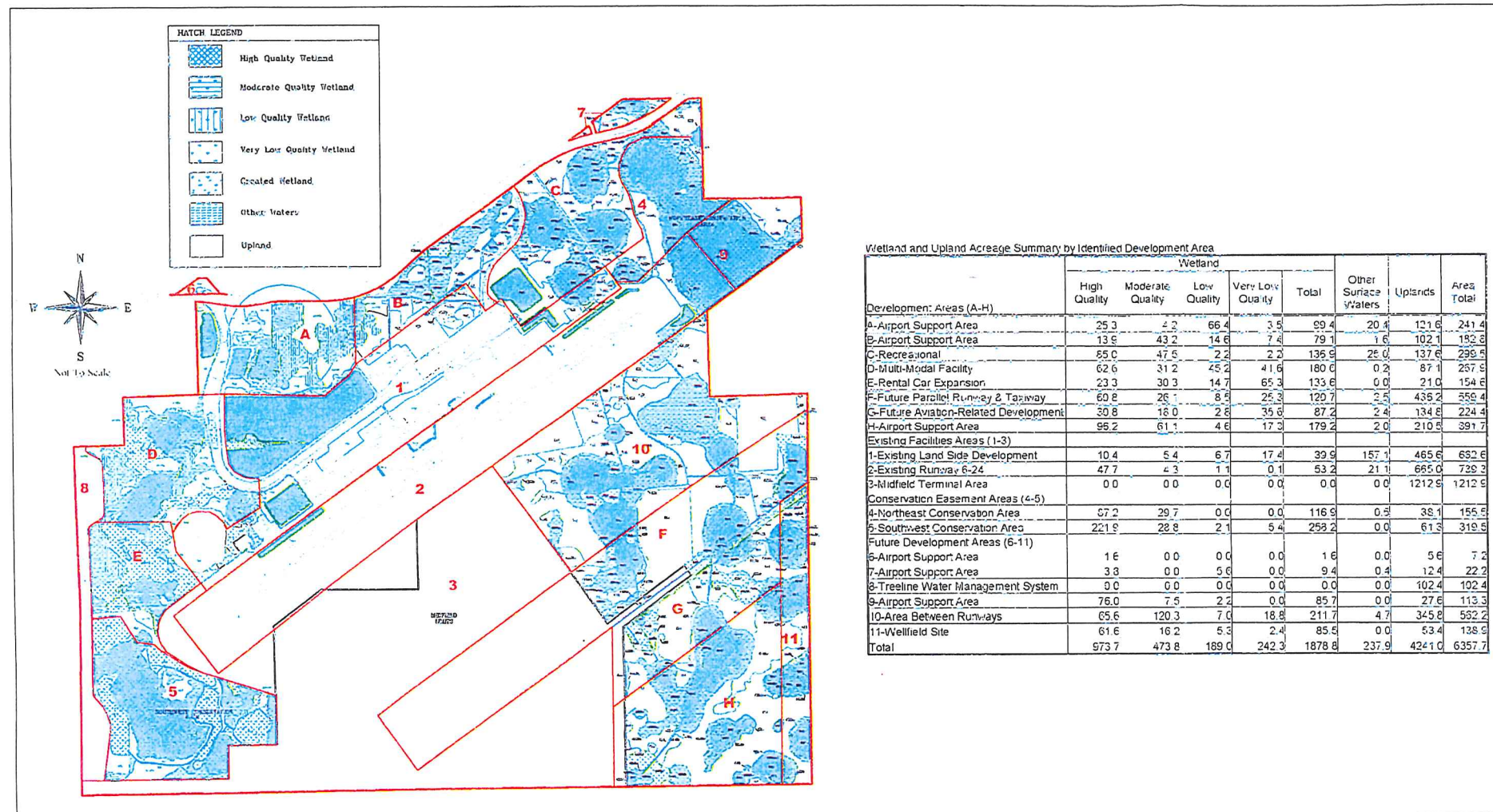
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WETLANDS GRID MAP



Source: Kevin L. Erwin Consulting Ecologist, Inc. and RS&H, 2002

October 2005

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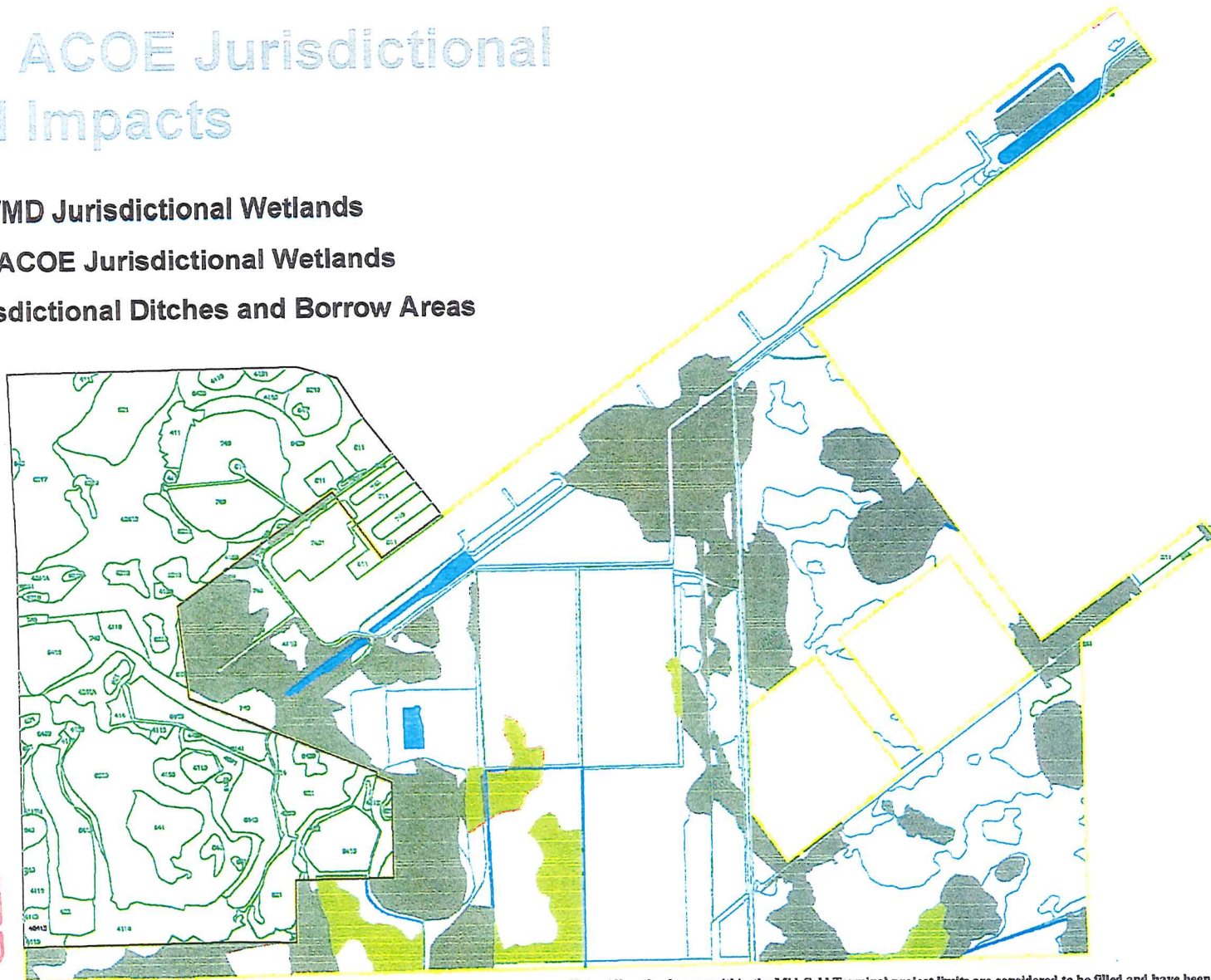
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2007-00057

