



CPA 2007-48
PAGE FIELD AIRPORT LAYOUT PLAN
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**

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October 8, 2008

**LEE COUNTY
DIVISION OF PLANNING
STAFF REPORT FOR
COMPREHENSIVE PLAN AMENDMENT
CPA 2007-48**



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: August 22, 2008

PART I - BACKGROUND AND STAFF RECOMMENDATION

A. SUMMARY OF APPLICATION

1. APPLICANT:

The Lee County Port Authority, represented by Joseph W. Grubbs, Ph.D., AICP, Johnson Engineering, Inc. And J. Ronald Ratliff, AICP, Reynolds, Smith, & Hills, Inc.

2. REQUEST:

Amend the Future Land Use Map Series Map 1 to change the Future Land Use designation of a specified portion of the Page Field Airport property from the "Public Facilities" Future Land Use Category to the "Airport" Future Land Use Category. Revise Map 3G to reflect the latest approved Airport Layout Plan. Amend: the Vision Statement; the Future Land Use Element; the Ports, Aviation, and Related Facilities sub-element of the Transportation Element; the Intergovernmental Coordination Element; and, the Glossary of the Lee Plan to incorporate the Page Field Airport Master Plan, Airport Layout Plan, into the Lee Plan thereby exempting the airport from the DRI process pursuant to section 163.3177(6)(k), F.S.

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 two map amendments, replacing Map 3G and placing Page Field into the “Airport” Future Land Use category. The recommended text changes are included in Section C. below.

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

- Page Field is an established, publicly owned general aviation airport.
- The proposed plan amendment is being undertaken for the specific purpose of incorporating the results of the ongoing Airport Master Plan Update process.
- The proposed amendment to the “Airport” Future Land Use category accurately reflects the extent of the Page Field General Aviation complex.
- 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.
- The Page Field has primarily served the general aviation community since 1983 as a result of shifting all air carrier operations with scheduled passenger service to then Southwest Florida Regional Airport, now Southwest Florida International Airport (SWFIA).
- The Federal Aviation Administration (FAA) has designated Page Field as a “Reliever Airport.” Maintaining Page Field as a General Aviation Airport protects the carrying capacity of the Southwest Florida International Airport.
- FS 163.3177(6)(k) provides that development or expansion of an airport consistent with the adopted airport master plan as incorporated into the local comprehensive plan “shall not be a development of regional impact.”
- The proposed amendment provides sound planning coordination between Lee County staff and the Port Authority staff.
- Page Field offers critical services that contribute to the vitality of Lee County. General aviation plays a vital role in the economic and transportation systems, offering opportunities for training new pilots, sightseeing, the transportation of heavy loads by helicopter, and flying for business or personal reasons.
- The size, complexity and volume of projects planned and constructed at Page Field Airport, in addition to new statutory requirements relating to airport master plans and comprehensive plan elements, makes it prudent and appropriate to establish a system of coordinated review between the Airport and various County departments. The proposed revisions to the Intergovernmental Coordination Element adequately address this need for increased coordination.

- The applicant corrected the ZData by including the proposed development parameters and reran the Lee County MPO's 2030 Financially Feasible Plan FSUTMS model set.
- All of the identified problem roadway segments are fairly well removed from Page Field. The Page Field development contemplated in this proposed amendment would directly access Fowler Street. Fowler Street is not identified as having a future level of service problem.
- The Public benefit of the amendment outweighs the level of service issue on several roadways that have this issue with the amendment or without the amendment. Public benefits include supporting urban infill, supporting the provision of transit services, and accommodating non-aviation related development at the Airport to generate revenue to support the operations of Page Field. Additional revenue sources makes Page Field more self-sustaining and obviating the need for tapping into other, limited transportation revenue sources.
- 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 urban or is rapidly urbanizing.
- 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 Page Field. Lee County EMS has concluded that this amendment will not create a negative impact on service levels.
- The Lee County Solid Waste Disposal System will have sufficient capacity to manage and dispose of the materials anticipated to be generated by the planned expansions at Page Field.
- The Lee County Utilities system has adequate existing or planned capacity to provide an adequate level of service to accommodate the expanded uses.

- Significant non-aviation development has already been established at Page Field including Page Field Commons and Page Field Medical Village. The Airport Master Plan and the Airport Layout Plan accommodated additional non-aviation development on the subject site.

C. **RECOMMENDED LEE PLAN TEXT AMENDMENT**

The following changes to the adopted text of the Lee Plan are proposed to incorporate the “Page Field Airport Master Plan Airport Layout Plan” (Map 3G) and the “Page Field General Aviation Airport” Development Schedule (Table 5(b)) as adopted through the ongoing Airport Master Plan process. The specific proposed language changes are included below:

FUTURE LAND USE ELEMENT:

OBJECTIVE 1.2: SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AND PAGE FIELD GENERAL AVIATION AIRPORT AREAS. 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. Designate on the Future Land Use Map existing and proposed development areas for Page Field General Aviation Airport. 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 respective Airport Layout Plans 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)

POLICY 1.2.1: Airport Lands includes the existing facility and projected growth areas for the Southwest Florida International Airport's existing facility and projected growth areas and Page Field General Aviation Airport through the year 2030. ~~These areas will~~ The Airport Lands comprising the Southwest Florida International Airport includes airport and airport-related development as well as non-aviation land uses as proposed in the approved 2003 Airport Master Plan update and as depicted on the Airport Layout Plan sheet (Map 3F) and the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)). This mix of uses is intended to support the continued development of the Southwest Florida International Airport. Future development at the Southwest Florida International Airport will also include non-aviation related land uses such as hotels/motels, light industrial, service stations, ancillary retail/shopping, and office development. Any future airport expansion or development of aviation-related and non-aviation uses at Southwest Florida International Airport will offset environmental impacts through the Airport Mitigation Lands Overlay (Map 3M) or other appropriate mitigation acceptable to the permitting agencies and to Lee County. The physical design of the airport expansion will minimize any degradation of the recharge capability of land being developed. Airport expansion beyond the present boundaries will be subject to necessary amendments to the Lee Plan.

All development on Airport Lands comprising Southwest Florida International Airport must be consistent with Map 3F and Table 5(a). Map 3F depicts the planned expansion of the Southwest Florida International Airport through 2020.

Future development on Airport Lands comprising Page Field General Aviation Airport must be consistent with Objective 1.9 and related policies as well as Map 3G and Table 5(b).

If the airport master planning process precipitates a substantive change to the Airport Layout Plan (Map 3F or Map 3G), then the Port Authority must amend Map 3F or Map 3G, as appropriate, prior to obtaining local development approval.

The non-aviation related development areas have been depicted on the approved Airport Layout Plan sheets (Maps 3F and 3G). These uses will be constructed upon Airport lands with long term leases. All development within the non-aviation land use areas will be subject to mitigation requirements for wetland impacts. Mitigation of wetland impacts will be in accordance with the U.S. Army Corps of Engineers and South Florida Water Management District requirements. To the greatest extent reasonably possible, development of non-aviation land use areas must avoid wetland impacts. All non-aviation land use development will meet the indigenous vegetation requirements set forth in the Lee County Land Development Code. (Amended by Ordinance No. 94-30, 00-22, 04-16, 07-12)

POLICY 1.2.4: The Airport AOPD zoning resolution must be amended before any non-aviation related uses can be developed at the Southwest Florida International Airport. The intensity of the proposed aviation and non-aviation land uses at Southwest Florida International Airport must be consistent with Lee Plan Table 5(a). The Page Field General Aviation Airport project must be rezoned to AOPD prior to development of the new non-aviation uses proposed in Map 3G and Table 5(b). (Added by Ordinance No. 04-16)

OBJECTIVE 1.9 PAGE FIELD GENERAL AVIATION AIRPORT. Page Field General Aviation Airport plays a vital role as a reliever airport facility to Southwest Florida International Airport. In its role as a reliever airport, Page Field reduces general aviation traffic from Southwest Florida International Airport, thereby increasing the capacity and efficiency of the International Airport. Therefore, it is important to designate the land comprising the Page Field General Aviation Airport as Airport Lands on the Future Land Use Map. This designation should include adequate land to accommodate the projected growth needs of Page Field General Aviation Airport in its continued role as an airport reliever, including the industrial, commercial and office uses necessary to continue viable aviation activity through 2025.

POLICY 1.9.1: In order to create the revenue source necessary to maintain Page Field General Aviation Airport as a viable aviation operation and reliever to Southwest Florida International Airport, the Port Authority seeks to establish non-aviation uses on the Page Field General Aviation Airport property. Suitable locations for these non-aviation uses are designated on the Page Field Airport Layout Plan adopted as Lee Plan Map 3G. The Page Field Airport Layout Plan sheet (Map 3G) was adopted by the Federal Aviation Administration as part of the 2002 Page Field Airport Master Plan Update. This update and documents comprising the 2002 Master Plan approval are incorporated into the Lee Plan by reference as support for adoption of Map 3G and Table 5(b).

POLICY 1.9.2: The Page Field Airport Layout Plan (Map 3G) identified existing facilities and projected growth areas for both aviation and non-aviation uses through 2025. The mix of uses is identified on Table 5(b). This mix of uses is intended to support the continued future development

of Page Field General Aviation Airport and includes aviation and non-aviation related land uses such as light industrial and office development and expands the non-aviation uses to include retail development. Development of the aviation and non-aviation uses on Page Field General Aviation Airport property must be consistent with Map 3G and Table 5(b) and will be required to comply with the Lee County Land Development Code regulations, including, but not limited to, the impact fee regulations. Any environmental mitigation deemed necessary to support development of Page Field General Aviation Airport property will be addressed separately by each development project and is not entitled to claim a benefit from the Airport Mitigation Lands Overlay area (Map 3M).

POLICY 1.9.3: If the Port Authority determines expansion of the Page Field General Aviation Airport boundaries are necessary in order to provide continued viability to Page Field as a reliever to Southwest Florida International Airport, then the Port Authority will amend Map 3G, Table 5(b) and the Future Land Use Map to reflect the land added to Page Field General Aviation Airport.

POLICY 1.9.4: The Page Field Airport Master Plan and Airport Layout Plan will be updated no less than every 5-8 years, with the next amendment anticipated to be approved by the Federal Aviation Administration in 2010. A comprehensive plan amendment will be submitted by the Port Authority to update Map 3G and Table 5(b) to reflect the updated Page Field Master Plan as approved. The planning horizon used for the master plan update should be consistent with the Lee Plan Horizon, which can be verified by Lee County as part of the Master Plan Update process. Lee County staff will be included in the Master plan update process as required under the terms of the existing memorandum of understanding regarding airport development.

POLICY 1.9.5: The Port Authority will seek to eliminate or modify existing uses on the Page Field property deemed incompatible with existing aviation activity or causing a diminution in the Page Field Airport capacity. In order to protect Page Field as a Southwest Florida International Airport reliever, the Port Authority will use its capacity/authority as a reviewing entity to influence land-use decisions and approvals with respect to development of the lands surrounding Page Field in order to promote development that is compatible with the aviation activity at Page Field General Aviation Airport.

POLICY 1.9.6: Development on Page Field lands must be consistent with the Airport Layout Plan (Map 3G). If the Page Field Airport Master Plan or Airport Layout Plan set is amended or updated by the Port Authority in a manner that constitutes a substantive change from Map 3G or Table 5(b), local development order approval may be delayed or denied pending a Lee Plan Amendment, by the Port Authority, with respect to Map 3G and Table 5(b).

POLICY 1.9.7: Non-aviation development areas at Page Field Airport, as depicted on Map 3G, will be developed under long term land leases. All non-aviation development must comply with Land Development Code regulations, including payment of impact fees. The intensity of non-aviation development must be consistent with Table 5(b).

POLICY 1.9.8: Future non-aviation areas depicted on the Airport Layout Plan (Map 3G) will be developed, to the greatest extent possible, within existing upland areas. Impacts to wetlands in the future non-aviation areas will be minimized by site design whenever possible in compliance with the Lee County Land Development Code.

POLICY 1.9.9: Future aviation and non-aviation development at Page Field General Aviation Airport must comply with the provisions of the Educational Restriction Zone established under Florida Statutes, section 333.03 and the School Zone Map adopted as part of the Lee County Land Development Code.

TRANSPORTATION ELEMENT

OBJECTIVE 47.1: ECONOMIC GROWTH. To aid in the diversification of the county's economic growth ~~The capacity and long term development of the Southwest Florida International Airport and Page Field General Aviation Airport will be expanded in compliance with Maps 3F and 3G, and Table 5(a) and 5(b). 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 Plans (Map 3F and 3G). 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)

POLICY 47.1.1: The Port Authority will coordinate the implementation of scheduled infrastructure and facility improvements for the Southwest Florida International Airport and Page Field General Aviation Airport consistent with the approved Airport Layout Plan sheets (Map 3F and Map 3G, respectively) and the ~~Southwest Florida International Airport Proposed Development Schedules~~ (Table 5(a) and (b), respectively). (Amended by Ordinance No. 98-09, 99-15, 04-16)

POLICY 47.2.5: The county will utilize the approved Airport Master Plans and FAR Part 150 Study, including updates, as a basis to amend the comprehensive land use plan and the land development code to prohibit development that is incompatible with the Southwest Florida International Airport or Page Field General Aviation Airport; and, to ensure future economic enhancement consistent with Objective 46.2. Future updates of the Southwest Florida International Airport Master Plan and Page Field General Aviation Airport Master Plan that precipitate substantive changes to the Airport Layout Plans (Map 3F and Map 3G, respectively) will require a Lee Plan Amendment prior to local permitting approval for the affected airport. In accordance with FAA requirements, the Southwest Florida International Airport Master Plan and corresponding Airport Layout Plan (Map 3F) will be comprehensively updated at least once every 5 to 8 years. (Amended by Ordinance No. 99-15, 04-16)

POLICY 47.3.4: The proposed development schedule for the Southwest Florida International Airport through the year 2020 is depicted in Table 5(a) of the Lee Plan. The proposed development schedule for the Page Field General Aviation Airport through the year 2025 is depicted in Table 5(b) of the Lee Plan. ~~This Table~~ These Tables includes both aviation and non-aviation related development. If the FAA/FDOT mandate navigational improvements (NAVAIDS) or require improvements related to Airport security or safety at Southwest Florida International Airport or Page Field General Aviation Airport, then the Port Authority may pursue installation of the improvement even though the improvement is not specifically identified on Table 5(a) or Table 5(b). However, the Port Authority must obtain all appropriate approvals and permits prior to installation, including approval from Lee County. If these improvements precipitate a substantive

change to ~~either~~ Table 5(a), Table 5(b), or Map 3F, or Map 3G, then the Port Authority must pursue a Lee Plan amendment incorporating the changes in the next available amendment cycle. (Added by Ordinance No. 04-16)

POLICY 47.6.1: The Port Authority will coordinate and obtain approval for airport development from the County through the annual capital improvement planning and programming process; local permitting process; Airport Master Plan Update process; and, the Lee Plan amendment process to ensure compatibility with other County programs. The Port Authority will provide Lee County copies of the annual Capital Improvement Plan or other similar document for the Southwest Florida International Airport and Page Field General Aviation Airport. Additional specific coordination requirements are contained in Objective 151.4 and subsequent policies. (Amended by Ordinance No. 99-15, 04-16).