Midfield ACOE Jurisdictional Wetland Impacts

- ACOE/SFWMD 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.

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Southwest Florida International Airport
MIDFIELD TERMINAL COMPLEX

CPA
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**Exhibits IV.C.5
Table of Plant Communities**

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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



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 prospective 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



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



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

Comprehensive Plan Amendment



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 (*Phyllanthus nodiflorus*), 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.



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.



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



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.



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.



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

Southwest Florida International Airport



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.

Southwest Florida International Airport



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.

**Exhibits IV.D.1
Historic**

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FLORIDA DEPARTMENT OF STATE

Jim Smith
Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building

500 South Brumough

Tallahassee, Florida 32399-0250

Director's Office

Telecopier Number (FAX)

(904) 488-1400

(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

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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
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/maj/>

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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 23, 2000

2007-00057

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
Raynolds, 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
Division of Historical Resources
R. A. Gray Building
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April 6, 2001

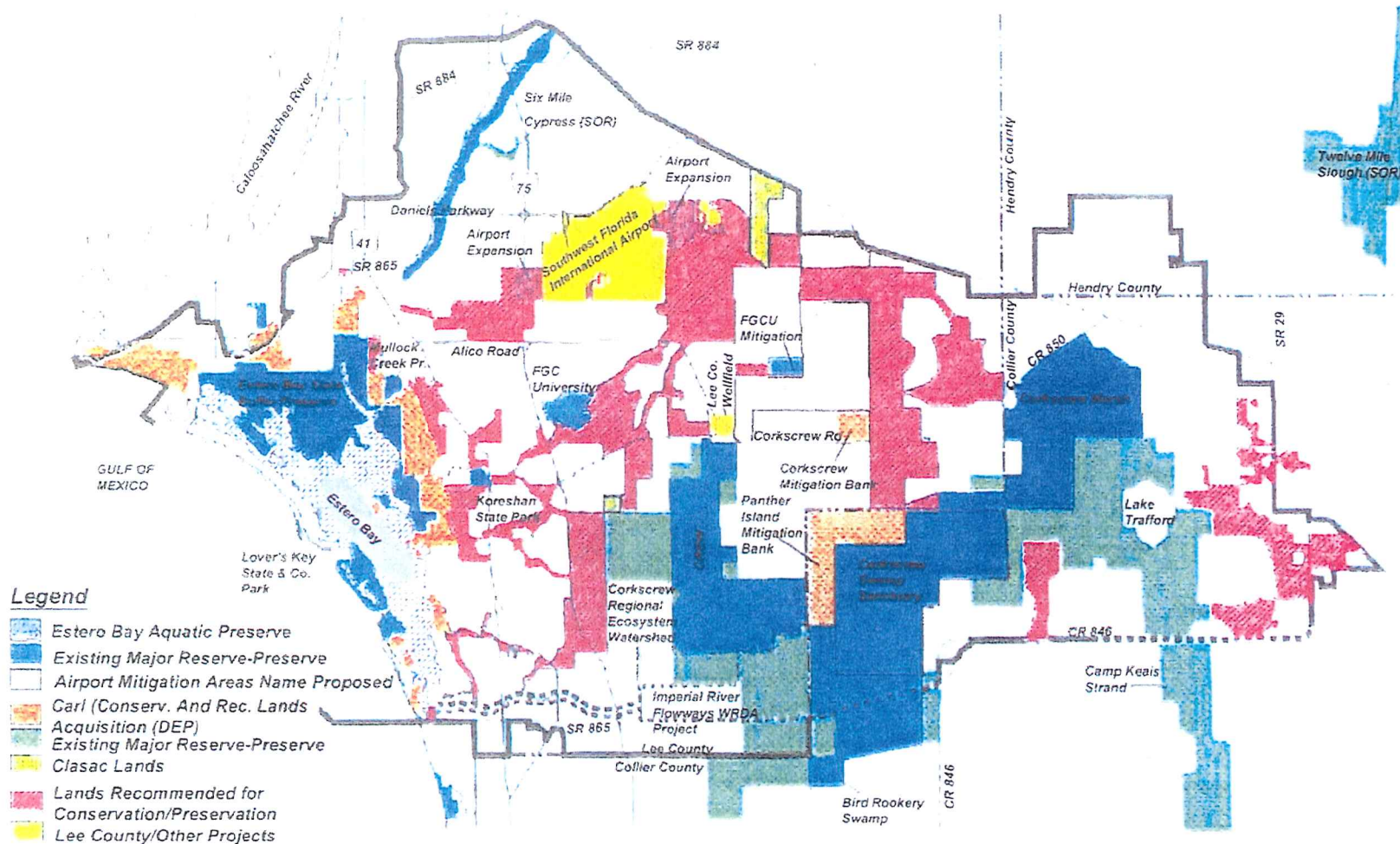


Exhibits IV.D.2
Map of Archeological Sensitivity

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OPA 2007-00057

Source: Florida Department of State, 1999

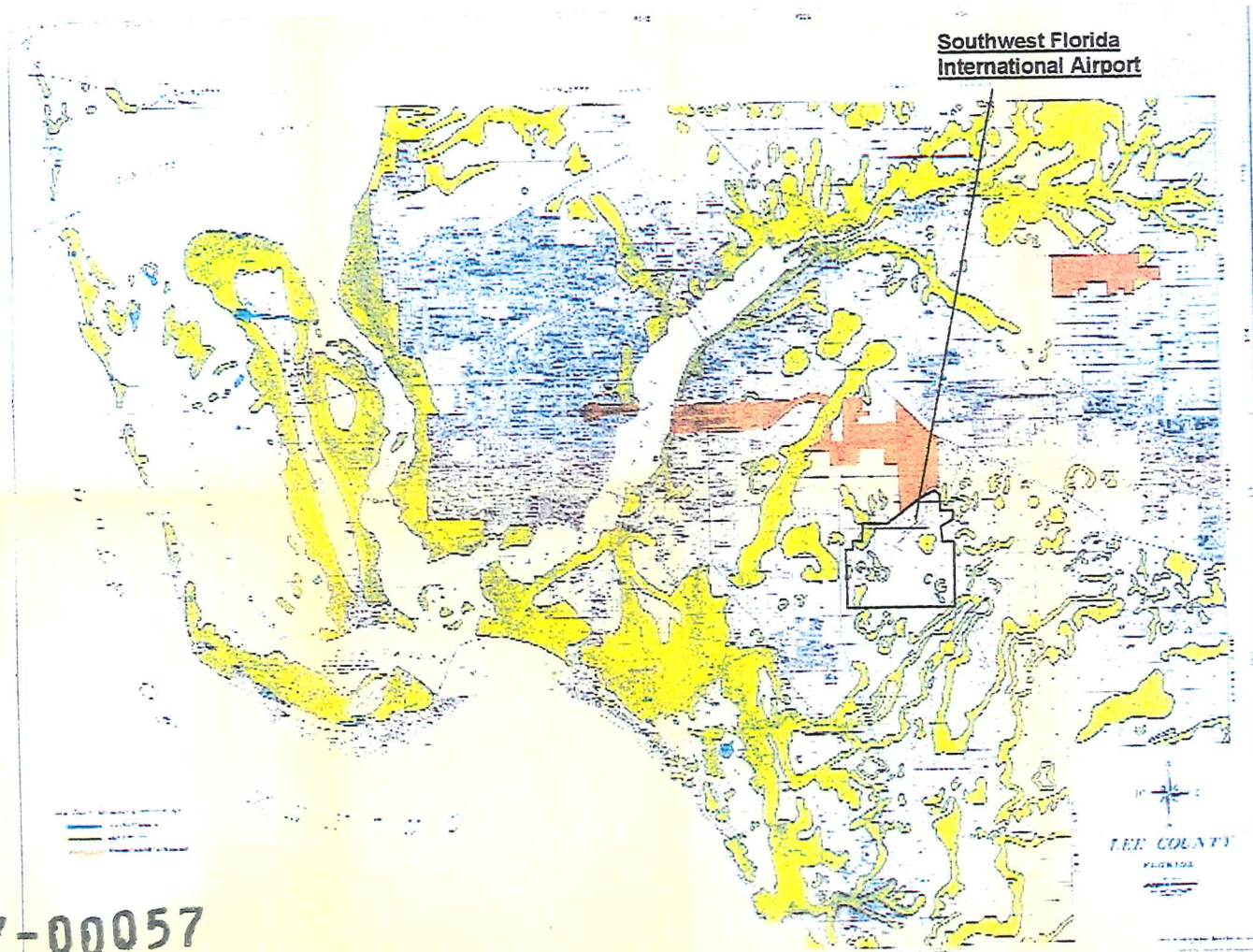


RS&H
Reynolds, Smith and Hills, Inc.
Architectural, Engineering Planning
and Environmental Services
Jacksonville, Florida

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

Attachment D - 2
Archeological/Environmental Sensitivity Map

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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
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Attachment D - 2
Archeological Sensitivity Map

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**Exhibits IV.E
Consistency with Lee Plan**

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EXHIBIT IV.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 of two animal kennels and clinics at the Southwest Florida International Airport through the year 2020 will not affect the Lee County population projections. The project is to provide a service to existing users of the airport. Users of the airport will be those residing in and visiting the area that 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, as well as research and development activities and other non-aviation related development that is not necessarily related to the airport, through the year 2030. 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. (Amended by Ordinance No. 94-30, 02-02, 04-16, 07-12)

The subject Lee Plan amendment to add a "Commercial Service -- Animal Kennel/Clinic" as a service to the public and additional revenue source is consistent with this objective and will be accommodated in the non-aviation areas previously approved in CPA2003-02 (Airport Master Plan) and will not require a Future Land Use Map amendment.

Policy 1.2.1 references the non-aviation uses in Southwest Florida International Airport Proposed Development Schedule (Table 5). The subject amendment proposes to amend Table 5 to add this additional land use in support of Objective 1.2.

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OBJECTIVE 47.1: ECONOMIC GROWTH. The capacity and long term development of the Southwest Florida International Airport will be expanded in compliance with 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. (Amended by Ordinance No. 98-09, 99-15, 04-16)

The proposed amendment to Lee Plan Table 5 will be a tenant leasehold project, which is consistent with the Airport Layout Plan (Map 3F), and will provide a service to airport users and a supplemental source of revenue to support the airport.

POLICY 47.1.4: The Port Authority will continue to investigate commercial and industrial potentials at Page Field and at Southwest Florida International Airport through market surveys and the solicitation and receipt of acceptable proposals for land lease at fair market value as well as efforts to cultivate appropriate public/private partnerships in pursuing this potential. (Amended by Ordinance No. 98-09, 07-09)

The proposed amendment to Lee Plan Table 5 complies with this policy.

3. Describe how the proposal affects adjacent local governments and their comprehensive plans.

The proposed amendment to Lee Plan Table 5 will be internal to the airport and 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 Southwest Florida Strategic Regional Policy Plan and the Florida State Comprehensive Plan listed in F.S. 187.201 were reviewed. The proposed amendment is in compliance with the following policies of the State Comprehensive Plan:

(11) ENERGY

Policy 1 — Ensure energy efficiency in transportation design and planning and increase the availability of more efficient modes of transportation.

The proposed Lee Plan Amendment of Table 5 will provide a convenience service to the traveling public on-airport by capturing existing airport user traffic and without adding significant new off-airport surface traffic.

(17) PUBLIC FACILITIES

Policy 5 -- Encourage local government financial self-sufficiency in providing public facilities.

The proposed Lee Plan Amendment of Table 5 will allow continued development of the Southwest Florida International Airport with supplemental leasehold revenue from the additional animal kennel and/or clinic use.



**Exhibits IV.F
Additional Requirements for Specific Future Land Use
Amendments**

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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



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

CPA2007-00057

RECEIVED
AUG 08 2008

PERMIT COUNTER

**Southwest Florida International Airport
Lee County Comprehensive Plan Amendment
Animal Kennel/Clinic
&
Madden Research Loop Phase 1**

Sufficiency Response #1

**Lee County, Florida
CPA2007-00057**



August 2008



Direct Dial: (239) 590-4620
Fax: (239) 590-4688

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

August 8, 2008

RECEIVED
AUG 08 2008

DAVID M. OWEN
PORT AUTHORITY ATTORNEY

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

PERMIT COUNTER

BOARD OF
PORT COMMISSIONERS

A. BRIAN BIGELOW

Dear Mr. Noble:

TAMMY HALL

Subject: CPA2007-00057 Sufficiency Responses - Southwest Florida
International Airport – Amend Table 5 to Broaden the Allowable Uses
and to Amend the Phasing Schedule for the Allowable Uses

RAY JUDAH

Please find attached seven paper copies and one CD copy of the sufficiency
response to our December, 2007 Lee Plan Application CPA2007-00057.