INTERGOVERNMENTAL COORDINATION ELEMENT

OBJECTIVE 151.4: COORDINATION OF AIRPORT DEVELOPMENT AND IMPROVEMENTS AT THE SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AND PAGE FIELD GENERAL AVIATION AIRPORT WITH ALL PERMITTING AGENCIES. The Port Authority will coordinate with Lee County, the Southwest Florida Regional Planning Council, the Florida Department of Community Affairs, Federal Aviation Administration, and the Florida Department of Transportation to ensure that the development of the Southwest Florida International Airport and the Page Field General Aviation Airport is consistent with the Lee Plan. (Added by Ordinance No. 04-16)

POLICY 151.4.1: Port Authority staff will ensure that Lee County staff is directly involved in the review and approval process related to the ongoing update of the Airport Master Plan for Southwest Florida International Airport and Page Field General Aviation Airport. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Layout Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments to the Airport zoning approvals and compliance with the Lee County Land Development Code. (Added by Ordinance No. 04-16)

POLICY 151.4.2: The Port Authority will submit and County staff will review and provide comments regarding the following:

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

(2) Consistency of proposed amendments to the Airport Master Plan and resulting Airport Layout Plan for Southwest Florida International Airport (Map 3F) and Page Field General Aviation Airport (Map 3G) with the Lee Plan, Land Development Code (LDC) and local zoning approvals.

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

(4) Proposed Lee Plan Amendments necessary to support revisions to the Airport Layout Plan for Southwest Florida International Airport (Map 3F) and Page Field General Aviation Airport (Map 3G), the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)), the Page Field General Aviation Airport Proposed Development Schedule (Table 5(b)), the Airport Master Plans for Southwest Florida International Airport and Page Field General Aviation Airport, or CIP project list. (Added by Ordinance No. 04-16)

GLOSSARY

AIRPORT LAYOUT PLAN - A map of existing and proposed airport property, facilities and development that is created as a result of the Airport Master Planning process. The Airport Layout Plan for Southwest Florida International Airport is adopted as Map 3F, and the Airport Layout Plan for Page Field General Aviation Airport is adopted as Map 3G. (Added by Ordinance No. 04-16)

NON-AVIATION RELATED USES - This phrase refers to the commercial and industrial land uses identified on the Southwest Florida International Airport Layout Plan (Map 3F), and Table 5 the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)), the Page Field General Aviation Airport Layout Plan (Map 3G), and the Page Field General Aviation Airport Proposed Development Schedule (Table 5(b)). Non-aviation related uses are typically developed in non-aviation settings. Non-aviation uses may be enhanced by proximity to an airport, but these uses are not dependent on access to an airport. These uses could be developed in other locations within the County. Non-aviation related uses will be established on Airport lands through lease agreements with the Port Authority. The areas identified to accommodate these non-aviation uses are not necessary to support the primary aviation facilities comprising the Southwest Florida International Airport or the Page Field General Aviation Airport. Use of Airport lands for non-aviation use is intended to provide a revenue stream that may be used to enhance airport operations. Though located on airport property, the establishment of non-aviation uses is not necessary for the continued function of the primary aviation facilities associated with the airport. (Added by Ordinance No. 04-16)

PAGE FIELD GENERAL AVIATION AIRPORT PROPOSED DEVELOPMENT SCHEDULE (TABLE 5(b)) - This Table depicts the proposed development schedule for the Page Field General Aviation Airport through the year 2025. The Table will be updated by Lee Plan amendment based on future Airport Master Plan and Airport Layout Plan updates.

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT PROPOSED DEVELOPMENT SCHEDULE (TABLE 5(a)) - This Table depicts the proposed development schedule for the Southwest Florida International Airport through the year 2030~~20~~. (Added by Ordinance No. 04-16, Amended by Ordinance No. 07-12)

SUBSTANTIVE CHANGE - As used in Policies 47.2.5 and 47.3.4, the term “substantive change” means development not specifically stated or identified in Table 5(a) or Table 5(b), or depicted on Map 3F or Map 3G. (Added by Ordinance No.04-16)

Vision Statement

10. Gateway/Airport - This Community is located South of SR 82, generally east of I-75, and north of Alico Road including those portions of the Gateway development that either have not been or are not anticipated to be annexed into the City of Fort Myers, the Southwest Florida International Airport and the properties the airport expects to use for its expansion, the lands designated as Tradeport, and the land designated as Industrial Development west of I-75 north of Alico Road. In addition to these two land use designations, properties in this community are designated New Community (the Gateway development), Airport, Density Reduction/Groundwater Resource (primarily the anticipated airport expansion areas), Rural, and General Interchange. The road network in this community is planned to change dramatically over time creating access to and from this community to the north, south, and east without relying on I-75. There are three distinct areas within this community. The Gateway portion of this community is the area where residential uses will occur. Gateway will be a thriving, nearly built-out, mixed-use community in 2020. The population of this community is anticipated to grow substantially from today to 2030.

The second area in this community is the Southwest Florida International Airport. The airport will be greatly expanded by 2030. The expanded airport will have a second parallel runway and a new terminal building that will more than double the existing capacity of the airport. Development will be guided by the Airport Layout Plan (as established through the airport master plan process) consistent with the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)) and all other Lee Plan provisions.

D. BACKGROUND INFORMATION

1. EXISTING CONDITIONS:

SIZE OF PROPERTY: 583.15 acres.

PROPERTY LOCATION: The airport property is generally located on the east side of U.S. 41, south of Colonial Boulevard.

EXISTING USE OF LAND: The airport property is developed as an operating general aviation airport; The subject site also contains several non-aviation related developments such as Page Field Commons, and Page Field Medical Village.

CURRENT ZONING: IL, MPD, & CPD, (Lee County) and I-1, A-3, & B-2 (City of Ft. Myers).

CURRENT FUTURE LAND USE CATEGORY: Public Facilities and Industrial Development.

2. BACKGROUND DISCUSSION:

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

Page Field is owned by the Lee County Board of County Commissioners and operated by the Lee County Port Authority under the direction of the Lee County Board of Port Commissioners. Page Field Airport is included within the National Plan of Integrated Airport System (NPIAS), which is published by the U.S. Department of Transportation, and the Florida Aviation system Plan (FASP). A former military training base and air carrier airport, Page Field no longer has any regular scheduled flights. The airport is designated as a public use General Aviation - Reliever Airport according to NPIAS. Page Field was designated a reliever airport to facilitate a reduction in the demand at the local area commercial service airports, including Southwest Florida International Airport, of the smaller aircraft associated with General Aviation operations.

Concerning the location of Page Field, the application provides the following:

The Subject Property, commonly referred to as the Page Field General Aviation Airport (i.e., Page Field), is located approximately four miles south of downtown Fort Myers and is bounded by U.S. 41 on the west, North Airport Road on the north, by a mix of residential and industrial uses on the east, and by Danley Drive on the south side.

Concerning the existing uses of Page Field, the application provides the following discussion:

A majority of the property comprising Page Field is located within the jurisdictional limits of Lee County. However, a small portion of Airport property along the north and northwest side of the Airport falls within the incorporated limits of the City of Fort Myers. The Airport itself occupies approximately 583.15± total acres of land. Airport facilities include a 6,400-foot and a 4,997-foot runway which serve general aviation aircraft exclusively; a 6,259 square foot general aviation terminal complex; parking spaces for 600 vehicles; an aircraft rescue and fire fighting (ARFF) building; and an air traffic control tower; and various private general aviation aircraft hangars. The Page Field North Building (former Terminal) is a 64,450 square foot non-aviation, industrial use facility located within the airport boundary. This facility is currently under lease by the Florida Department of Law Enforcement and the Florida Highway Patrol...

...In addition to traditional general aviation uses, the Lee County Port Authority has developed some of the property within the Airport for compatible non-aviation uses. These uses include the existing developments referred to as Page Field Commons and Page Field Medical Village, as well as a limited number of other parcels currently being considered for initial development or re-development. The development of these non-aviation uses promote the financial self-sufficiency of Page Field, which is required by Federal law.

As the application indicates, Page Field 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 application provides the following background discussion:

Development of Regional Impact (DRI) requirements for Florida airports have historically been redundant, costly, and time consuming. The airport master planning process, as required by the Federal Aviation Administration and the Florida Department of Transportation, reviews and analyzes much of the same data as has been required by state DRI regulations. As such, in July 2002, the Florida Legislature adopted revised language that allows incorporation of an Airport Master Plan into the local Comprehensive Plan in lieu of the application of state DRI requirements on Florida airports.

In September 2004, the Board of Port and County Commissioners amended the Lee County Comprehensive Plan to include the RSW Airport Master Plan to take advantage of this new state legislation. RSW was the second airport in Florida to initiate this approach, which saved millions of dollars and years of time and allowed for the opening of the RSW Midfield Terminal Complex in 2005, and most airports in Florida are now doing the same. This process provides a more comprehensive approach by recognizing airports as an integral part of the transportation infrastructure necessary to the economic success of Florida and blends regional transportation infrastructure into local and regional planning efforts.

Considering that this measure was successfully completed for RSW and the fact that development at Page Field continues to advance, Lee County and Port Authority staff recommend initiating the same Comprehensive Plan Amendment process for Page Field that is anticipated to yield the same long-term benefits. On March 12, 2007, the Port Board approved a task with Johnson Engineering, Inc., to analyze and prepare an amendment application to the Lee County Comprehensive Plan in order to incorporate the Page Field Airport Master Plan. Lee County and Port Authority staff members have met several times over the last few months to review and coordinate the contents of the draft plan amendment application which has resulted in a cooperative effort between the two agencies.

As noted above, 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 Page Field Airport, into the local comprehensive plan. Page Field 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 statutory changes the Board of County Commissioners initiated this publically sponsored amendment providing for the incorporation of the Airport Master Plan into the Lee Plan. Concerning the benefits to the community in incorporating the Airport Master Plan and the Airport Layout Plan into the Lee Plan, the application provides the following brief discussion:

The requested Comprehensive Plan Amendment provides a number of benefits to the community. The continued growth in Lee County requires adequate, safe, and reliable aviation transportation; however, aircraft noise, airspace conflict, possible electronic interference with aviation navigation aids, and the potential for interaction between aircraft and wildlife attractants become major constraints on further development. The Airport Master Plan promotes coordinated aviation planning among federal, state, regional, and local agencies. Incorporation of the Page Field Master Plan and Airport Layout Plan set will allow the County to easily facilitate the establishment and maintenance of compatible land uses around the facility.

It is critical that airports operate in an environment that maximizes the compatibility of the airport with off-airport development. Page Field must progress to maintain and continue to capture more of the Southwest Florida market share of general aviation activity. The integration of these plans promotes efficiency and effectiveness in balancing the demand for the only reliever airport in Southwest Florida, while remaining competitive among other general aviation airports in the region.

PART II - STAFF ANALYSIS

A. STAFF DISCUSSION

INTRODUCTION

On September 10, 2007, the Board of Port Commissioners endorsed “submittal of a Comprehensive Plan Amendment application to incorporate the Page Field General Aviation Airport Master Plan Update and Airport Layout Plan into the Lee County Comprehensive Plan.” The Lee County Port Authority, on September 14, 2007, filed a Lee Plan map and text amendment to incorporate the Airport Master Plan into the Lee Plan.

Lee County staff recognizes the importance of this effort and has worked cooperatively to achieve the best possible integration of the Port Authority plans and the County’s Comprehensive Plan, the Lee Plan. County staff recognizes the importance of Page Field as one of the economic engines in the region. A recent economic impact study (August 2006), 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 \$50.7 million in economic output, almost 920 jobs, and salaries of \$24 million in Southwest Florida during 2005. The airport provides about 500 full-time jobs. The Page Field Airport accommodated 8,290 general aviation arrivals in 2005.

County staff also recognize that the size, complexity and volume of projects planned and constructed at Page Field Airport, in addition to new statutory requirements relating to airport master plans and comprehensive plan elements, makes it prudent and appropriate to establish a system of coordinated review between the Airport and various County departments. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates; related Lee Plan amendments; annual updates of the Airport Plan and Capital Improvement Program; permitting for scheduled capital improvement projects; amendments to the Airport zoning approvals; and, compliance with the Lee County Land Development Code. This amendment, in part, establishes the process framework to make this coordinated effort possible. The framework requires dialogue prior to formal submittal of any Lee Plan amendment package, rezoning request, or development order application. The purpose of this requirement is to involve County staff earlier in the process and for the Port Authority staff to obtain initial comments and input regarding consistency with the Lee Plan and County regulations.

The amendment proposes to replace existing Map 3G “Runway Protection Zones (Clear Zones) Page Field General Aviation Airport” with a new Map 3G “Page Field Airport Master Plan Airport Layout Plan.” The amendment also proposes to incorporate a new Table, Table 5(b) “Page Field General Aviation Airport Proposed Development Schedule.” Both of these new additions to the Lee Plan will guide future development on the Airport property.

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

Commercial (Retail & Service): 80,000 square feet
Office (Medical & Non-medical): 33,000 square feet
Light Industrial: 40,000 square feet

The parameters listed above are the upper limits of new non-aviation related land uses that could be developed at Page Field before the year 2025. The Port Authority will enter into leases with proposed end users, and the uses will still have to be approved through normal local processes such as rezoning, development orders, and building permit approvals.

The Airport Layout Plan sheet (Map 3G) and the Page Field Airport Proposed Development Schedule (Table 5(b)) are the result of the adopted "Page Field Airport Master Plan (May 2002)" and the adopted "Airport Layout Plan (February 2006)."

COMPREHENSIVE PLAN BACKGROUND

The subject property was designated "Industrial/Business" by the original Lee County Future Land Use Map, adopted in 1984. Subsequent Lee Plan amendments in the mid and late 1980s changed this designation to the Public Facilities and Industrial Development categories. The majority of the subject site is currently designated Public Facilities.

SURROUNDING ZONING, LAND USES, AND FUTURE LAND USE DESIGNATIONS

The application materials include an extensive discussion of surrounding zoning and land uses. An examination of the surrounding land uses shows that the area surrounding the subject property is rapidly urbanizing. The surrounding Future Land Use categories consist of Intensive Development, Industrial Development, and Central Urban. Intensive Development designated lands occur to the north, west, and east of Page Field. Industrial Development designation is located north of Page Field, as well as to the southeast. Central Urban lands are located south of Page Field. The application materials reveal a variety of urban uses and planned developments in close proximity to the airport.

North of the subject property are a variety of industrial and commercial uses along North Airport Road. This area is predominately developed with commercial businesses, warehousing/distribution centers, offices, and facilities such as a United States Postal Service building, Hertz Storage, West Florida Distributors of Tile, Stone, and Granite, Enterprise Truck Rental, and the Fort Myers Veterinary Hospital.

To the south of the subject site is a mixture of commercial, light industrial, and residential uses. These uses are located in the Page Park community.

East of the subject property are lands within the Intensive Development and Industrial Development Future Land Use Categories. These lands contain a mixture of light industrial and commercial uses, as well as vacant parcels. Businesses include the Lee Tran facility, Wolfer Wholesale Produce, and a Suzuki dealership.

A mixture of commercial uses are located to the west of Page Field. These lands are designated as being in the Intensive Development Future Land Use category and are developed with a community shopping center, restaurants, auto sales and services, and offices.

TRANSPORTATION/TRAFFIC CIRCULATION IMPACTS

The subject property currently has access from U.S. 41, South Road, Danley Drive, Fowler Street, and North Airport Road.