FRANK MANN

This response incorporates updates to Table 5 to reflect:

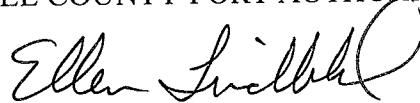
- Renaming the Table 5 title to "Table 5a" to reflect the proposed addition through a separate amendment of a similar Lee Plan phasing table for Page Field;
- Formatting changes in the table to make 2008 the "Existing" year followed by year 2020;
- Additional facilities existing in 2003 but omitted in the earlier December 2007 submittal (highlighted in yellow);
- Completion of several earlier aviation-related projects and the addition of several future aviation-related expansion projects (in red text);
- Movement of several projects to the 2009-2020 phase;
- And, an increase in previously approved office space on the Airport's north side, by reducing other approved non-aviation space in the area. The John Madden Company's "Madden Research Loop, Phase 1" project description for the proposed Table 5a increase in office area and the firm's justification for the related traffic conversion table options are included.

No map changes are proposed. Lee Plan objectives and policies cited in our earlier submittal apply equally to the proposed John Madden Company changes. Lee Tran's service provision letter, omitted in our earlier submittal, is provided.

We would like to discuss these proposed changes with you once you have had a chance to review them.

Sincerely,

LEE COUNTY PORT AUTHORITY

A handwritten signature in cursive script, appearing to read "Ellen Lindblad", written in black ink.

Ellen Lindblad
Senior Manager – Planning & Environmental Compliance

cc: Kevin Higginson, Community Engineering Services, Inc.
Mark R. Fisher
Greg S. Hagen
William B. Horner

**SOUTHWEST FLORIDA INTERNATIONAL AIRPORT
COMPREHENSIVE PLAN AMENDMENT
ANIMAL KENNEL/CLINIC
&
MADDEN RESEARCH LOOP PHASE 1
SUFFICIENCY RESPONSE #1
LEE COUNTY, FLORIDA
CPA2007-00057**

AUGUST 2008



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Southwest Florida International Airport

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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: ²⁵ _____

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.

8/8/08
DATE

Mark R. Fisher


SIGNATURE OF OWNER OR AUTHORIZED REPRESENTATIVE

I. APPLICANT/AGENT/OWNER INFORMATION

Lee County Port Authority

APPLICANT

11000 Terminal Access Road, Suite 8671

ADDRESS

Fort Myers

FL

33913-8899

CITY

STATE

ZIP

(239) 590-4400

(239) 590-4533

TELEPHONE NUMBER

FAX NUMBER

Mark R. Fisher

AGENT*

11000 Terminal Access Road, Suite 8671

ADDRESS

Fort Myers

FL

33913-8899

CITY

STATE

ZIP

(239) 590-4600

(239) 590-4688

TELEPHONE NUMBER

FAX NUMBER

Lee County Board of County Commissioners

OWNER(s) OF RECORD

P.O. Box 398

ADDRESS

Fort Myers

FL

33902-0398

CITY

STATE

ZIP

(239) 533-8585

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.

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 21)

List Number(s) of Map(s) to be amended

B. SUMMARY OF REQUEST (Brief explanation):

The Southwest Florida International Airport completed a Lee Plan amendment which adopted the Airport Master Plan into the Lee Plan to excuse the Airport from continuing Development of Regional Impact (DRI) requirements. The Lee County Board of County Commissioners adopted amendment CPA2003-02 (Airport Master Plan) which was approved during the County's 2003 special amendment cycle and also approved by Ordinance No. 04-16 on September 4, 2004. Included as part of the Lee Plan amendment was Table 5 which summarizes the existing and proposed development at the Southwest Florida International Airport that was identified within the Airport Master Plan Update Report.

1. The Port Authority's request is to generally update and re-title Table 5 as Table 5a to incorporate the following changes:
 - Add a general category of use for "Commercial and Service." The only specific use being requested at this time under this new category would be "Animal Kennel and Clinic" intended to board and care for pets of the traveling public using the airport. Allowance for this use would provide a service to the traveling public and would also create an additional source of revenue to support the airport.
 - Amend "Non-aviation Uses" to increase the amount of approved office space by incorporating two conversion options reducing either the previously approved "Light Manufacturing/Assembly" or the "Warehouse/Distribution" land uses;
 - Reformat Table 5 to show "Existing" as year 2008 and future year "2020;"
 - Add several additional 2003 existing facilities, previously omitted;
 - Aviation-related Land Uses -- Delete several completed projects and update several future expansion projects anticipated by year 2020;
2. No change is being proposed to Lee Plan Map 3F.

III. PROPERTY SIZE AND LOCATION OF AFFECTED PROPERTY (for amendments affecting development potential of property)

A. Property Location: Please refer to attached Exhibit III.A.1 Location Map

1. Site Address: 11000 Terminal Access Road, Fort Myers, FL 33913-8899

15153

2. STRAP(s): See attached Exhibit III.A.2 - STRAPs

B. Property Information

Total Acreage of Property: 6,366.479± acres (total Airport site)

Total Acreage included in Request: Same as above

Area of each Existing Future Land Use Category: Not Applicable

Total Uplands: Not Applicable

Total Wetlands: Not Applicable

Current Zoning: Airport Operations Planned Development (AOPD)

Current Future Land Use Designation: Airport and Wetlands

Existing Land Use: Aviation-related Uses: including passenger terminal, structured and surface parking, runways, taxiways, navigation aids, and rental car service areas.

C. State if the subject property is located in one of the following areas and if so how does the proposed change affect the area:

Lehigh Acres Commercial Overlay: No

Airport Noise Zone 2 or 3: No. Subject property is currently located in the Airport Lands overlay zone

Acquisition Area: No

Joint Planning Agreement Area (adjoining other jurisdictional lands): No

Community Redevelopment Area: No

D. Proposed change for the Subject Property: Amend Lee Plan Table 5a to broaden the allowable uses and to amend the phasing schedule for the allowable uses.

E. Potential development of the subject property:

1. Calculation of maximum allowable development under existing FLUM:

Residential Units/Density

Not Applicable

Commercial intensity

Not Applicable

Industrial intensity

Not Applicable

2. Calculation of maximum allowable development under proposed FLUM:

Residential Units/Density

Not Applicable

Commercial intensity

Not Applicable

Industrial intensity

Not Applicable

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.

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 Table 5a, Exhibit IV.A.1 (Revised 08/2008).
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 Exhibit IV.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.

For on-airport uses, please refer to attached Airport Layout Plan (ALP) Exhibit IV.A.3 (in both 8½" x 11" and in 11" x 17" formats).

All on-airport uses are currently aviation-related. The only on-airport changes to the existing uses depicted on the ALP are the completion and opening on September 9, 2005 of the new midfield terminal and related Phase 1 midfield terminal complex projects, and the demolition in 2006 of the former, vacated passenger terminal.

Off-airport to the northeast, is the Worthington Commerce Park, a mixed-use commercial center along the north side of Daniels Parkway, backed by residential uses further away from Daniels. Similarly, the Gateway DRI generally provides a mixture of light industrial and commercial uses on the north side of Daniels directly north of the airport, with predominantly residential uses further north, away from the airport. The Lee Plan future land use category of "Tradeport" northwest, west, and southwest of the airport, includes existing hotels, service stations, restaurants, industrial parks, and banks; catering, in large part, to the traveling public. In addition, several large mixed-use office, commercial, and industrial developments including, Jetport Commerce Park (Jetpark), Southwest International Commerce Park, Airport Crossings, Airport Technology Center, and Jetway Tradeport, are in various stages of construction.

4. Map and describe existing zoning of the subject property and surrounding properties.

Existing zoning for the Southwest Florida International Airport is "Airport Operations Planned Development (AOPD)" as shown in attached Exhibit IV.A.4 - Zoning. Surrounding properties are generally zoned as mixed-use planned developments, commercial planned developments, and industrial planned developments. East and southeast of the airport, lands remain undeveloped, in the Lee Plan Density Reduction/Groundwater Resource category, and are typically zoned for Agricultural uses.

5. The legal description(s) for the property subject to the requested change.

Please refer to attached legal description and sketch, Exhibit IV.A. 5.

6. A copy of the deed(s) for the property subject to the requested change.

A copy of the deed(s) for the airport property are available at the Southwest Florida International Airport in the office of the Lee County Port Authority.

7. An aerial map showing the subject property and surrounding properties.

See Exhibit IV.A.7

8. If applicant is not the owner, a letter from the owner of the property authorizing the applicant to represent the owner.

The applicant is the property owner.

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

Please refer to the attached discussion, Exhibit IV.B.1. for responses to Section IV.B. 1.

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;

The TAZ that represents the SWFIA in the FSUTMS model does not contain social-economic data, as it uses a special trip generation module to generate trips in the model (not socio-economic data). Therefore, trip generation has been used for the purposes of previous analyses. The anticipated animal kennel/clinic traffic and other changes proposed to Table 5a will be included in the 52,960± peak season daily traffic for the airport in 2020. As discussed in Exhibit IV.B.1. an ITE trip generation was calculated for the animal kennel uses showing minimal off-site impacts.

- 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.);

Does not require a change in socio-economic data.

- 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 to forecasts is required by this proposed change.

- 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;

No modifications to the network are required.

- 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.

Impacts of the overall airport plan were addressed in the previous Lee Plan Amendment, CPA2003-02 (Airport Master Plan), approved by Lee County in 2004. The subject amendment to add "Animal Kennel/Clinic" to permitted uses in Table 5 will allow uses with minimal impacts to the off-site roadway since much of the traffic will be captured from existing airport user traffic movements. There will be no significant impacts to the currently adopted Financially Feasible Plan and/or the Official Trafficways Map.

Impacts of the other Table 5 changes were also previously accounted for in MPO and Lee County transportation plans. The proposed two options for increasing the square feet of office by reducing other previously approved non-aviation land uses are discussed in the memorandum from TR Transportation Consultants, Inc. for the Madden Research Loop project dated August 5, 2008 in Exhibit IV.B.1. Pages 4-8.

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);

Refer to previous 2004 CPA2003-02 (Airport Master Plan) analysis based on enplanements/traffic generation and attached Exhibit IV.B.1.

- 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 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:

As indicated on Exhibit IV.B.2.a, service is provided by Lee County Utilities. Based on discussions with operators of identical kennel and clinic facilities, there is anticipated to be a buildout sewerage flow of approximately 108,000 gallons per month, or 1,296,000 gallons per year. This represents a small portion of the overall airport sewer demand. Demands created by the increased office space proposed for the Madden Research Loop project are addressed in Lee County Utilities letter dated July 10, 2008 in Exhibit IV.B.2.a.1

- b. Potable Water:

As indicated on Exhibit IV.B.2.b, service is provided by Lee County Utilities. Based on discussions with operators of identical animal Kennels and clinic facilities, there is anticipated to be a buildout potable water demand of approximately 69,000 gallons per month, or 828,000 gallons per year. This represents a small portion of the overall airport potable water demand. Potable water demands created by the increased office space are also addressed in Lee County Utilities letter dated July 10, 2008 in Exhibit IV.B.2.a.1

- c. Surface Water/Drainage Basins – Please see Exhibit IV.B.2.c.

The South Florida Water Management District Permit for the airport is 36-00080-S. The Midfield Terminal Complex (MTC) Permit Application Number is 000403-6. All permits issued for the airport will be the 36-00080-S number and they are differentiated by their application number. The hotel site (Animal Kennel/Clinic Site #1) is within the boundaries of the MTC permit and has been mitigated in the off-site Mitigation Park, but may need some additional dry or wet detention within the boundaries of the leasehold. Site #2 would be within the approved 100 acres non-aviation parcels along Doherty Parkway in the area now referred to as Skyplex. It has not had any of the drainage accounted for, so the future lessee will have to provide water quality and detention on site. Additionally, any wetland impacts in Skyplex will have to be mitigated for by the lessee, whether it is on-site, through land purchase or via a mitigation bank.

Lessees for Skyplex may also have to obtain an USACOE permit, as well. Wetland impacts on the hotel site were accounted for in the USACOE MTC Permit (199301156(IP-MN)).

- d. Parks, Recreation, and Open Space – Please see Exhibit IV.B.2.d. The airport has significant open space, but no existing or planned residential component.

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).

There are no anticipated revisions required due to this project to the Community Facilities and Services Element or Capital Improvements Element.

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;
 - b. Emergency medical service (EMS) provisions;
 - c. Law enforcement;
 - c. Solid Waste;

- d. Mass Transit; and
- e. Schools.

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.

Letters (attached as Exhibits IV.B.3.a-e) have been sent to the agencies above for their evaluation along with Application Sections II and III providing the services to the airport. Outstanding responses from the agencies will be forwarded, when received.

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 attached Exhibit IV.C.1 - FLUCCS taken from the previously approved 2004 CPA2003-02 (Airport Master Plan) amendment.

2. A map and description of the soils found on the property (identify the source of the information).

See attached Exhibit IV.C.2 - Soils taken from the previously approved 2004 CPA2003-02 (Airport Master Plan) amendment.

3. A topographic map with property boundaries and 100-year flood prone areas indicated (as identified by FEMA).

See attached Exhibit IV. C.3 - Topography, taken from the previously approved 2004 CPA 2003-02 (Airport Master Plan) amendment.