The Lee Plan amendment application requires a traffic circulation analysis to determine the proposed effect of the amendment on Map 3A, the Financially Feasible Transportation Plan Map, and on the Capital Improvements Element. Applicants must identify the traffic analysis zone (TAZ) and the socio-economic forecasts for that zone or zones. The required analysis includes determining whether or not the requested amendment requires modification to the socio-economic data forecasts for the TAZ or zones. The application includes the required comprehensive plan amendment traffic analysis, conducted by Reynolds, Smith and Hills, Inc., August 6, 2007.

The Lee County Department of Transportation has reviewed the proposed comprehensive plan amendment and provided comments dated August 20, 2008. These comments are reproduced below:

The Department of Transportation has reviewed the above-referenced future land use map plan amendment, to change the land use designation of the Page Field General Aviation Airport from "Public Facilities" to "Airport." We have determined that the traffic information submitted by the applicant is sufficient for review.

The applicant corrected the Zdata information for TAZs 683, 685, 686 and 689 around the airport to reflect existing conditions, and added six new TAZs (556, 557, 574, 575, 587, 588) to reflect development parcels 1 through 6 on the Page Field site. The applicant reran the Lee County MPO's 2030 Financially Feasible Plan FSUTMS model set with the proposed development parameters in the new TAZs. Examining the three-mile radius around the project, the following table indicates the levels of service for area road segments with and without the proposed land use change.

Road	From	To	Year 2030 LOS	
			without CPA	with CPA
Boy Scout Rd	Summerlin Rd	US 41	C	C
College Pkwy	McGregor Blvd	US 41	F	F
Colonial Blvd	McGregor Blvd	Winkler Ave	C	C
	Winkler Ave	Six Mile Cypress Pkwy	F	F
Daniels Pkwy	US 41	Metro Pkwy	C	C
	Metro Pkwy	Palomino Rd	F	F
Fowler St	US 41	SR 82	B	B
McGregor Blvd	Cypress Lake Dr	Winkler Rd	C	C
	Winkler Rd	Colonial Blvd	F	F
Metro Pkwy	Six Mile Cypress Pkwy	Hanson St	C	C
Summerlin Rd	Gladiolus Dr	Colonial Blvd	C	C
US 41	Gladiolus Dr	Colonial Blvd	C	C&D

As is evident from the table, the four problem segments are identified as failing with and without the plan amendment. McGregor Boulevard and Daniels Parkway are identified as "constrained" in the Lee Plan, meaning they are not planned to be widened and a higher level of congestion is allowed. However, the MPO's 2030 Needs Plan does identify a further improvement to Daniels Parkway, the installation of elevated express lanes in the median, which is the same improvement the Needs Plan identifies for Colonial Boulevard. The Needs Plan identifies improvements needed by 2030 but contingent upon identification of additional funding beyond the projected traditional sources to pay for them. The elevated express lanes lend themselves to the possibility of tolling as a revenue source, and that option is currently under study for Colonial Boulevard. There are no further improvements identified on College Parkway in the long range plans, beyond the current 6 lanes.

It is important to note that all of these problem segments are fairly well removed from Page Field. The Page Field development contemplated in this proposed amendment would directly access Fowler Street, which is not identified as a future level of service problem in the analysis. Normally, having failing roads even without the proposed land use change raises questions about intensifying development and making a bad situation worse. In this case, however, other public benefit issues should be considered. First, the area around Page Field is already fairly intense urban development, so the proposed development plan could be considered urban infill, and could help make transit a more viable transportation option in the area. It should also be recognized that the development proposals will help generate revenue to support the operations of Page Field, making it more self-sustaining and obviating the need for tapping into other, limited transportation revenue sources.

One other transportation-related issue needs to be addressed, and that is the potential realignment of South Drive to connect to Danley Drive. Although not part of the long range transportation plan, the realignment has been identified in the Page Field Airport Layout Plan and through the Community Planning process for the Page Park neighborhood as desirable, to allow a reconfiguration of property for future development in support of the airport, to consolidate pieces of Jerry Brooks Park, and to address cut-through traffic concerns for the Page Park neighborhood. Any staff recommendations in this regard should be consistent with the concurrent recommendations for the Page Park Community Plan.

Staff concludes that the plan amendment does cause a need to modify the FSUTMS model data, and that the modifications proposed by the applicant are justified. The request, on its own, does not require any transportation network modifications due to traffic.

Staff also notes that there is currently no concurrency issue for the surrounding roadways that would be accessed by the expanded uses at Page Field. For example, Fowler Street has an adopted Level of Service (LOS) of "E," and the 2007 Lee County Concurrency Report indicates an existing volume at LOS "D." The 2007 Report also indicates that U.S. 41 has not exceeded its adopted LOS. The airport projects could therefore receive a local Development Order and Concurrency Certificate.

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 Page Field General Aviation Airport as directed by the Master Plan through the year 2020 will not affect Lee County population projections. The demand for services at Page Field is the result of increasing growth in the area in population, business activity and tourism, which would occur without this facility. Users of Page Field will be those residing in and visiting the area who use air travel as a primary mode of transportation, primarily for business purposes, or recreational travel. The proposed Comprehensive Plan 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. Staff notes that the recent EAR based amendments incorporated allocations out to the Year 2030.

ENVIRONMENTAL CONSIDERATIONS

The application includes the required Environmental Analysis concerning environmental impacts as a result of the proposed amendment. The analysis provides that “there are no on-site preserves or conservation easements within the boundaries of Page Field.” The application also provides that “preservation of green space that could attract wildlife could be hazardous to air operations at the airport and is an incompatible land use according to the Federal Aviation Administration (FAA).”

The analysis includes a “Protected Species Assessment” that discusses the resident population of Florida burrowing owls. Burrowing owls utilize Page Field for nesting activity. They are the only documented listed species to regularly utilize airport property. Concerning this owl population, the application provides the following discussion:

...As of June 6, 2007 there were ten (10) active burrowing owl nest burrows occupying airport property. The location of these burrows is shown on Exhibit IV.C.5. There is no management plan in place at Page Field for the burrowing owls. All owl species, occurring in North America, are listed as potential wildlife hazards to air carrier operations according to the FAA, and therefore they cannot be managed for on airport property.

The application also contains a discussion of an incidental-take permit from the Florida Fish and Wildlife Conservation Commission (FWC) that is required to destroy any inactive burrowing owl burrow:

A burrow is determined to be inactive if it contains no eggs or flightless young. In the past the Lee County Port Authority (LCPA) requested individual permits for each specific development project at Page Field to impact a burrowing owl burrow. In 2005, in anticipation of future development in the North and West Quadrants, LCPA sought an airport-wide incidental-take permit for Page Field, which was issued on November 7, 2005. This permit expires on December 31, 2008 and allows the permittee, or designee, who is knowledgeable in burrowing owl ecology, to destroy inactive nest burrows within proposed development footprints during construction. The LCPA is required to submit an annual report to FWC for any activities conducted at Page Field pursuant to this permit.

The Environmental Assessment includes a discussion of land use habitat types that occur on the airport property. Habitat types were delineated in accordance with the Florida Land Use Cover and Forms

Classification System. The dominate land cover type is maintained grass area (220.38 acres or 39.55% of the subject site), closely followed by the airport and associated facilities (186.6 acres or 33.49% of the subject property). The Assessment concludes that the subject property does not contain any rare and unique uplands as defined by the Lee Plan.

SOILS

The applicant has provided a soils map.

HISTORIC RESOURCES

The application includes a letter, dated April 12, 2007, from the Division of Historical Resources, Florida Department of State. This letter provides the following:

In response to your inquiry of April 12, 2007, the Florida Master Site File lists one previously recorded archaeological site, and no standing structures in the following parcel of Lee County:

T45S, R24E, Section 01

The application includes a brief printout from these files, as well as a map that essentially cover the entire subject site.

Lee County staff note that there are no areas on the airport property designated in the area of archaeological sensitivity. Staff is aware of the use of the property as an army training facility during World War II. Staff is not aware of any historic or archaeological resources occurring on this site. The Port Authority will not be required to obtain a "Certificate to dig" from Lee County prior to or in conjunction with the issuance of a final development order as none of the property has been designated as being within the "Sensitivity Level 2" areas as defined by the Land Development Code.

SCHOOL IMPACTS

Staff concurs with the applicant that the proposed amendment will have no affect on the School Board's plans to accommodate growth in the County.

PARKS, RECREATION AND OPEN SPACE

The proposed amendment will have minimal impacts on parks, recreation and open space. The proposed future land use designation of Airport does not allow residential uses, existing and proposed support facilities provided by Lee County Parks and Recreation will not be impacted by the proposed amendment.

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

The Lee County Port Authority has committed in (sic) providing the necessary open space requirements outlined in the Land Development Code. This requirement is easily met due to the large amount of open space required for the runway environment by the Federal Aviation Administration. Also included and allowed by the Land Development Code is the inclusion of the storm water management ponds located on the site.

EMERGENCY MEDICAL SERVICES (EMS)

Lee County EMS staff have reviewed the request and provided written comments dated September 4, 2007. These comments are reproduced below:

I, Kim Dickerson, authorized by the Lee County Emergency Medical Services (EMS) confirm with my signature below, that Lee County EMS has no concern with the Service Availability Request from Johnson Engineering for the Lee County Port Authority - Page Field Comprehensive Plan Amendment.

The Comprehensive Plan Amendment for the Page Field parcels will not create a negative impact on our service level.

SOLID WASTE

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 July 8, 2008. This letter, in part, provides the following:

The Lee County Solid Waste Division is capable of providing solid waste collection service for the Lee County Port Authority project located at Page Field, including the additional proposed intensity, 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 have reviewed the request and provided that they do not see any issues or concerns with the proposed amendment.

POLICE

The Port Authority maintains an Airport Police and Security Department that provides law enforcement and security services at Page Field. The Port Authority Police Department reviewed the request and provided written comments dated July 9, 2008. These comments are reproduced below:

We have been requested by your office to comment on the adequacy of providing law enforcement services at Page Field Airport. As you may know, 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.

The Lee County Sheriff's Office reviewed the request and provided written comments dated July 16, 2008. These comments, in part, are reproduced below:

The Lee Plan ammendment (sic) identified as the Page Field Master Airport Plan would not affect the Lee County sheriff's Office ability to provide core services at this time.

FIRE

The Port Authority maintains an Aircraft Rescue and Fire Fighting Department to provide fire and medical rescue services at Page Field Airport. The Port Authority Aircraft Rescue and Fire Fighting Department reviewed the request and provided written comments dated July 31, 2007. These comments, in part, are reproduced below:

We provide all fire protection and nonambulatory medical services to Page Field. The fire rescue personnel, vehicles and equipment are housed on airport property which allows for a minimal response time to any airport emergency.

Fire Station 1 at Page Field is staffed 24/7 with two (2) fire fighters, with at least one being an Emergency Medical Technician (EMT). Additional fire rescue support is provided by Station 2 at the Southwest Florida International Airport; ambulatory services are provided by the Lee County emergency Medical Services (EMS), both on an as-needed basis. By working within a network of local mutual aid responders, we provide excellent professional fire and medical rescue services to all operators and tenants at the Page Field General Aviation Airport.

UTILITIES

The subject site is currently served by Lee County for both potable water and sanitary sewer services. The application includes the required potable water and sanitary sewer analysis. Lee County Utilities staff has reviewed the request and offered no objection to the amendment. Staff has concluded that there is adequate capacity to accommodate the proposed expanded uses.

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 land use category is considered a Future Urban Area by the Lee Plan. The amendment is proposing to make an adjustment to the "Airport" land use designation on Map 1 by adding Page Field to this category. Objective 1.2 describes the "Southwest Florida International Airport Area." The amendment proposes additional language for Objective 1.2 and subsequent policies to incorporate the ongoing update to the Airport Master Plan for Page Field.

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 Industrial/Business 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. The area currently has 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 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 Page Field, as well as the surrounding commercial and industrial development. The inclusion of proposed Map 3G and Table 5(b) will allow the Port Authority an opportunity to enter into lease agreements with private developments that choose to be located in close proximity to Page Field 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 158.

The proposed plan amendment furthers and advances Goal 46. Goal 46 seeks to provide a coordinated system of railways, aviation, ports, and roads. The amendment also furthers and advances Objective 47.6. Objective 47.6 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.

B. CONCLUSIONS

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

C. STAFF RECOMMENDATION

Staff recommends that the Board of County Commissioners transmit the proposed plan amendment. This recommendation includes incorporating a new map, Maps 3G, into the Transportation Map series as well as the text changes included in Part I.C. The recommendation also includes placing Page Field into the "Airport" Future Land Use designation on Map 1.

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

DATE OF PUBLIC HEARING: August 25, 2008

A. LOCAL PLANNING AGENCY REVIEW

Planning staff made a presentation and listed changes that had been made to the staff report. One member asked Port Authority staff if there was sufficient square footage allocated for the various listed uses. Port Authority staff indicated that the amount of square footage may need to be adjusted in the future. The member stated the importance of the airport as an economic generator. Planning staff stated that changing conditions may require that the square footage be revised in the future.

B. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. RECOMMENDATION:

The LPA recommends that the Board of Commissioners transmit the proposed amendment.

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

The LPA accepts the finding of fact as advanced by 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>ABSENT</u>
LELAND M. TAYLOR	<u>AYE</u>
RAE ANN WESSEL	<u>AYE</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

**CPA 2007-48
PAGE FIELD AIRPORT LAYOUT PLAN
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 2007-48**



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: August 22, 2008

PART I - BACKGROUND AND STAFF RECOMMENDATION

A. SUMMARY OF APPLICATION

1. APPLICANT:

The Lee County Port Authority, represented by Joseph W. Grubbs, Ph.D., AICP, Johnson Engineering, Inc. And J. Ronald Ratliff, AICP, Reynolds, Smith, & Hills, Inc.

2. REQUEST:

Amend the Future Land Use Map Series Map 1 to change the Future Land Use designation of a specified portion of the Page Field Airport property from the "Public Facilities" Future Land Use Category to the "Airport" Future Land Use Category. Revise Map 3G to reflect the latest approved Airport Layout Plan. Amend: the Vision Statement; the Future Land Use Element; the Ports, Aviation, and Related Facilities sub-element of the Transportation Element; the Intergovernmental Coordination Element; and, the Glossary of the Lee Plan to incorporate the Page Field Airport Master Plan, Airport Layout Plan, into the Lee Plan thereby exempting the airport from the DRI process pursuant to section 163.3177(6)(k), F.S.

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 two map amendments, replacing Map 3G and placing Page Field into the "Airport" Future Land Use category. The recommended text changes are included in Section C. below.

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

- Page Field is an established, publicly owned general aviation airport.
- The proposed plan amendment is being undertaken for the specific purpose of incorporating the results of the ongoing Airport Master Plan Update process.
- The proposed amendment to the "Airport" Future Land Use category accurately reflects the extent of the Page Field General Aviation complex.
- 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.
- The Page Field has primarily served the general aviation community since 1983 as a result of shifting all air carrier operations with scheduled passenger service to then Southwest Florida Regional Airport, now Southwest Florida International Airport (SWFIA).
- The Federal Aviation Administration (FAA) has designated Page Field as a "Reliever Airport." Maintaining Page Field as a General Aviation Airport protects the carrying capacity of the Southwest Florida International Airport.
- FS 163.3177(6)(k) provides that development or expansion of an airport consistent with the adopted airport master plan as incorporated into the local comprehensive plan "shall not be a development of regional impact."
- The proposed amendment provides sound planning coordination between Lee County staff and the Port Authority staff.
- Page Field offers critical services that contribute to the vitality of Lee County. General aviation plays a vital role in the economic and transportation systems, offering opportunities for training new pilots, sightseeing, the transportation of heavy loads by helicopter, and flying for business or personal reasons.
- The size, complexity and volume of projects planned and constructed at Page Field Airport, in addition to new statutory requirements relating to airport master plans and comprehensive plan elements, makes it prudent and appropriate to establish a system of coordinated review between the Airport and various County departments. The proposed revisions to the Intergovernmental Coordination Element adequately address this need for increased coordination.