4. A map delineating wetlands, aquifer recharge areas, and rare & unique uplands.

See Exhibit IV.C.4, taken from the approved 2004 Lee Plan amendment.

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 Exhibit IV. C.5, taken from the approved 2004 Lee Plan amendment.

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.

Please refer to attached Exhibit IV.D.1

2. A map showing the subject property location on the archeological sensitivity map for Lee County.

Please refer to attached Exhibit IV.D.2

E. Internal Consistency with the Lee Plan

Please refer to attached Exhibit IV.E for responses to Section IV.E.1-4

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

Please refer to attached Exhibit IV.F. for responses to Section IV.F.1-4

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.
 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.

Port Authority is requesting to amend Lee Plan Table 5 to add a general category of use at the Southwest Florida International Airport (SWFIA) for "Commercial and Service." The only specific use being requested at this time under this new category would be "Animal Kennel and Clinic" intended to care for pets of the traveling public using the airport. Public interest has been expressed for such a facility since it would eliminate separate trips to kennels while going to the airport to catch a flight and when returning from the airport after a flight. Allowance for this use would provide a service to the traveling public and would also create an additional source of lease revenue to support the airport. Revenue sources such as this on airport areas not directly needed for aviation are encouraged by the Federal Aviation Administration. Such animal kennel facilities are located at other airports, including Jacksonville International Airport. The addition of the general category of Commercial and Service will also increase the flexibility of Table 5 to accommodate commercial and service uses in future amendments. This and other non-aviation uses on the airport will supplement similar "Tradeport" uses that have been lost to the county through the recent annexations by the City of Fort Myers of the Arborwood and Airside Plaza developments which will be converted to predominantly residential uses.

Through coordination efforts with County staff, it was determined that this additional future use would be considered in the airport's non-aviation area as

depicted on Lee Plan Map 3F. No change is being proposed to Map 3F. In addition, the application corrects several omissions and updates several midfield project references in Table 5. It adds certain airport facilities that existed in 2003 but were inadvertently omitted in Table 5 adopted in 2004. These existing facilities which are being added include: 1.) the Airport Maintenance and adjacent Vehicle Maintenance Shop located in the northwest portion of the airport; 2.) the Airport Training & Conference Center and adjacent Gun Range, also located in the airport's northwest; 3.) the Airline Catering Building, located northeast of the runway; 4) the rental car north side service areas; 5.) the Aircraft Rescue and Fire Fighting (ARFF) on the north side; and 6) the airline catering facility in the airport's northeast. Also not identified previously on Table 5 were two projects connected to the midfield construction; the 12,000-foot parallel Taxiway F south of the runway and the additional fourth airline fuel tank at the existing fuel farm north of the runway. Finally, the application corrects the as-built area of the midfield terminal and the as-built size of the midfield terminal apron.

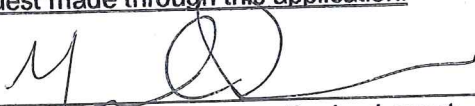
In addition, a narrative justification by the Madden Company for their proposed "Madden Research Loop, Phase 1" project is separately shown as Exhibit IV.G.1

Item 1: Fee Schedule

Map Amendment Flat Fee	\$2,000.00 each
Map Amendment > 20 Acres	\$2,000.00 and \$20.00 per 10 acres
Small Scale Amendment (10 acres or less)	\$1,500.00 each
Text Amendment Flat Fee	\$2,500.00 each

AFFIDAVIT

I, MARK R. FISHER, 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

8-8-08

Date

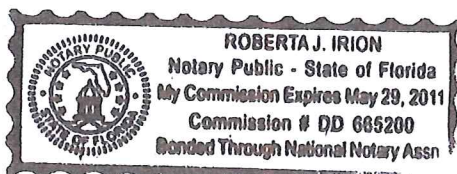
Mark R. Fisher


Typed or printed name

STATE OF FLORIDA)
COUNTY OF LEE)

The foregoing instrument was certified and subscribed before me this 8th day of August 19 2008
by Mark R Fisher, who is personally known to me or who has produced
_____ as identification.

(SEAL)




Signature of notary public

ROBERTA J IRION
Printed name of notary public

TABLE 5a

 Southwest Florida International Airport
 TABLE 5a (Revised 08/2008)
 Existing vs. Proposed Development through 2005 2020

- Underlining denotes new text - strikethrough denotes deletions.
- Yellow highlighting -- Existing 2003 Airport facilities inadvertently omitted in Table 5 adopted in 2004.
- December 21, 2007 submittal changes are depicted in black text.
- Other revisions since the December 21, 2007 submittal are shown in red text.

Development	Existing (2008)	2020
Landside		
Midfield Terminal Complex	28 gates 761,193 SF 798,000 SF as-built	Expand to 43-47 gates 978,362 SF 1,278,900 SF (Total 2020 area)
Auto Access	Main entrance at intersection of Daniels & Chamberlin Parkway. Entrances at intersections of Daniels at Chamberlin Parkway, Doherty Parkway, and Fuel Farm Road. Access also from Daniels via Treeline & Alico via Ben Hill Griffin Parkway. Cargo Road improvements from Chamberlin Pkwy	Rehab perimeter, service and fuel farm roads Expand entrance road to 6 lanes Construct I-75 access Connector road for maintenance facilities New perimeter roads and midfield ATCT and ARFF access roads as part of parallel runway project Miscellaneous roadway improvements
Airport Maintenance and Vehicle Maintenance Shop	23,000 SF	Add 6,800 SF to vehicle shop (Total maintenance area 29,800 SF)
Parking	14,399 total existing spaces	
Passenger	11,461 spaces	Ultimately 5,126 total hourly spaces
Hourly	2,519 spaces	Ultimately 9,342 total daily spaces
Daily	8,942 spaces	Total 2,088 employee spaces
Employee	1,288 spaces	Ultimately 200 total Taxi/Limo spaces
Taxi/Limo/Toll Booth	150 spaces	Ultimately 3,000 total rental car spaces
Rental Cars	1,500 spaces in Midfield	
Cell Phone Lot	100 spaces	
Airport Training & Conference Center	16,000 SF	
Gun Range	8,500 SF	
Rental Car North Side Service Areas	39,000 SF	Relocate RAC Service areas to Midfield
Airside		
Existing Runway 6-24	12,000 ft. X 150 ft. runway Rehabilitate 6-24, using taxiway as a temporary runway	No improvements planned
Parallel Runway 6R-24L	No improvements planned Under design	Construct 9,100ft. X 150ft. Parallel Runway 6R-24L (5,385 ft. separation between runways)
Taxiways	12,000' parallel S. Taxiway F as-built with Midfield construction Taxiway A-parallel taxiway to Runway 6-24, 12,000 ft. long X 75 ft. wide; Taxiway B- apron runs parallel to terminal for transitioning aircraft going from gates to Taxiway A for approximately 1,580	Construct parallel taxiway north of Runway 6R-24L (9,100 ft. X 75 ft. wide) If new large Aircraft (NLA), then 100 ft. wide. Hold bay & by-pass improvements to Runway 6L-24R parallel taxiway. Construct dual cross-field connector taxiways (Approx. 4,215 ft. long X 75 ft. wide) If NLA, then 100 ft. wide. Construct a portion of south dual parallel taxiways with new parallel runway
Terminal Apron	165,000 S.Y. at former terminal site 253,700 S.Y. 332,900 S.Y. at Midfield as-built	Add 130,000 S.Y. at Midfield for total Midfield 462,900 S.Y.
Air Cargo	Total of 39,500 SF cargo buildings 69,000 S.Y. apron area	Expand cargo building facilities to 58,314 SF

 IV.A.1
 (revised 08/2008)
 Page 1

TABLE 5a

 Southwest Florida International Airport
 TABLE 5a (Revised 08/2008)
 Existing vs. Proposed Development through 2005 2020

- Underlining denotes new text - strikethrough denotes deletions.
- Yellow highlighting -- Existing 2003 Airport facilities inadvertently omitted in Table 5 adopted in 2004.
- December 21, 2007 submittal changes are depicted in black text.
- Other revisions since the December 21, 2007 submittal are shown in red text.

Development	Existing	2020	
Airside (continued)		No improvements planned <u>New freight forwarding facility of 15,000 SF</u>	
Belly Cargo	15,000 SF		
General Aviation	8,000 SF FBO and hangar facility 26,180 SF hangar space 48,650 S.Y. apron area	Infrastructure for second FBO Construct multi-use hangars (129,000 SF) Expand GA apron to 49,700 S.Y.	
Aircraft Maintenance General Aviation Large Aircraft	Approximately 13,000 SF	Expand to 36,000 SF as necessary <u>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.</u>	
Air Traffic Control Tower (ATCT)	Height 76.91 ft., 8,600 SF	Relocate to midfield-same SF as existing 8,600 ft. or more. New height must be greater than 80 ft.	
<u>Aircraft Rescue and Fire Fighting (ARFF)</u>	<u>14,000 SF</u>	<u>Add Midfield ARFF Station</u>	
Fuel Farm	Commercial (3)-(4) 420,000 gallon tanks Jet A Fuel pumped from existing fuel farm area by a hydrant fueling system to the midfield area General Aviation (4) 15,000 gallon Jet A tanks (1) 12,000 gallon 100LL tank		
<u>Airline Catering</u>	<u>25,000 SF</u>		
Miscellaneous		Relocate high voltage power lines Upgrade airfield emergency generator Helipad (11,000 SF) Develop multi-modal center	
Rental Car Expansion		Rental car fuel farm	
Non-Aviation Related Land Uses		Option 1	Option 2
Commercial and Service		40,000 SF	40,000 SF
Animal Kennel and Clinic		Construct 300 Rooms	Construct 300 Rooms
Hotel ⁽³⁾		100,000 SF <u>44,300 SF</u>	100,000 SF
Light Manufacturing/Assembly		Construct 3,500 SF w/ 24 pumps	Construct 3,500 SF w/ 24 pumps
Gas Station/Convenience Store		100,000 SF	100,000 SF <u>60,800 SF</u>
Warehouse/Distribution		225,000 SF <u>275,000 SF</u>	225,000 SF <u>275,000 SF</u>
Office ⁽³⁾			

- 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.
- 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. This Development includes 10% retail.
- This development includes 10% retail.
- Development within the "Potential Future Development Area" will require amendment of the Lee Plan prior to development.

MEMORANDUM

TO: Mr. Kevin Higginson, P.E.
Community Engineering Services, Inc.

FROM: Ted B. Treesh
President

DATE: August 5, 2008

RE: Table 5 Revisions – Lee County Comprehensive Plan

TR Transportation Consultants, Inc. has completed a trip generation comparison to support revisions to Table 5 from the Lee County Comprehensive Plan as it relates to uses included in the "Non-Aviation Land Uses" portion of the table as it relates to Southwest Florida International Airport. It is the intent to increase the permitted floor area of Office uses from 225,000 square feet, as included in the current adopted Table 5 to a total of 275,000 square feet. In order to accomplish this increase without causing additional external traffic impacts, other uses in the "Non-Aviation Land Uses" category must be reduced. After meeting with representatives of Lee County, it was determined that the daily trip generation would be guide in evaluating the traffic impacts of the requested change.

The uses in the "Non-Aviation Land Uses" category that the Port Authority agreed to reduce include the "Light Manufacturing/Assembly" uses and the "Warehouse/Distribution" uses. Each of these uses are approved for up to 100,000 square feet each on Table 5, as currently adopted. In order to increase the Office use by an additional 50,000 square feet, the daily trip generation for each of these uses was compared and the floor area was reduced for the two uses to ensure the daily trip generation would not be exceeded.

The Institute of Transportation Engineer's Trip Generation Report, 7th Edition, was utilized to determine the daily trip generation for each of these uses. For the Office uses, Land Use Code 710 (General Office) was utilized. For the "Light Manufacturing/Assembly" uses, Land Use Code 110 (General Light Industrial) was utilized and for the "Warehouse/Distribution" uses, Land Use Code 150 (Warehousing)

was utilized. The trip generation equation for each of these land uses is attached for reference.

Table 1 indicates the daily trip generation of 200,000 square feet of office space, 100,000 square feet Warehouse/Distribution space and 100,000 square feet Light Manufacturing/Assembly space as currently approved in Table 5 based on the ITE Trip Generation Report.

Table 1
Trip Generation
Non-Aviation Land Uses

Land Use	Daily Trip Generation
Office 225,000 s.f.	2,491
Warehouse/Distribution 100,000 s.f.	718
Light Manufacturing/Assembly 100,000 s.f.	645
Total Daily Trips	3,854

Table 2 indicates the trip generation with 275,000 square feet of Office space and the floor area of each of two remaining uses that would be permitted so as not to exceed the 3,638 total daily trips as shown in Table 1. This table indicates that 100,000 square feet of Warehouse/Distribution uses could remain and the Light Manufacturing/Assembly uses would need to be reduced to a total of 44,300 square feet.

Table 2
Trip Generation
Non-Aviation Land Uses

Land Use	Daily Trip Generation
Office 275,000 s.f.	2,907
Warehouse/Distribution 100,000 s.f.	718
Light Manufacturing/Assembly 44,300 s.f.	229
Total Daily Trips	3,854

Table 3 indicates the trip generation with 275,000 square feet of Office space and the floor area of each of two remaining uses that would be permitted so as not to exceed the 3,638 total daily trips as shown in Table 1. This table indicates that 100,000 square feet

of Light Manufacturing/Assembly uses could remain and the Warehouse/Distribution uses would need to be reduced to a total of 60,800 square feet.