- The applicant corrected the ZData by including the proposed development parameters and reran the Lee County MPO's 2030 Financially Feasible Plan FSUTMS model set.
- All of the identified problem roadway segments are fairly well removed from Page Field. The Page Field development contemplated in this proposed amendment would directly access Fowler Street. Fowler Street is not identified as having a future level of service problem.
- The Public benefit of the amendment outweighs the level of service issue on several roadways that have this issue with the amendment or without the amendment. Public benefits include supporting urban infill, supporting the provision of transit services, and accommodating non-aviation related development at the Airport to generate revenue to support the operations of Page Field. Additional revenue sources makes Page Field more self-sustaining and obviating the need for tapping into other, limited transportation revenue sources.
- 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 urban or is rapidly urbanizing.
- 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 Page Field. Lee County EMS has concluded that this amendment will not create a negative impact on service levels.
- The Lee County Solid Waste Disposal System will have sufficient capacity to manage and dispose of the materials anticipated to be generated by the planned expansions at Page Field.
- The Lee County Utilities system has adequate existing or planned capacity to provide an adequate level of service to accommodate the expanded uses.

- Significant non-aviation development has already been established at Page Field including Page Field Commons and Page Field Medical Village. The Airport Master Plan and the Airport Layout Plan accommodated additional non-aviation development on the subject site.

C. RECOMMENDED LEE PLAN TEXT AMENDMENT

The following changes to the adopted text of the Lee Plan are proposed to incorporate the “Page Field Airport Master Plan Airport Layout Plan” (Map 3G) and the “Page Field General Aviation Airport” Development Schedule (Table 5(b)) as adopted through the ongoing Airport Master Plan process. The specific proposed language changes are included below:

FUTURE LAND USE ELEMENT:

OBJECTIVE 1.2: SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AND PAGE FIELD GENERAL AVIATION AIRPORT AREAS. 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. Designate on the Future Land Use Map existing and proposed development areas for Page Field General Aviation Airport. 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 respective Airport Layout Plans 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)

POLICY 1.2.1: Airport ~~H~~lands includes the existing facility and projected growth areas for the Southwest Florida International Airport's existing facility and projected growth areas and Page Field General Aviation Airport through the year 2030. ~~These areas will~~ The Airport Lands comprising the Southwest Florida International Airport includes airport and airport-related development as well as non-aviation land uses as proposed in the approved 2003 Airport Master Plan update and as depicted on the Airport Layout Plan sheet (Map 3F) and the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)). This mix of uses is intended to support the continued development of the Southwest Florida International Airport. Future development at the Southwest Florida International Airport will also include non-aviation related land uses such as hotels/motels, light industrial, service stations, ancillary retail/shopping, and office development. Any future airport expansion or development of aviation-related and non-aviation uses at Southwest Florida International Airport will offset environmental impacts through the Airport Mitigation Lands Overlay (Map 3M) or other appropriate mitigation acceptable to the permitting agencies and to Lee County. The physical design of the airport expansion will minimize any degradation of the recharge capability of land being developed. Airport expansion beyond the present boundaries will be subject to necessary amendments to the Lee Plan.

All development on Airport ~~H~~lands comprising Southwest Florida International Airport must be consistent with Map 3F and Table 5(a). Map 3F depicts the planned expansion of the Southwest Florida International Airport through 2020.

Future development on Airport Lands comprising Page Field General Aviation Airport must be consistent with Objective 1.9 and related policies as well as Map 3G and Table 5(b).

If the airport master planning process precipitates a substantive change to the Airport Layout Plan (Map 3F or Map 3G), then the Port Authority must amend Map 3F or Map 3G, as appropriate, prior to obtaining local development approval.

The non-aviation related development areas have been depicted on the approved Airport Layout Plan sheets (Maps 3F and 3G). These uses will be constructed upon Airport lands with long term leases. All development within the non-aviation land use areas will be subject to mitigation requirements for wetland impacts. Mitigation of wetland impacts will be in accordance with the U.S. Army Corps of Engineers and South Florida Water Management District requirements. To the greatest extent reasonably possible, development of non-aviation land use areas must avoid wetland impacts. All non-aviation land use development will meet the indigenous vegetation requirements set forth in the Lee County Land Development Code. (Amended by Ordinance No. 94-30, 00-22, 04-16, 07-12)

POLICY 1.2.4: The Airport AOPD zoning resolution must be amended before any non-aviation related uses can be developed at the Southwest Florida International Airport. The intensity of the proposed aviation and non-aviation land uses at Southwest Florida International Airport must be consistent with Lee Plan Table 5(a). The Page Field General Aviation Airport project must be rezoned to AOPD prior to development of the new non-aviation uses proposed in Map 3G and Table 5(b). (Added by Ordinance No. 04-16)

OBJECTIVE 1.9 PAGE FIELD GENERAL AVIATION AIRPORT. Page Field General Aviation Airport plays a vital role as a reliever airport facility to Southwest Florida International Airport. In its role as a reliever airport, Page Field reduces general aviation traffic from Southwest Florida International Airport, thereby increasing the capacity and efficiency of the International Airport. Therefore, it is important to designate the land comprising the Page Field General Aviation Airport as Airport Lands on the Future Land Use Map. This designation should include adequate land to accommodate the projected growth needs of Page Field General Aviation Airport in its continued role as an airport reliever, including the industrial, commercial and office uses necessary to continue viable aviation activity through 2025.

POLICY 1.9.1: In order to create the revenue source necessary to maintain Page Field General Aviation Airport as a viable aviation operation and reliever to Southwest Florida International Airport, the Port Authority seeks to establish non-aviation uses on the Page Field General Aviation Airport property. Suitable locations for these non-aviation uses are designated on the Page Field Airport Layout Plan adopted as Lee Plan Map 3G. The Page Field Airport Layout Plan sheet (Map 3G) was adopted by the Federal Aviation Administration as part of the 2002 Page Field Airport Master Plan Update. This update and documents comprising the 2002 Master Plan approval are incorporated into the Lee Plan by reference as support for adoption of Map 3G and Table 5(b).

POLICY 1.9.2: The Page Field Airport Layout Plan (Map 3G) identified existing facilities and projected growth areas for both aviation and non-aviation uses through 2025. The mix of uses is identified on Table 5(b). This mix of uses is intended to support the continued future development

of Page Field General Aviation Airport and includes aviation and non-aviation related land uses such as light industrial and office development and expands the non-aviation uses to include retail development. Development of the aviation and non-aviation uses on Page Field General Aviation Airport property must be consistent with Map 3G and Table 5(b) and will be required to comply with the Lee County Land Development Code regulations, including, but not limited to, the impact fee regulations. Any environmental mitigation deemed necessary to support development of Page Field General Aviation Airport property will be addressed separately by each development project and is not entitled to claim a benefit from the Airport Mitigation Lands Overlay area (Map 3M).

POLICY 1.9.3: If the Port Authority determines expansion of the Page Field General Aviation Airport boundaries are necessary in order to provide continued viability to Page Field as a reliever to Southwest Florida International Airport, then the Port Authority will amend Map 3G, Table 5(b) and the Future Land Use Map to reflect the land added to Page Field General Aviation Airport.

POLICY 1.9.4: The Page Field Airport Master Plan and Airport Layout Plan will be updated no less than every 5-8 years, with the next amendment anticipated to be approved by the Federal Aviation Administration in 2010. A comprehensive plan amendment will be submitted by the Port Authority to update Map 3G and Table 5(b) to reflect the updated Page Field Master Plan as approved. The planning horizon used for the master plan update should be consistent with the Lee Plan Horizon, which can be verified by Lee County as part of the Master Plan Update process. Lee County staff will be included in the Master plan update process as required under the terms of the existing memorandum of understanding regarding airport development.

POLICY 1.9.5: The Port Authority will seek to eliminate or modify existing uses on the Page Field property deemed incompatible with existing aviation activity or causing a diminution in the Page Field Airport capacity. In order to protect Page Field as a Southwest Florida International Airport reliever, the Port Authority will use its capacity/authority as a reviewing entity to influence land-use decisions and approvals with respect to development of the lands surrounding Page Field in order to promote development that is compatible with the aviation activity at Page Field General Aviation Airport.

POLICY 1.9.6: Development on Page Field lands must be consistent with the Airport Layout Plan (Map 3G). If the Page Field Airport Master Plan or Airport Layout Plan set is amended or updated by the Port Authority in a manner that constitutes a substantive change from Map 3G or Table 5(b), local development order approval may be delayed or denied pending a Lee Plan Amendment, by the Port Authority, with respect to Map 3G and Table 5(b).

POLICY 1.9.7: Non-aviation development areas at Page Field Airport, as depicted on Map 3G, will be developed under long term land leases. All non-aviation development must comply with Land Development Code regulations, including payment of impact fees. The intensity of non-aviation development must be consistent with Table 5(b).

POLICY 1.9.8: Future non-aviation areas depicted on the Airport Layout Plan (Map 3G) will be developed, to the greatest extent possible, within existing upland areas. Impacts to wetlands in the future non-aviation areas will be minimized by site design whenever possible in compliance with the Lee County Land Development Code.

POLICY 1.9.9: Future aviation and non-aviation development at Page Field General Aviation Airport must comply with the provisions of the Educational Restriction Zone established under Florida Statutes, section 333.03 and the School Zone Map adopted as part of the Lee County Land Development Code.

TRANSPORTATION ELEMENT

OBJECTIVE 47.1: ECONOMIC GROWTH. To aid in the diversification of the county's economic growth ~~The capacity and long term development of the Southwest Florida International Airport and Page Field General Aviation Airport will be expanded in compliance with Maps 3F and 3G, and Table 5(a) and 5(b). 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 Plans (Map 3F and 3G). 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)

POLICY 47.1.1: The Port Authority will coordinate the implementation of scheduled infrastructure and facility improvements for the Southwest Florida International Airport and Page Field General Aviation Airport consistent with the approved Airport Layout Plan sheets (Map 3F and Map 3G, respectively) and the ~~Southwest Florida International Airport Proposed Development Schedules~~ (Table 5(a) and (b), respectively). (Amended by Ordinance No. 98-09, 99-15, 04-16)

POLICY 47.2.5: The county will utilize the approved Airport Master Plans and FAR Part 150 Study, including updates, as a basis to amend the comprehensive land use plan and the land development code to prohibit development that is incompatible with the Southwest Florida International Airport or Page Field General Aviation Airport; and, to ensure future economic enhancement consistent with Objective 46.2. Future updates of the Southwest Florida International Airport Master Plan and Page Field General Aviation Airport Master Plan that precipitate substantive changes to the Airport Layout Plans (Map 3F and Map 3G, respectively) will require a Lee Plan Amendment prior to local permitting approval for the affected airport. In accordance with FAA requirements, the Southwest Florida International Airport Master Plan and corresponding Airport Layout Plan (Map 3F) will be comprehensively updated at least once every 5 to 8 years. (Amended by Ordinance No. 99-15, 04-16)

POLICY 47.3.4: The proposed development schedule for the Southwest Florida International Airport through the year 2020 is depicted in Table 5(a) of the Lee Plan. The proposed development schedule for the Page Field General Aviation Airport through the year 2025 is depicted in Table 5(b) of the Lee Plan. ~~This Table~~ These Tables includes both aviation and non-aviation related development. If the FAA/FDOT mandate navigational improvements (NAVAIDS) or require improvements related to Airport security or safety at Southwest Florida International Airport or Page Field General Aviation Airport, then the Port Authority may pursue installation of the improvement even though the improvement is not specifically identified on Table 5(a) or Table 5(b). However, the Port Authority must obtain all appropriate approvals and permits prior to installation, including approval from Lee County. If these improvements precipitate a substantive

change to ~~either Table 5(a), Table 5(b), or Map 3F, or Map 3G,~~ then the Port Authority must pursue a Lee Plan amendment incorporating the changes in the next available amendment cycle. (Added by Ordinance No. 04-16)

POLICY 47.6.1: The Port Authority will coordinate and obtain approval for airport development from the County through the annual capital improvement planning and programming process; local permitting process; Airport Master Plan Update process; and, the Lee Plan amendment process to ensure compatibility with other County programs. The Port Authority will provide Lee County copies of the annual Capital Improvement Plan or other similar document for the Southwest Florida International Airport and Page Field General Aviation Airport. Additional specific coordination requirements are contained in Objective 151.4 and subsequent policies. (Amended by Ordinance No. 99-15, 04-16).

INTERGOVERNMENTAL COORDINATION ELEMENT

OBJECTIVE 151.4: COORDINATION OF AIRPORT DEVELOPMENT AND IMPROVEMENTS AT THE SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AND PAGE FIELD GENERAL AVIATION AIRPORT WITH ALL PERMITTING AGENCIES. The Port Authority will coordinate with Lee County, the Southwest Florida Regional Planning Council, the Florida Department of Community Affairs, Federal Aviation Administration, and the Florida Department of Transportation to ensure that the development of the Southwest Florida International Airport and the Page Field General Aviation Airport is consistent with the Lee Plan. (Added by Ordinance No. 04-16)

POLICY 151.4.1: Port Authority staff will ensure that Lee County staff is directly involved in the review and approval process related to the ongoing update of the Airport Master Plan for Southwest Florida International Airport and Page Field General Aviation Airport. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Layout Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments to the Airport zoning approvals and compliance with the Lee County Land Development Code. (Added by Ordinance No. 04-16)

POLICY 151.4.2: The Port Authority will submit and County staff will review and provide comments regarding the following:

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

(2) Consistency of proposed amendments to the Airport Master Plan and resulting Airport Layout Plan for Southwest Florida International Airport (Map 3F) and Page Field General Aviation Airport (Map 3G) with the Lee Plan, Land Development Code (LDC) and local zoning approvals.

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

(4) Proposed Lee Plan Amendments necessary to support revisions to the Airport Layout Plan for Southwest Florida International Airport (Map 3F) and Page Field General Aviation Airport (Map 3G), the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)), the Page Field General Aviation Airport Proposed Development Schedule (Table 5(b)), the Airport Master Plans for Southwest Florida International Airport and Page Field General Aviation Airport, or CIP project list. (Added by Ordinance No. 04-16)

GLOSSARY

AIRPORT LAYOUT PLAN - A map of existing and proposed airport property, facilities and development that is created as a result of the Airport Master Planning process. The Airport Layout Plan for Southwest Florida International Airport is adopted as Map 3F, and the Airport Layout Plan for Page Field General Aviation Airport is adopted as Map 3G. (Added by Ordinance No. 04-16)

NON-AVIATION RELATED USES - This phrase refers to the commercial and industrial land uses identified on the Southwest Florida International Airport Layout Plan (Map 3F), and Table 5 the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)), the Page Field General Aviation Airport Layout Plan (Map 3G), and the Page Field General Aviation Airport Proposed Development Schedule (Table 5(b)). Non-aviation related uses are typically developed in non-aviation settings. Non-aviation uses may be enhanced by proximity to an airport, but these uses are not dependent on access to an airport. These uses could be developed in other locations within the County. Non-aviation related uses will be established on Airport lands through lease agreements with the Port Authority. The areas identified to accommodate these non-aviation uses are not necessary to support the primary aviation facilities comprising the Southwest Florida International Airport or the Page Field General Aviation Airport. Use of Airport lands for non-aviation use is intended to provide a revenue stream that may be used to enhance airport operations. Though located on airport property, the establishment of non-aviation uses is not necessary for the continued function of the primary aviation facilities associated with the airport. (Added by Ordinance No. 04-16)

PAGE FIELD GENERAL AVIATION AIRPORT PROPOSED DEVELOPMENT SCHEDULE (TABLE 5(b)) - This Table depicts the proposed development schedule for the Page Field General Aviation Airport through the year 2025. The Table will be updated by Lee Plan amendment based on future Airport Master Plan and Airport Layout Plan updates.

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT PROPOSED DEVELOPMENT SCHEDULE (TABLE 5(a)) - This Table depicts the proposed development schedule for the Southwest Florida International Airport through the year ~~2030~~2020. (Added by Ordinance No. 04-16, Amended by Ordinance No. 07-12)

SUBSTANTIVE CHANGE - As used in Policies 47.2.5 and 47.3.4, the term “substantive change” means development not specifically stated or identified in Table 5(a) or Table 5(b), or depicted on Map 3F or Map 3G. (Added by Ordinance No.04-16)

Vision Statement

10. Gateway/Airport - This Community is located South of SR 82, generally east of I-75, and north of Alico Road including those portions of the Gateway development that either have not been or are not anticipated to be annexed into the City of Fort Myers, the Southwest Florida International Airport and the properties the airport expects to use for its expansion, the lands designated as Tradeport, and the land designated as Industrial Development west of I-75 north of Alico Road. In addition to these two land use designations, properties in this community are designated New Community (the Gateway development), Airport, Density Reduction/Groundwater Resource (primarily the anticipated airport expansion areas), Rural, and General Interchange. The road network in this community is planned to change dramatically over time creating access to and from this community to the north, south, and east without relying on I-75. There are three distinct areas within this community. The Gateway portion of this community is the area where residential uses will occur. Gateway will be a thriving, nearly built-out, mixed-use community in 2020. The population of this community is anticipated to grow substantially from today to 2030.

The second area in this community is the Southwest Florida International Airport. The airport will be greatly expanded by 2030. The expanded airport will have a second parallel runway and a new terminal building that will more than double the existing capacity of the airport. Development will be guided by the Airport Layout Plan (as established through the airport master plan process) consistent with the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)) and all other Lee Plan provisions.

D. BACKGROUND INFORMATION

1. EXISTING CONDITIONS:

SIZE OF PROPERTY: 583.15 acres.

PROPERTY LOCATION: The airport property is generally located on the east side of U.S. 41, south of Colonial Boulevard.

EXISTING USE OF LAND: The airport property is developed as an operating general aviation airport; The subject site also contains several non-aviation related developments such as Page Field Commons, and Page Field Medical Village.

CURRENT ZONING: IL, MPD, & CPD, (Lee County) and I-1, A-3, & B-2 (City of Ft. Myers).

CURRENT FUTURE LAND USE CATEGORY: Public Facilities and Industrial Development.

2. BACKGROUND DISCUSSION:

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

Page Field is owned by the Lee County Board of County Commissioners and operated by the Lee County Port Authority under the direction of the Lee County Board of Port Commissioners. Page Field Airport is included within the National Plan of Integrated Airport System (NPIAS), which is published by the U.S. Department of Transportation, and the Florida Aviation system Plan (FASP). A former military training base and air carrier airport, Page Field no longer has any regular scheduled flights. The airport is designated as a public use General Aviation - Reliever Airport according to NPIAS. Page Field was designated a reliever airport to facilitate a reduction in the demand at the local area commercial service airports, including Southwest Florida International Airport, of the smaller aircraft associated with General Aviation operations.

Concerning the location of Page Field, the application provides the following:

The Subject Property, commonly referred to as the Page Field General Aviation Airport (i.e., Page Field), is located approximately four miles south of downtown Fort Myers and is bounded by U.S. 41 on the west, North Airport Road on the north, by a mix of residential and industrial uses on the east, and by Danley Drive on the south side.

Concerning the existing uses of Page Field, the application provides the following discussion:

A majority of the property comprising Page Field is located within the jurisdictional limits of Lee County. However, a small portion of Airport property along the north and northwest side of the Airport falls within the incorporated limits of the City of Fort Myers. The Airport itself occupies approximately 583.15± total acres of land. Airport facilities include a 6,400-foot and a 4,997-foot runway which serve general aviation aircraft exclusively; a 6,259 square foot general aviation terminal complex; parking spaces for 600 vehicles; an aircraft rescue and fire fighting (ARFF) building; and an air traffic control tower; and various private general aviation aircraft hangars. The Page Field North Building (former Terminal) is a 64,450 square foot non-aviation, industrial use facility located within the airport boundary. This facility is currently under lease by the Florida Department of Law Enforcement and the Florida Highway Patrol...

...In addition to traditional general aviation uses, the Lee County Port Authority has developed some of the property within the Airport for compatible non-aviation uses. These uses include the existing developments referred to as Page Field Commons and Page Field Medical Village, as well as a limited number of other parcels currently being considered for initial development or re-development. The development of these non-aviation uses promote the financial self-sufficiency of Page Field, which is required by Federal law.

As the application indicates, Page Field 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 application provides the following background discussion:

Development of Regional Impact (DRI) requirements for Florida airports have historically been redundant, costly, and time consuming. The airport master planning process, as required by the Federal Aviation Administration and the Florida Department of Transportation, reviews and analyzes much of the same data as has been required by state DRI regulations. As such, in July 2002, the Florida Legislature adopted revised language that allows incorporation of an Airport Master Plan into the local Comprehensive Plan in lieu of the application of state DRI requirements on Florida airports.

In September 2004, the Board of Port and County Commissioners amended the Lee County Comprehensive Plan to include the RSW Airport Master Plan to take advantage of this new state legislation. RSW was the second airport in Florida to initiate this approach, which saved millions of dollars and years of time and allowed for the opening of the RSW Midfield Terminal Complex in 2005, and most airports in Florida are now doing the same. This process provides a more comprehensive approach by recognizing airports as an integral part of the transportation infrastructure necessary to the economic success of Florida and blends regional transportation infrastructure into local and regional planning efforts.

Considering that this measure was successfully completed for RSW and the fact that development at Page Field continues to advance, Lee County and Port Authority staff recommend initiating the same Comprehensive Plan Amendment process for Page Field that is anticipated to yield the same long-term benefits. On March 12, 2007, the Port Board approved a task with Johnson Engineering, Inc., to analyze and prepare an amendment application to the Lee County Comprehensive Plan in order to incorporate the Page Field Airport Master Plan. Lee County and Port Authority staff members have met several times over the last few months to review and coordinate the contents of the draft plan amendment application which has resulted in a cooperative effort between the two agencies.

As noted above, 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 Page Field Airport, into the local comprehensive plan. Page Field 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 statutory changes the Board of County Commissioners initiated this publically sponsored amendment providing for the incorporation of the Airport Master Plan into the Lee Plan. Concerning the benefits to the community in incorporating the Airport Master Plan and the Airport Layout Plan into the Lee Plan, the application provides the following brief discussion:

The requested Comprehensive Plan Amendment provides a number of benefits to the community. The continued growth in Lee County requires adequate, safe, and reliable aviation transportation; however, aircraft noise, airspace conflict, possible electronic interference with aviation navigation aids, and the potential for interaction between aircraft and wildlife attractants become major constraints on further development. The Airport Master Plan promotes coordinated aviation planning among federal, state, regional, and local agencies. Incorporation of the Page Field Master Plan and Airport Layout Plan set will allow the County to easily facilitate the establishment and maintenance of compatible land uses around the facility.

It is critical that airports operate in an environment that maximizes the compatibility of the airport with off-airport development. Page Field must progress to maintain and continue to capture more of the Southwest Florida market share of general aviation activity. The integration of these plans promotes efficiency and effectiveness in balancing the demand for the only reliever airport in Southwest Florida, while remaining competitive among other general aviation airports in the region.

PART II - STAFF ANALYSIS

A. STAFF DISCUSSION

INTRODUCTION

On September 10, 2007, the Board of Port Commissioners endorsed "submittal of a Comprehensive Plan Amendment application to incorporate the Page Field General Aviation Airport Master Plan Update and Airport Layout Plan into the Lee County Comprehensive Plan." The Lee County Port Authority, on September 14, 2007, filed a Lee Plan map and text amendment to incorporate the Airport Master Plan into the Lee Plan.

Lee County staff recognizes the importance of this effort and has worked cooperatively to achieve the best possible integration of the Port Authority plans and the County's Comprehensive Plan, the Lee Plan. County staff recognizes the importance of Page Field as one of the economic engines in the region. A recent economic impact study(August 2006), 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 \$50.7 million in economic output, almost 920 jobs, and salaries of \$24 million in Southwest Florida during 2005. The airport provides about 500 full-time jobs. The Page Field Airport accommodated 8,290 general aviation arrivals in 2005.

County staff also recognize that the size, complexity and volume of projects planned and constructed at Page Field Airport, in addition to new statutory requirements relating to airport master plans and comprehensive plan elements, makes it prudent and appropriate to establish a system of coordinated review between the Airport and various County departments. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates; related Lee Plan amendments; annual updates of the Airport Plan and Capital Improvement Program; permitting for scheduled capital improvement projects; amendments to the Airport zoning approvals; and, compliance with the Lee County Land Development Code. This amendment, in part, establishes the process framework to make this coordinated effort possible. The framework requires dialogue prior to formal submittal of any Lee Plan amendment package, rezoning request, or development order application. The purpose of this requirement is to involve County staff earlier in the process and for the Port Authority staff to obtain initial comments and input regarding consistency with the Lee Plan and County regulations.

The amendment proposes to replace existing Map 3G "Runway Protection Zones (Clear Zones) Page Field General Aviation Airport" with a new Map 3G "Page Field Airport Master Plan Airport Layout Plan." The amendment also proposes to incorporate a new Table, Table 5(b) "Page Field General Aviation Airport Proposed Development Schedule." Both of these new additions to the Lee Plan will guide future development on the Airport property.

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

Commercial (Retail & Service): 80,000 square feet
Office (Medical & Non-medical): 33,000 square feet
Light Industrial: 40,000 square feet

The parameters listed above are the upper limits of new non-aviation related land uses that could be developed at Page Field before the year 2025. The Port Authority will enter into leases with proposed end users, and the uses will still have to be approved through normal local processes such as rezoning, development orders, and building permit approvals.

The Airport Layout Plan sheet (Map 3G) and the Page Field Airport Proposed Development Schedule (Table 5(b)) are the result of the adopted "Page Field Airport Master Plan (May 2002)" and the adopted "Airport Layout Plan (February 2006)."

COMPREHENSIVE PLAN BACKGROUND

The subject property was designated "Industrial/Business" by the original Lee County Future Land Use Map, adopted in 1984. Subsequent Lee Plan amendments in the mid and late 1980s changed this designation to the Public Facilities and Industrial Development categories. The majority of the subject site is currently designated Public Facilities.

SURROUNDING ZONING, LAND USES, AND FUTURE LAND USE DESIGNATIONS

The application materials include an extensive discussion of surrounding zoning and land uses. An examination of the surrounding land uses shows that the area surrounding the subject property is rapidly urbanizing. The surrounding Future Land Use categories consist of Intensive Development, Industrial Development, and Central Urban. Intensive Development designated lands occur to the north, west, and east of Page Field. Industrial Development designation is located north of Page Field, as well as to the southeast. Central Urban lands are located south of Page Field. The application materials reveal a variety of urban uses and planned developments in close proximity to the airport.

North of the subject property are a variety of industrial and commercial uses along North Airport Road. This area is predominately developed with commercial businesses, warehousing/distribution centers, offices, and facilities such as a United States Postal Service building, Hertz Storage, West Florida Distributors of Tile, Stone, and Granite, Enterprise Truck Rental, and the Fort Myers Veterinary Hospital.

To the south of the subject site is a mixture of commercial, light industrial, and residential uses. These uses are located in the Page Park community.

East of the subject property are lands within the Intensive Development and Industrial Development Future Land Use Categories. These lands contain a mixture of light industrial and commercial uses, as well as vacant parcels. Businesses include the Lee Tran facility, Wolfer Wholesale Produce, and a Suzuki dealership.

A mixture of commercial uses are located to the west of Page Field. These lands are designated as being in the Intensive Development Future Land Use category and are developed with a community shopping center, restaurants, auto sales and services, and offices.

TRANSPORTATION/TRAFFIC CIRCULATION IMPACTS

The subject property currently has access from U.S. 41, South Road, Danley Drive, Fowler Street, and North Airport Road.

The Lee Plan amendment application requires a traffic circulation analysis to determine the proposed effect of the amendment on Map 3A, the Financially Feasible Transportation Plan Map, and on the Capital Improvements Element. Applicants must identify the traffic analysis zone (TAZ) and the socio-economic forecasts for that zone or zones. The required analysis includes determining whether or not the requested amendment requires modification to the socio-economic data forecasts for the TAZ or zones. The application includes the required comprehensive plan amendment traffic analysis, conducted by Reynolds, Smith and Hills, Inc., August 6, 2007.

The Lee County Department of Transportation has reviewed the proposed comprehensive plan amendment and provided comments dated August 20, 2008. These comments are reproduced below:

The Department of Transportation has reviewed the above-referenced future land use map plan amendment, to change the land use designation of the Page Field General Aviation Airport from "Public Facilities" to "Airport." We have determined that the traffic information submitted by the applicant is sufficient for review.

The applicant corrected the Zdata information for TAZs 683, 685, 686 and 689 around the airport to reflect existing conditions, and added six new TAZs (556, 557, 574, 575, 587, 588) to reflect development parcels 1 through 6 on the Page Field site. The applicant reran the Lee County MPO's 2030 Financially Feasible Plan FSUTMS model set with the proposed development parameters in the new TAZs. Examining the three-mile radius around the project, the following table indicates the levels of service for area road segments with and without the proposed land use change.

Road	From	To	Year 2030 LOS	
			without CPA	with CPA
Boy Scout Rd	Summerlin Rd	US 41	C	C
College Pkwy	McGregor Blvd	US 41	F	F
Colonial Blvd	McGregor Blvd	Winkler Ave	C	C
	Winkler Ave	Six Mile Cypress Pkwy	F	F
Daniels Pkwy	US 41	Metro Pkwy	C	C
	Metro Pkwy	Palomino Rd	F	F
Fowler St	US 41	SR 82	B	B
McGregor Blvd	Cypress Lake Dr	Winkler Rd	C	C
	Winkler Rd	Colonial Blvd	F	F
Metro Pkwy	Six Mile Cypress Pkwy	Hanson St	C	C
Summerlin Rd	Gladiolus Dr	Colonial Blvd	C	C
US 41	Gladiolus Dr	Colonial Blvd	C	C&D

As is evident from the table, the four problem segments are identified as failing with and without the plan amendment. McGregor Boulevard and Daniels Parkway are identified as "constrained" in the Lee Plan, meaning they are not planned to be widened and a higher level of congestion is allowed. However, the MPO's 2030 Needs Plan does identify a further improvement to Daniels Parkway, the installation of elevated express lanes in the median, which is the same improvement the Needs Plan identifies for Colonial Boulevard. The Needs Plan identifies improvements needed by 2030 but contingent upon identification of additional funding beyond the projected traditional sources to pay for them. The elevated express lanes lend themselves to the possibility of tolling as a revenue source, and that option is currently under study for Colonial Boulevard. There are no further improvements identified on College Parkway in the long range plans, beyond the current 6 lanes.