Table 3
Trip Generation
Non-Aviation Land Uses

Land Use	Daily Trip Generation
Office 275,000 s.f.	2,907
Warehouse/Distribution 60,800 s.f.	302
Light Manufacturing/Assembly 100,000 s.f.	645
Total Daily Trips	3,854

Therefore, based on this analysis, there are two scenarios that would permit the increase in office floor area to 275,000 square feet of floor area while maintaining the total daily trip generation as currently approved under Table 5 in the Lee Plan. The two scenarios are summarized below:

Scenario 1

275,000 s.f. of Office
100,000 s.f. of Warehouse/Distribution
44,300 s.f. of Light Manufacturing/Assembly

Scenario 2

275,000 s.f. of Office
60,800 s.f. of Warehouse/Distribution
100,000 s.f. of Light Manufacturing/Assembly

Based on this analysis, if Table 5 were revised to reflect a total of 275,000 square feet of office use, 100,000 square feet of either Warehouse/Distribution or Light Manufacturing/Assembly could be constructed along with a portion of the remaining permitted use.

If you have any questions, please do not hesitate to contact me.

Attachment

TRIP GENERATION EQUATIONS

TRIP GENERATION EQUATIONS
TABLE 5 – NON-AVIATION LAND USES
ITE TRIP GENERATION REPORT, 7th EDITION

Land Use	Daily (2-way)
General Office Building (LUC 710)	$Ln(T) = 0.77 Ln(X) + 3.65$
T = Number of Trips, X = 1,000's of square feet of Gross Floor Area (GFA)	
General Light Industrial (LUC 110)	$T = 7.47 (X) - 101.92$
T = Number of Trips, X = 1,000's of square feet of Gross Floor Area (GFA)	
Warehousing (LUC 150)	$T = 3.68 (X) + 350.27$ Trip Rate = 4.96
T = Number of Trips, X = 1,000's of square feet of Gross Floor Area (GFA)	



LEE COUNTY
SOUTHWEST FLORIDA

Writer's Direct Dial Number: (239) 533-8525

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July 10, 2008

Jay Hardman
Community Engineering Services
2740 Oakridge Court, Ste. 301
Fort Myers, FL 33901

RE: POTABLE Water and Wastewater AVAILABILITY
Madden Research Loop 16000 Chamberlin Parkway
STRAP #: 19-45-26-00-00002.0000

Dear Mr. Hardman :

Potable water lines and wastewater lines are in operation in the vicinity of the proposed project mentioned above. However, in order to provide service to the subject parcels, developer funded system enhancements such as line extensions may be required.

Your firm has indicated that this project will consist of 4 commercial units with an estimated flow demand of approximately 41,250 gallons per day. Lee County Utilities presently has sufficient capacity to provide potable water and sanitary sewer service as estimated above.

Availability of potable water and sanitary sewer service is contingent upon final acceptance of the infrastructure to be constructed by the developer. Upon completion and final acceptance of this project, potable water service will be provided through our Corkscrew Water Treatment Plant.

Sanitary sewer service for this project will be provided by Gateway Wastewater Treatment Plant. However, this Plant is under expansion therefore sewer service will not be available until approximately 2 years from now. The Lee County Utilities' Operations Manual requires the project engineer to perform hydraulic computations to determine what impact this project will have on our existing system.

Prior to beginning design work on this project, a meeting should be scheduled with Thom Osterhout to determine the best point of connection and discuss requirements for construction.

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 an executed service agreement, and the approval of all State and local regulatory agencies.

Further, This Letter Of Availability Of Water and Wastewater Service To Be Utilized For The Permitting Of Surface Water Management Facilities Through The South Florida Management District For This Project Only. Individual Letters Of Availability Will Be Required For The Purpose Of Obtaining Building Permits.

Sincerely,

LEE COUNTY UTILITIES

Melissa Bibeau

Melissa Bibeau
Engineering Tech. I UTILITIES ENGINEERING IA FACSIMILE
Original Mailed

SFWM - MADDEN RESEARCH LOOP



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December 20, 2007

Mr. William B. Horner, AICP
Lee County Port Authority
11000 Terminal Access Rd
Suite 8671
Fort Myers, FL 33913

**Re: Southwest Florida International Airport
Comprehensive Plan Amendment**

Mr. Horner:

Lee County Transit received your letter dated December 13, 2007 in reference to the Lee County Comprehensive Plan Text Amendment application for the Southwest Florida International Airport. Public transportation services exist to the airport terminal via Treeline Avenue and Terminal Access Road, an established transit corridor. The proposed animal kennel and clinic site #1 is within this same corridor and we consider this site related to this Comprehensive Plan Amendment Application to be within our existing service area. Site #2 however, is not within our current service area and we do not intend to extend our service to this location throughout the entire 2016 planning range of the Lee County Transit Development Plan. Our long range planning activities to 2030 maintain the transit corridor related to Site #1 and document the need for additional, enhanced services on the route providing service to this area. We anticipate the current capacity on this route to be sufficient to meet the needs of the proposed changes you wish to make for Site #1.

If you have any questions please contact me at (239) 533-0333 or you can send an e-mail to mhorsting@leegov.com.

Sincerely,

Michael Horsting, AICP
Principal Planner
Lee County Transit

MADDEN RESEARCH LOOP, PHASE 1
Comprehensive Plan Amendment Application
Narrative and Justification for Changes to Table 5

August 5, 2008

Background

Existing Table 5 allows up to 225,000 SF of general office, 100,000 SF of warehousing, and 100,000 SF of manufacturing. Lee County Utilities has issued a water and wastewater letter of availability for a portion of the site.

Proposed Changes

The changes to Table 5 result in the ability to develop up to 275,000 SF of general office along with the option to develop either Scenario 1 (100,000 SF of Warehouse/Distribution and 44,300 SF of Light Manufacturing/Assembly) or Scenario 2 (100,000 SF of Light Manufacturing/Assembly and 60,800 SF of Warehouse/Distribution).

Utility Analysis

Per FAC Chapter 64E-6, flow generation for commercial and industrial uses is computed based on the number of employees per 8-hour shift. The number of employees is unknown at this time. Reference data from another source (National Clay Pipe Institute, Engineering Manual, 1995) indicates that typical flows from industrial sources range from .006 cfs/acre (4,323 GPD/acre) for general commercial (office/retail/warehouse) uses to 0.008 cfs/acre (5,765 GPD/acre) for manufacturing uses. Therefore, a conversion of manufacturing and/or warehouse uses to manufacturing will result in a decrease in the water and wastewater flows of approximately 1, 442 GPD/acre. These non-aviation uses are proposed on a 100-acre site. Therefore, a net water and wastewater flow decrease of approximately 144,200 GPD is expected to result from this change in proposed land uses.



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