It is important to note that all of these problem segments are fairly well removed from Page Field. The Page Field development contemplated in this proposed amendment would directly access Fowler Street, which is not identified as a future level of service problem in the analysis. Normally, having failing roads even without the proposed land use change raises questions about intensifying development and making a bad situation worse. In this case, however, other public benefit issues should be considered. First, the area around Page Field is already fairly intense urban development, so the proposed development plan could be considered urban infill, and could help make transit a more viable transportation option in the area. It should also be recognized that the development proposals will help generate revenue to support the operations of Page Field, making it more self-sustaining and obviating the need for tapping into other, limited transportation revenue sources.

One other transportation-related issue needs to be addressed, and that is the potential realignment of South Drive to connect to Danley Drive. Although not part of the long range transportation plan, the realignment has been identified in the Page Field Airport Layout Plan and through the Community Planning process for the Page Park neighborhood as desirable, to allow a reconfiguration of property for future development in support of the airport, to consolidate pieces of Jerry Brooks Park, and to address cut-through traffic concerns for the Page Park neighborhood. Any staff recommendations in this regard should be consistent with the concurrent recommendations for the Page Park Community Plan.

Staff concludes that the plan amendment does cause a need to modify the FSUTMS model data, and that the modifications proposed by the applicant are justified. The request, on its own, does not require any transportation network modifications due to traffic.

Staff also notes that there is currently no concurrency issue for the surrounding roadways that would be accessed by the expanded uses at Page Field. For example, Fowler Street has an adopted Level of Service (LOS) of "E," and the 2007 Lee County Concurrency Report indicates an existing volume at LOS "D." The 2007 Report also indicates that U.S. 41 has not exceeded its adopted LOS. The airport projects could therefore receive a local Development Order and Concurrency Certificate.

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 Page Field General Aviation Airport as directed by the Master Plan through the year 2020 will not affect Lee County population projections. The demand for services at Page Field is the result of increasing growth in the area in population, business activity and tourism, which would occur without this facility. Users of Page Field will be those residing in and visiting the area who use air travel as a primary mode of transportation, primarily for business purposes, or recreational travel. The proposed Comprehensive Plan 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. Staff notes that the recent EAR based amendments incorporated allocations out to the Year 2030.

ENVIRONMENTAL CONSIDERATIONS

The application includes the required Environmental Analysis concerning environmental impacts as a result of the proposed amendment. The analysis provides that “there are no on-site preserves or conservation easements within the boundaries of Page Field.” The application also provides that “preservation of green space that could attract wildlife could be hazardous to air operations at the airport and is an incompatible land use according to the Federal Aviation Administration (FAA).”

The analysis includes a “Protected Species Assessment” that discusses the resident population of Florida burrowing owls. Burrowing owls utilize Page Field for nesting activity. They are the only documented listed species to regularly utilize airport property. Concerning this owl population, the application provides the following discussion:

...As of June 6, 2007 there were ten (10) active burrowing owl nest burrows occupying airport property. The location of these burrows is shown on Exhibit IV.C.5. There is no management plan in place at Page Field for the burrowing owls. All owl species, occurring in North America, are listed as potential wildlife hazards to air carrier operations according to the FAA, and therefore they cannot be managed for on airport property.

The application also contains a discussion of an incidental-take permit from the Florida Fish and Wildlife Conservation Commission (FWC) that is required to destroy any inactive burrowing owl burrow:

A burrow is determined to be inactive if it contains no eggs or flightless young. In the past the Lee County Port Authority (LCPA) requested individual permits for each specific development project at Page Field to impact a burrowing owl burrow. In 2005, in anticipation of future development in the North and West Quadrants, LCPA sought an airport-wide incidental-take permit for Page Field, which was issued on November 7, 2005. This permit expires on December 31, 2008 and allows the permittee, or designee, who is knowledgeable in burrowing owl ecology, to destroy inactive nest burrows within proposed development footprints during construction. The LCPA is required to submit an annual report to FWC for any activities conducted at Page Field pursuant to this permit.

The Environmental Assessment includes a discussion of land use habitat types that occur on the airport property. Habitat types were delineated in accordance with the Florida Land Use Cover and Forms

Classification System. The dominate land cover type is maintained grass area (220.38 acres or 39.55% of the subject site), closely followed by the airport and associated facilities (186.6 acres or 33.49% of the subject property). The Assessment concludes that the subject property does not contain any rare and unique uplands as defined by the Lee Plan.

SOILS

The applicant has provided a soils map.

HISTORIC RESOURCES

The application includes a letter, dated April 12, 2007, from the Division of Historical Resources, Florida Department of State. This letter provides the following:

In response to your inquiry of April 12, 2007, the Florida Master Site File lists one previously recorded archaeological site, and no standing structures in the following parcel of Lee County:

T45S, R24E, Section 01

The application includes a brief printout from these files, as well as a map that essentially cover the entire subject site.

Lee County staff note that there are no areas on the airport property designated in the area of archaeological sensitivity. Staff is aware of the use of the property as an army training facility during World War II. Staff is not aware of any historic or archaeological resources occurring on this site. The Port Authority will not be required to obtain a "Certificate to dig" from Lee County prior to or in conjunction with the issuance of a final development order as none of the property has been designated as being within the "Sensitivity Level 2" areas as defined by the Land Development Code.

SCHOOL IMPACTS

Staff concurs with the applicant that the proposed amendment will have no affect on the School Board's plans to accommodate growth in the County.

PARKS, RECREATION AND OPEN SPACE

The proposed amendment will have minimal impacts on parks, recreation and open space. The proposed future land use designation of Airport does not allow residential uses, existing and proposed support facilities provided by Lee County Parks and Recreation will not be impacted by the proposed amendment.

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

The Lee County Port Authority has committed in (sic) providing the necessary open space requirements outlined in the Land Development Code. This requirement is easily met due to the large amount of open space required for the runway environment by the Federal Aviation Administration. Also included and allowed by the Land Development Code is the inclusion of the storm water management ponds located on the site.

EMERGENCY MEDICAL SERVICES (EMS)

Lee County EMS staff have reviewed the request and provided written comments dated September 4, 2007. These comments are reproduced below:

I, Kim Dickerson, authorized by the Lee County Emergency Medical Services (EMS) confirm with my signature below, that Lee County EMS has no concern with the Service Availability Request from Johnson Engineering for the Lee County Port Authority - Page Field Comprehensive Plan Amendment.

The Comprehensive Plan Amendment for the Page Field parcels will not create a negative impact on our service level.

SOLID WASTE

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 July 8, 2008. This letter, in part, provides the following:

The Lee County Solid Waste Division is capable of providing solid waste collection service for the Lee County Port Authority project located at Page Field, including the additional proposed intensity, 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 have reviewed the request and provided that they do not see any issues or concerns with the proposed amendment.

POLICE

The Port Authority maintains an Airport Police and Security Department that provides law enforcement and security services at Page Field. The Port Authority Police Department reviewed the request and provided written comments dated July 9, 2008. These comments are reproduced below:

We have been requested by your office to comment on the adequacy of providing law enforcement services at Page Field Airport. As you may know, 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.

The Lee County Sheriff's Office reviewed the request and provided written comments dated July 16, 2008. These comments, in part, are reproduced below:

The Lee Plan amendment (sic) identified as the Page Field Master Airport Plan would not affect the Lee County sheriff's Office ability to provide core services at this time.

FIRE

The Port Authority maintains an Aircraft Rescue and Fire Fighting Department to provide fire and medical rescue services at Page Field Airport. The Port Authority Aircraft Rescue and Fire Fighting Department reviewed the request and provided written comments dated July 31, 2007. These comments, in part, are reproduced below:

We provide all fire protection and nonambulatory medical services to Page Field. The fire rescue personnel, vehicles and equipment are housed on airport property which allows for a minimal response time to any airport emergency.

Fire Station 1 at Page Field is staffed 24/7 with two (2) fire fighters, with at least one being an Emergency Medical Technician (EMT). Additional fire rescue support is provided by Station 2 at the Southwest Florida International Airport; ambulatory services are provided by the Lee County emergency Medical Services (EMS), both on an as-needed basis. By working within a network of local mutual aid responders, we provide excellent professional fire and medical rescue services to all operators and tenants at the Page Field General Aviation Airport.

UTILITIES

The subject site is currently served by Lee County for both potable water and sanitary sewer services. The application includes the required potable water and sanitary sewer analysis. Lee County Utilities staff has reviewed the request and offered no objection to the amendment. Staff has concluded that there is adequate capacity to accommodate the proposed expanded uses.

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 land use category is considered a Future Urban Area by the Lee Plan. The amendment is proposing to make an adjustment to the "Airport" land use designation on Map 1 by adding Page Field to this category. Objective 1.2 describes the "Southwest Florida International Airport Area." The amendment proposes additional language for Objective 1.2 and subsequent policies to incorporate the ongoing update to the Airport Master Plan for Page Field.

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 Industrial/Business 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. The area currently has 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 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 Page Field, as well as the surrounding commercial and industrial development. The inclusion of proposed Map 3G and Table 5(b) will allow the Port Authority an opportunity to enter into lease agreements with private developments that choose to be located in close proximity to Page Field 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 158.

The proposed plan amendment furthers and advances Goal 46. Goal 46 seeks to provide a coordinated system of railways, aviation, ports, and roads. The amendment also furthers and advances Objective 47.6. Objective 47.6 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.

B. CONCLUSIONS

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

C. STAFF RECOMMENDATION

Staff recommends that the Board of County Commissioners transmit the proposed plan amendment. This recommendation includes incorporating a new map, Maps 3G, into the Transportation Map series as well as the text changes included in Part I.C. The recommendation also includes placing Page Field into the "Airport" Future Land Use designation on Map 1.

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

DATE OF PUBLIC HEARING: August 25, 2008

A. LOCAL PLANNING AGENCY REVIEW

Planning staff made a presentation and listed changes that had been made to the staff report. One member asked Port Authority staff if there was sufficient square footage allocated for the various listed uses. Port Authority staff indicated that the amount of square footage may need to be adjusted in the future. The member stated the importance of the airport as an economic generator. Planning staff stated that changing conditions may require that the square footage be revised in the future.

B. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. RECOMMENDATION:

The LPA recommends that the Board of Commissioners transmit the proposed amendment.

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

The LPA accepts the finding of fact as advanced by 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>ABSENT</u>
LELAND M. TAYLOR	<u>AYE</u>
RAE ANN WESSEL	<u>AYE</u>

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

DATE OF TRANSMITTAL HEARING: October 22, 2008

A. BOARD REVIEW: This plan amendment was scheduled on the Board's Consent Agenda. One member of the public addressed the Board in opposition to the amendment. This member of the public expressed concerns that the amendment would negatively impact their property citing increased noise from jet aircraft. The item was pulled by the Board for Discussion. Planning staff provided a brief summary of the proposed amendment. Port Authority staff and the Port Authority consultant also addressed the Board concerning the proposed amendment and the expressed noise concern. The Board also discussed the proposed South Road re-alignment and the need for further discussions concerning design, options, and funding. The Board directed staff to schedule in the future a Management and Planning meeting with the Board to further discuss the proposed re-alignment.

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

- 1. BOARD ACTION:** The Board voted to **transmit** the proposed amendment as drafted by the staff.
- 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

CPA 2007-48
PAGE FIELD AIRPORT LAYOUT PLAN
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 Adoption 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 2007-48**



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: August 22, 2008

PART I - BACKGROUND AND STAFF RECOMMENDATION

A. SUMMARY OF APPLICATION

1. APPLICANT:

The Lee County Port Authority, represented by Joseph W. Grubbs, Ph.D., AICP, Johnson Engineering, Inc. And J. Ronald Ratliff, AICP, Reynolds, Smith, & Hills, Inc.

2. REQUEST:

Amend the Future Land Use Map Series Map 1 to change the Future Land Use designation of a specified portion of the Page Field Airport property from the "Public Facilities" Future Land Use Category to the "Airport" Future Land Use Category. Revise Map 3G to reflect the latest approved Airport Layout Plan. Amend: the Vision Statement; the Future Land Use Element; the Ports, Aviation, and Related Facilities sub-element of the Transportation Element; the Intergovernmental Coordination Element; and, the Glossary of the Lee Plan to incorporate the Page Field Airport Master Plan, Airport Layout Plan, into the Lee Plan thereby exempting the airport from the DRI process pursuant to section 163.3177(6)(k), F.S.

B. STAFF RECOMMENDATION AND FINDINGS OF FACT SUMMARY

- 1. RECOMMENDATION:** Planning staff recommends that the Board of County Commissioners adopt the proposed amendment to the Lee Plan. This recommendation

includes two map amendments, replacing Map 3G and placing Page Field into the "Airport" Future Land Use category. The recommended text changes are included in Part V. Section C. below near the end of this report.

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

- Page Field is an established, publicly owned general aviation airport.
- The proposed plan amendment is being undertaken for the specific purpose of incorporating the results of the ongoing Airport Master Plan Update process.
- The proposed amendment to the "Airport" Future Land Use category accurately reflects the extent of the Page Field General Aviation complex.
- 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.
- The Page Field has primarily served the general aviation community since 1983 as a result of shifting all air carrier operations with scheduled passenger service to then Southwest Florida Regional Airport, now Southwest Florida International Airport (SWFIA).
- The Federal Aviation Administration (FAA) has designated Page Field as a "Reliever Airport." Maintaining Page Field as a General Aviation Airport protects the carrying capacity of the Southwest Florida International Airport.
- FS 163.3177(6)(k) provides that development or expansion of an airport consistent with the adopted airport master plan as incorporated into the local comprehensive plan "shall not be a development of regional impact."
- The proposed amendment provides sound planning coordination between Lee County staff and the Port Authority staff.
- Page Field offers critical services that contribute to the vitality of Lee County. General aviation plays a vital role in the economic and transportation systems, offering opportunities for training new pilots, sightseeing, the transportation of heavy loads by helicopter, and flying for business or personal reasons.
- The size, complexity and volume of projects planned and constructed at Page Field Airport, in addition to new statutory requirements relating to airport master plans and comprehensive plan elements, makes it prudent and appropriate to establish a system of coordinated review between the Airport and various County departments. The proposed revisions to the Intergovernmental Coordination Element adequately address this need for increased coordination.

- The applicant corrected the ZData by including the proposed development parameters and reran the Lee County MPO's 2030 Financially Feasible Plan FSUTMS model set.
- All of the identified problem roadway segments are fairly well removed from Page Field. The Page Field development contemplated in this proposed amendment would directly access Fowler Street. Fowler Street is not identified as having a future level of service problem.
- The Public benefit of the amendment outweighs the level of service issue on several roadways that have this issue with the amendment or without the amendment. Public benefits include supporting urban infill, supporting the provision of transit services, and accommodating non-aviation related development at the Airport to generate revenue to support the operations of Page Field. Additional revenue sources makes Page Field more self-sustaining and obviating the need for tapping into other, limited transportation revenue sources.
- 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 urban or is rapidly urbanizing.
- 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 Page Field. Lee County EMS has concluded that this amendment will not create a negative impact on service levels.
- The Lee County Solid Waste Disposal System will have sufficient capacity to manage and dispose of the materials anticipated to be generated by the planned expansions at Page Field.
- The Lee County Utilities system has adequate existing or planned capacity to provide an adequate level of service to accommodate the expanded uses.

- Significant non-aviation development has already been established at Page Field including Page Field Commons and Page Field Medical Village. The Airport Master Plan and the Airport Layout Plan accommodated additional non-aviation development on the subject site.

C. **ORIGINAL RECOMMENDED LEE PLAN TEXT AMENDMENT (at time of Transmittal)**
The following changes to the adopted text of the Lee Plan are proposed to incorporate the "Page Field Airport Master Plan Airport Layout Plan" (Map 3G) and the "Page Field General Aviation Airport" Development Schedule (Table 5(b)) as adopted through the ongoing Airport Master Plan process. The specific proposed language changes are included below:

FUTURE LAND USE ELEMENT:

OBJECTIVE 1.2: SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AND PAGE FIELD GENERAL AVIATION AIRPORT AREAS. 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. Designate on the Future Land Use Map existing and proposed development areas for Page Field General Aviation Airport. 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 respective Airport Layout Plans 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)

POLICY 1.2.1: Airport Lands includes the existing facility and projected growth areas for the Southwest Florida International Airport's ~~existing facility and projected growth areas~~ and Page Field General Aviation Airport through the year 2030. ~~These areas will~~ The Airport Lands comprising the Southwest Florida International Airport includes airport and airport-related development as well as non-aviation land uses as proposed in the approved 2003 Airport Master Plan update and as depicted on the Airport Layout Plan sheet (Map 3F) and the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)). This mix of uses is intended to support the continued development of the Southwest Florida International Airport. Future development at the Southwest Florida International Airport will also include non-aviation related land uses such as hotels/motels, light industrial, service stations, ancillary retail/shopping, and office development. Any future airport expansion or development of aviation-related and non-aviation uses at Southwest Florida International Airport will offset environmental impacts through the Airport Mitigation Lands Overlay (Map 3M) or other appropriate mitigation acceptable to the permitting agencies and to Lee County. The physical design of the airport expansion will minimize any degradation of the recharge capability of land being developed. Airport expansion beyond the present boundaries will be subject to necessary amendments to the Lee Plan.

All development on Airport Lands comprising Southwest Florida International Airport must be consistent with Map 3F and Table 5(a). Map 3F depicts the planned expansion of the Southwest Florida International Airport through 2020.

Future development on Airport Lands comprising Page Field General Aviation Airport must be consistent with Objective 1.9 and related policies as well as Map 3G and Table 5(b).

If the airport master planning process precipitates a substantive change to the Airport Layout Plan (Map 3F or Map 3G), then the Port Authority must amend Map 3F or Map 3G, as appropriate, prior to obtaining local development approval.

The non-aviation related development areas have been depicted on the approved Airport Layout Plan sheets (Maps 3F and 3G). These uses will be constructed upon Airport lands with long term leases. All development within the non-aviation land use areas will be subject to mitigation requirements for wetland impacts. Mitigation of wetland impacts will be in accordance with the U.S. Army Corps of Engineers and South Florida Water Management District requirements. To the greatest extent reasonably possible, development of non-aviation land use areas must avoid wetland impacts. All non-aviation land use development will meet the indigenous vegetation requirements set forth in the Lee County Land Development Code. (Amended by Ordinance No. 94-30, 00-22, 04-16, 07-12)

POLICY 1.2.4: The Airport AOPD zoning resolution must be amended before any non-aviation related uses can be developed at the Southwest Florida International Airport. The intensity of the proposed aviation and non-aviation land uses at Southwest Florida International Airport must be consistent with Lee Plan Table 5(a). The Page Field General Aviation Airport project must be rezoned to AOPD prior to development of the new non-aviation uses proposed in Map 3G and Table 5(b). (Added by Ordinance No. 04-16)

OBJECTIVE 1.9 PAGE FIELD GENERAL AVIATION AIRPORT. Page Field General Aviation Airport plays a vital role as a reliever airport facility to Southwest Florida International Airport. In its role as a reliever airport, Page Field reduces general aviation traffic from Southwest Florida International Airport, thereby increasing the capacity and efficiency of the International Airport. Therefore, it is important to designate the land comprising the Page Field General Aviation Airport as Airport Lands on the Future Land Use Map. This designation should include adequate land to accommodate the projected growth needs of Page Field General Aviation Airport in its continued role as an airport reliever, including the industrial, commercial and office uses necessary to continue viable aviation activity through 2025.

POLICY 1.9.1: In order to create the revenue source necessary to maintain Page Field General Aviation Airport as a viable aviation operation and reliever to Southwest Florida International Airport, the Port Authority seeks to establish non-aviation uses on the Page Field General Aviation Airport property. Suitable locations for these non-aviation uses are designated on the Page Field Airport Layout Plan adopted as Lee Plan Map 3G. The Page Field Airport Layout Plan sheet (Map 3G) was adopted by the Federal Aviation Administration as part of the 2002 Page Field Airport Master Plan Update. This update and documents comprising the 2002 Master Plan approval are incorporated into the Lee Plan by reference as support for adoption of Map 3G and Table 5(b).

POLICY 1.9.2: The Page Field Airport Layout Plan (Map 3G) identified existing facilities and projected growth areas for both aviation and non-aviation uses through 2025. The mix of uses is identified on Table 5(b). This mix of uses is intended to support the continued future development

of Page Field General Aviation Airport and includes aviation and non-aviation related land uses such as light industrial and office development and expands the non-aviation uses to include retail development. Development of the aviation and non-aviation uses on Page Field General Aviation Airport property must be consistent with Map 3G and Table 5(b) and will be required to comply with the Lee County Land Development Code regulations, including, but not limited to, the impact fee regulations. Any environmental mitigation deemed necessary to support development of Page Field General Aviation Airport property will be addressed separately by each development project and is not entitled to claim a benefit from the Airport Mitigation Lands Overlay area (Map 3M).

POLICY 1.9.3: If the Port Authority determines expansion of the Page Field General Aviation Airport boundaries are necessary in order to provide continued viability to Page Field as a reliever to Southwest Florida International Airport, then the Port Authority will amend Map 3G, Table 5(b) and the Future Land Use Map to reflect the land added to Page Field General Aviation Airport.

POLICY 1.9.4: The Page Field Airport Master Plan and Airport Layout Plan will be updated no less than every 5-8 years, with the next amendment anticipated to be approved by the Federal Aviation Administration in 2010. A comprehensive plan amendment will be submitted by the Port Authority to update Map 3G and Table 5(b) to reflect the updated Page Field Master Plan as approved. The planning horizon used for the master plan update should be consistent with the Lee Plan Horizon, which can be verified by Lee County as part of the Master Plan Update process. Lee County staff will be included in the Master plan update process as required under the terms of the existing memorandum of understanding regarding airport development.

POLICY 1.9.5: The Port Authority will seek to eliminate or modify existing uses on the Page Field property deemed incompatible with existing aviation activity or causing a diminution in the Page Field Airport capacity. In order to protect Page Field as a Southwest Florida International Airport reliever, the Port Authority will use its capacity/authority as a reviewing entity to influence land-use decisions and approvals with respect to development of the lands surrounding Page Field in order to promote development that is compatible with the aviation activity at Page Field General Aviation Airport.

POLICY 1.9.6: Development on Page Field lands must be consistent with the Airport Layout Plan (Map 3G). If the Page Field Airport Master Plan or Airport Layout Plan set is amended or updated by the Port Authority in a manner that constitutes a substantive change from Map 3G or Table 5(b), local development order approval may be delayed or denied pending a Lee Plan Amendment, by the Port Authority, with respect to Map 3G and Table 5(b).

POLICY 1.9.7: Non-aviation development areas at Page Field Airport, as depicted on Map 3G, will be developed under long term land leases. All non-aviation development must comply with Land Development Code regulations, including payment of impact fees. The intensity of non-aviation development must be consistent with Table 5(b).

POLICY 1.9.8: Future non-aviation areas depicted on the Airport Layout Plan (Map 3G) will be developed, to the greatest extent possible, within existing upland areas. Impacts to wetlands in the future non-aviation areas will be minimized by site design whenever possible in compliance with the Lee County Land Development Code.

POLICY 1.9.9: Future aviation and non-aviation development at Page Field General Aviation Airport must comply with the provisions of the Educational Restriction Zone established under Florida Statutes, section 333.03 and the School Zone Map adopted as part of the Lee County Land Development Code.

TRANSPORTATION ELEMENT

OBJECTIVE 47.1: ECONOMIC GROWTH. To aid in the diversification of the county's economic growth ~~The capacity and long term development of the Southwest Florida International Airport and Page Field General Aviation Airport will be expanded in compliance with Maps 3F and 3G, and Table 5(a) and 5(b), 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 Plans (Map 3F and 3G). 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)

POLICY 47.1.1: The Port Authority will coordinate the implementation of scheduled infrastructure and facility improvements for the Southwest Florida International Airport and Page Field General Aviation Airport consistent with the approved Airport Layout Plan sheets (Map 3F and Map 3G, respectively) and the ~~Southwest Florida International Airport Proposed Development Schedules~~ (Table 5(a) and (b), respectively). (Amended by Ordinance No. 98-09, 99-15, 04-16)

POLICY 47.2.5: The county will utilize the approved Airport Master Plans and FAR Part 150 Study, including updates, as a basis to amend the comprehensive land use plan and the land development code to prohibit development that is incompatible with the Southwest Florida International Airport or Page Field General Aviation Airport; and, to ensure future economic enhancement consistent with Objective 46.2. Future updates of the Southwest Florida International Airport Master Plan and Page Field General Aviation Airport Master Plan that precipitate substantive changes to the Airport Layout Plans (Map 3F and Map 3G, respectively) will require a Lee Plan Amendment prior to local permitting approval for the affected airport. In accordance with FAA requirements, the Southwest Florida International Airport Master Plan and corresponding Airport Layout Plan (Map 3F) will be comprehensively updated at least once every 5 to 8 years. (Amended by Ordinance No. 99-15, 04-16)

POLICY 47.3.4: The proposed development schedule for the Southwest Florida International Airport through the year 2020 is depicted in Table 5(a) of the Lee Plan. The proposed development schedule for the Page Field General Aviation Airport through the year 2025 is depicted in Table 5(b) of the Lee Plan. ~~This Table~~ These Tables includes both aviation and non-aviation related development. If the FAA/FDOT mandate navigational improvements (NAVAIDS) or require improvements related to Airport security or safety at Southwest Florida International Airport or Page Field General Aviation Airport, then the Port Authority may pursue installation of the improvement even though the improvement is not specifically identified on Table 5(a) or Table 5(b). However, the Port Authority must obtain all appropriate approvals and permits prior to installation, including approval from Lee County. If these improvements precipitate a substantive

change to ~~either Table 5(a), Table 5(b), or Map 3F, or Map 3G~~, then the Port Authority must pursue a Lee Plan amendment incorporating the changes in the next available amendment cycle. (Added by Ordinance No. 04-16)

POLICY 47.6.1: The Port Authority will coordinate and obtain approval for airport development from the County through the annual capital improvement planning and programming process; local permitting process; Airport Master Plan Update process; and, the Lee Plan amendment process to ensure compatibility with other County programs. The Port Authority will provide Lee County copies of the annual Capital Improvement Plan or other similar document for the Southwest Florida International Airport and Page Field General Aviation Airport. Additional specific coordination requirements are contained in Objective 151.4 and subsequent policies. (Amended by Ordinance No. 99-15, 04-16).

INTERGOVERNMENTAL COORDINATION ELEMENT

OBJECTIVE 151.4: COORDINATION OF AIRPORT DEVELOPMENT AND IMPROVEMENTS AT THE SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AND PAGE FIELD GENERAL AVIATION AIRPORT WITH ALL PERMITTING AGENCIES. The Port Authority will coordinate with Lee County, the Southwest Florida Regional Planning Council, the Florida Department of Community Affairs, Federal Aviation Administration, and the Florida Department of Transportation to ensure that the development of the Southwest Florida International Airport and the Page Field General Aviation Airport is consistent with the Lee Plan. (Added by Ordinance No. 04-16)

POLICY 151.4.1: Port Authority staff will ensure that Lee County staff is directly involved in the review and approval process related to the ongoing update of the Airport Master Plan for Southwest Florida International Airport and Page Field General Aviation Airport. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Layout Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments to the Airport zoning approvals and compliance with the Lee County Land Development Code. (Added by Ordinance No. 04-16)

POLICY 151.4.2: The Port Authority will submit and County staff will review and provide comments regarding the following:

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

(2) Consistency of proposed amendments to the Airport Master Plan and resulting Airport Layout Plan for Southwest Florida International Airport (Map 3F) and Page Field General Aviation Airport (Map 3G) with the Lee Plan, Land Development Code (LDC) and local zoning approvals.

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

(4) Proposed Lee Plan Amendments necessary to support revisions to the Airport Layout Plan for Southwest Florida International Airport (Map 3F) and Page Field General Aviation Airport (Map 3G), the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)), the Page Field General Aviation Airport Proposed Development Schedule (Table 5(b)), the Airport Master Plans for Southwest Florida International Airport and Page Field General Aviation Airport, or CIP project list. (Added by Ordinance No. 04-16)

GLOSSARY

AIRPORT LAYOUT PLAN - A map of existing and proposed airport property, facilities and development that is created as a result of the Airport Master Planning process. The Airport Layout Plan for Southwest Florida International Airport is adopted as Map 3F, and the Airport Layout Plan for Page Field General Aviation Airport is adopted as Map 3G. (Added by Ordinance No. 04-16)

NON-AVIATION RELATED USES - This phrase refers to the commercial and industrial land uses identified on the Southwest Florida International Airport Layout Plan (Map 3F), and Table 5 the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)), the Page Field General Aviation Airport Layout Plan (Map 3G), and the Page Field General Aviation Airport Proposed Development Schedule (Table 5(b)). Non-aviation related uses are typically developed in non-aviation settings. Non-aviation uses may be enhanced by proximity to an airport, but these uses are not dependent on access to an airport. These uses could be developed in other locations within the County. Non-aviation related uses will be established on Airport lands through lease agreements with the Port Authority. The areas identified to accommodate these non-aviation uses are not necessary to support the primary aviation facilities comprising the Southwest Florida International Airport or the Page Field General Aviation Airport. Use of Airport lands for non-aviation use is intended to provide a revenue stream that may be used to enhance airport operations. Though located on airport property, the establishment of non-aviation uses is not necessary for the continued function of the primary aviation facilities associated with the airport. (Added by Ordinance No. 04-16)

PAGE FIELD GENERAL AVIATION AIRPORT PROPOSED DEVELOPMENT SCHEDULE (TABLE 5(b)) - This Table depicts the proposed development schedule for the Page Field General Aviation Airport through the year 2025. The Table will be updated by Lee Plan amendment based on future Airport Master Plan and Airport Layout Plan updates.

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT PROPOSED DEVELOPMENT SCHEDULE (TABLE 5(a)) - This Table depicts the proposed development schedule for the Southwest Florida International Airport through the year 2030~~20~~²⁰. (Added by Ordinance No. 04-16, Amended by Ordinance No. 07-12)

SUBSTANTIVE CHANGE - As used in Policies 47.2.5 and 47.3.4, the term “substantive change” means development not specifically stated or identified in Table 5(a) or Table 5(b), or depicted on Map 3F or Map 3G. (Added by Ordinance No.04-16)

Vision Statement

10. Gateway/Airport - This Community is located South of SR 82, generally east of I-75, and north of Alico Road including those portions of the Gateway development that either have not been or are not anticipated to be annexed into the City of Fort Myers, the Southwest Florida International Airport and the properties the airport expects to use for its expansion, the lands designated as Tradeport, and the land designated as Industrial Development west of I-75 north of Alico Road. In addition to these two land use designations, properties in this community are designated New Community (the Gateway development), Airport, Density Reduction/Groundwater Resource (primarily the anticipated airport expansion areas), Rural, and General Interchange. The road network in this community is planned to change dramatically over time creating access to and from this community to the north, south, and east without relying on I-75. There are three distinct areas within this community. The Gateway portion of this community is the area where residential uses will occur. Gateway will be a thriving, nearly built-out, mixed-use community in 2020. The population of this community is anticipated to grow substantially from today to 2030.

The second area in this community is the Southwest Florida International Airport. The airport will be greatly expanded by 2030. The expanded airport will have a second parallel runway and a new terminal building that will more than double the existing capacity of the airport. Development will be guided by the Airport Layout Plan (as established through the airport master plan process) consistent with the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)) and all other Lee Plan provisions.

D. BACKGROUND INFORMATION

1. EXISTING CONDITIONS:

SIZE OF PROPERTY: 583.15 acres.

PROPERTY LOCATION: The airport property is generally located on the east side of U.S. 41, south of Colonial Boulevard.

EXISTING USE OF LAND: The airport property is developed as an operating general aviation airport; The subject site also contains several non-aviation related developments such as Page Field Commons, and Page Field Medical Village.

CURRENT ZONING: IL, MPD, & CPD, (Lee County) and I-1, A-3, & B-2 (City of Ft. Myers).

CURRENT FUTURE LAND USE CATEGORY: Public Facilities and Industrial Development.

2. BACKGROUND DISCUSSION:

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

Page Field is owned by the Lee County Board of County Commissioners and operated by the Lee County Port Authority under the direction of the Lee County Board of Port Commissioners. Page Field Airport is included within the National Plan of Integrated Airport System (NPIAS), which is published by the U.S. Department of Transportation, and the Florida Aviation system Plan (FASP). A former military training base and air carrier airport, Page Field no longer has any regular scheduled flights. The airport is designated as a public use General Aviation - Reliever Airport according to NPIAS. Page Field was designated a reliever airport to facilitate a reduction in the demand at the local area commercial service airports, including Southwest Florida International Airport, of the smaller aircraft associated with General Aviation operations.

Concerning the location of Page Field, the application provides the following:

The Subject Property, commonly referred to as the Page Field General Aviation Airport (i.e., Page Field), is located approximately four miles south of downtown Fort Myers and is bounded by U.S. 41 on the west, North Airport Road on the north, by a mix of residential and industrial uses on the east, and by Danley Drive on the south side.

Concerning the existing uses of Page Field, the application provides the following discussion:

A majority of the property comprising Page Field is located within the jurisdictional limits of Lee County. However, a small portion of Airport property along the north and northwest side of the Airport falls within the incorporated limits of the City of Fort Myers. The Airport itself occupies approximately 583.15± total acres of land. Airport facilities include a 6,400-foot and a 4,997-foot runway which serve general aviation aircraft exclusively; a 6,259 square foot general aviation terminal complex; parking spaces for 600 vehicles; an aircraft rescue and fire fighting (ARFF) building; and an air traffic control tower; and various private general aviation aircraft hangars. The Page Field North Building (former Terminal) is a 64,450 square foot non-aviation, industrial use facility located within the airport boundary. This facility is currently under lease by the Florida Department of Law Enforcement and the Florida Highway Patrol...

...In addition to traditional general aviation uses, the Lee County Port Authority has developed some of the property within the Airport for compatible non-aviation uses. These uses include the existing developments referred to as Page Field Commons and Page Field Medical Village, as well as a limited number of other parcels currently being considered for initial development or re-development. The development of these non-aviation uses promote the financial self-sufficiency of Page Field, which is required by Federal law.

As the application indicates, Page Field 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 application provides the following background discussion:

Development of Regional Impact (DRI) requirements for Florida airports have historically been redundant, costly, and time consuming. The airport master planning process, as required by the Federal Aviation Administration and the Florida Department of Transportation, reviews and analyzes much of the same data as has been required by state DRI regulations. As such, in July 2002, the Florida Legislature adopted revised language that allows incorporation of an Airport Master Plan into the local Comprehensive Plan in lieu of the application of state DRI requirements on Florida airports.

In September 2004, the Board of Port and County Commissioners amended the Lee County Comprehensive Plan to include the RSW Airport Master Plan to take advantage of this new state legislation. RSW was the second airport in Florida to initiate this approach, which saved millions of dollars and years of time and allowed for the opening of the RSW Midfield Terminal Complex in 2005, and most airports in Florida are now doing the same. This process provides a more comprehensive approach by recognizing airports as an integral part of the transportation infrastructure necessary to the economic success of Florida and blends regional transportation infrastructure into local and regional planning efforts.

Considering that this measure was successfully completed for RSW and the fact that development at Page Field continues to advance, Lee County and Port Authority staff recommend initiating the same Comprehensive Plan Amendment process for Page Field that is anticipated to yield the same long-term benefits. On March 12, 2007, the Port Board approved a task with Johnson Engineering, Inc., to analyze and prepare an amendment application to the Lee County Comprehensive Plan in order to incorporate the Page Field Airport Master Plan. Lee County and Port Authority staff members have met several times over the last few months to review and coordinate the contents of the draft plan amendment application which has resulted in a cooperative effort between the two agencies.

As noted above, 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 Page Field Airport, into the local comprehensive plan. Page Field 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 statutory changes the Board of County Commissioners initiated this publically sponsored amendment providing for the incorporation of the Airport Master Plan into the Lee Plan. Concerning the benefits to the community in incorporating the Airport Master Plan and the Airport Layout Plan into the Lee Plan, the application provides the following brief discussion:

The requested Comprehensive Plan Amendment provides a number of benefits to the community. The continued growth in Lee County requires adequate, safe, and reliable aviation transportation; however, aircraft noise, airspace conflict, possible electronic interference with aviation navigation aids, and the potential for interaction between aircraft and wildlife attractants become major constraints on further development. The Airport Master Plan promotes coordinated aviation planning among federal, state, regional, and local agencies. Incorporation of the Page Field Master Plan and Airport Layout Plan set will allow the County to easily facilitate the establishment and maintenance of compatible land uses around the facility.

It is critical that airports operate in an environment that maximizes the compatibility of the airport with off-airport development. Page Field must progress to maintain and continue to capture more of the Southwest Florida market share of general aviation activity. The integration of these plans promotes efficiency and effectiveness in balancing the demand for the only reliever airport in Southwest Florida, while remaining competitive among other general aviation airports in the region.

PART II - STAFF ANALYSIS

A. STAFF DISCUSSION

INTRODUCTION

On September 10, 2007, the Board of Port Commissioners endorsed "submittal of a Comprehensive Plan Amendment application to incorporate the Page Field General Aviation Airport Master Plan Update and Airport Layout Plan into the Lee County Comprehensive Plan." The Lee County Port Authority, on September 14, 2007, filed a Lee Plan map and text amendment to incorporate the Airport Master Plan into the Lee Plan.

Lee County staff recognizes the importance of this effort and has worked cooperatively to achieve the best possible integration of the Port Authority plans and the County's Comprehensive Plan, the Lee Plan. County staff recognizes the importance of Page Field as one of the economic engines in the region. A recent economic impact study (August 2006), 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 \$50.7 million in economic output, almost 920 jobs, and salaries of \$24 million in Southwest Florida during 2005. The airport provides about 500 full-time jobs. The Page Field Airport accommodated 8,290 general aviation arrivals in 2005.

County staff also recognize that the size, complexity and volume of projects planned and constructed at Page Field Airport, in addition to new statutory requirements relating to airport master plans and comprehensive plan elements, makes it prudent and appropriate to establish a system of coordinated review between the Airport and various County departments. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates; related Lee Plan amendments; annual updates of the Airport Plan and Capital Improvement Program; permitting for scheduled capital improvement projects; amendments to the Airport zoning approvals; and, compliance with the Lee County Land Development Code. This amendment, in part, establishes the process framework to make this coordinated effort possible. The framework requires dialogue prior to formal submittal of any Lee Plan amendment package, rezoning request, or development order application. The purpose of this requirement is to involve County staff earlier in the process and for the Port Authority staff to obtain initial comments and input regarding consistency with the Lee Plan and County regulations.

The amendment proposes to replace existing Map 3G "Runway Protection Zones (Clear Zones) Page Field General Aviation Airport" with a new Map 3G "Page Field Airport Master Plan Airport Layout Plan." The amendment also proposes to incorporate a new Table, Table 5(b) "Page Field General Aviation Airport Proposed Development Schedule." Both of these new additions to the Lee Plan will guide future development on the Airport property.

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

Commercial (Retail & Service): 80,000 square feet
Office (Medical & Non-medical): 33,000 square feet
Light Industrial: 40,000 square feet

The parameters listed above are the upper limits of new non-aviation related land uses that could be developed at Page Field before the year 2025. The Port Authority will enter into leases with proposed end users, and the uses will still have to be approved through normal local processes such as rezoning, development orders, and building permit approvals.

The Airport Layout Plan sheet (Map 3G) and the Page Field Airport Proposed Development Schedule (Table 5(b)) are the result of the adopted "Page Field Airport Master Plan (May 2002)" and the adopted "Airport Layout Plan (February 2006)."

COMPREHENSIVE PLAN BACKGROUND

The subject property was designated "Industrial/Business" by the original Lee County Future Land Use Map, adopted in 1984. Subsequent Lee Plan amendments in the mid and late 1980s changed this designation to the Public Facilities and Industrial Development categories. The majority of the subject site is currently designated Public Facilities.

SURROUNDING ZONING, LAND USES, AND FUTURE LAND USE DESIGNATIONS

The application materials include an extensive discussion of surrounding zoning and land uses. An examination of the surrounding land uses shows that the area surrounding the subject property is rapidly urbanizing. The surrounding Future Land Use categories consist of Intensive Development, Industrial Development, and Central Urban. Intensive Development designated lands occur to the north, west, and east of Page Field. Industrial Development designation is located north of Page Field, as well as to the southeast. Central Urban lands are located south of Page Field. The application materials reveal a variety of urban uses and planned developments in close proximity to the airport.

North of the subject property are a variety of industrial and commercial uses along North Airport Road. This area is predominately developed with commercial businesses, warehousing/distribution centers, offices, and facilities such as a United States Postal Service building, Hertz Storage, West Florida Distributors of Tile, Stone, and Granite, Enterprise Truck Rental, and the Fort Myers Veterinary Hospital.

To the south of the subject site is a mixture of commercial, light industrial, and residential uses. These uses are located in the Page Park community.

East of the subject property are lands within the Intensive Development and Industrial Development Future Land Use Categories. These lands contain a mixture of light industrial and commercial uses, as well as vacant parcels. Businesses include the Lee Tran facility, Wolfer Wholesale Produce, and a Suzuki dealership.

A mixture of commercial uses are located to the west of Page Field. These lands are designated as being in the Intensive Development Future Land Use category and are developed with a community shopping center, restaurants, auto sales and services, and offices.

TRANSPORTATION/TRAFFIC CIRCULATION IMPACTS

The subject property currently has access from U.S. 41, South Road, Danley Drive, Fowler Street, and North Airport Road.

The Lee Plan amendment application requires a traffic circulation analysis to determine the proposed effect of the amendment on Map 3A, the Financially Feasible Transportation Plan Map, and on the Capital Improvements Element. Applicants must identify the traffic analysis zone (TAZ) and the socio-economic forecasts for that zone or zones. The required analysis includes determining whether or not the requested amendment requires modification to the socio-economic data forecasts for the TAZ or zones. The application includes the required comprehensive plan amendment traffic analysis, conducted by Reynolds, Smith and Hills, Inc., August 6, 2007.

The Lee County Department of Transportation has reviewed the proposed comprehensive plan amendment and provided comments dated August 20, 2008. These comments are reproduced below:

The Department of Transportation has reviewed the above-referenced future land use map plan amendment, to change the land use designation of the Page Field General Aviation Airport from "Public Facilities" to "Airport." We have determined that the traffic information submitted by the applicant is sufficient for review.

The applicant corrected the Zdata information for TAZs 683, 685, 686 and 689 around the airport to reflect existing conditions, and added six new TAZs (556, 557, 574, 575, 587, 588) to reflect development parcels 1 through 6 on the Page Field site. The applicant reran the Lee County MPO's 2030 Financially Feasible Plan FSUTMS model set with the proposed development parameters in the new TAZs. Examining the three-mile radius around the project, the following table indicates the levels of service for area road segments with and without the proposed land use change.

Road	From	To	Year 2030 LOS	
			without CPA	with CPA
Boy Scout Rd	Summerlin Rd	US 41	C	C
College Pkwy	McGregor Blvd	US 41	F	F
Colonial Blvd	McGregor Blvd	Winkler Ave	C	C
	Winkler Ave	Six Mile Cypress Pkwy	F	F
Daniels Pkwy	US 41	Metro Pkwy	C	C
	Metro Pkwy	Palomino Rd	F	F
Fowler St	US 41	SR 82	B	B
McGregor Blvd	Cypress Lake Dr	Winkler Rd	C	C
	Winkler Rd	Colonial Blvd	F	F
Metro Pkwy	Six Mile Cypress Pkwy	Hanson St	C	C
Summerlin Rd	Gladiolus Dr	Colonial Blvd	C	C
US 41	Gladiolus Dr	Colonial Blvd	C	C&D

As is evident from the table, the four problem segments are identified as failing with and without the plan amendment. McGregor Boulevard and Daniels Parkway are identified as "constrained" in the Lee Plan, meaning they are not planned to be widened and a higher level of congestion is allowed. However, the MPO's 2030 Needs Plan does identify a further improvement to Daniels Parkway, the installation of elevated express lanes in the median, which is the same improvement the Needs Plan identifies for Colonial Boulevard. The Needs Plan identifies improvements needed by 2030 but contingent upon identification of additional funding beyond the projected traditional sources to pay for them. The elevated express lanes lend themselves to the possibility of tolling as a revenue source, and that option is currently under study for Colonial Boulevard. There are no further improvements identified on College Parkway in the long range plans, beyond the current 6 lanes.

It is important to note that all of these problem segments are fairly well removed from Page Field. The Page Field development contemplated in this proposed amendment would directly access Fowler Street, which is not identified as a future level of service problem in the analysis. Normally, having failing roads even without the proposed land use change raises questions about intensifying development and making a bad situation worse. In this case, however, other public benefit issues should be considered. First, the area around Page Field is already fairly intense urban development, so the proposed development plan could be considered urban infill, and could help make transit a more viable transportation option in the area. It should also be recognized that the development proposals will help generate revenue to support the operations of Page Field, making it more self-sustaining and obviating the need for tapping into other, limited transportation revenue sources.

One other transportation-related issue needs to be addressed, and that is the potential realignment of South Drive to connect to Danley Drive. Although not part of the long range transportation plan, the realignment has been identified in the Page Field Airport Layout Plan and through the Community Planning process for the Page Park neighborhood as desirable, to allow a reconfiguration of property for future development in support of the airport, to consolidate pieces of Jerry Brooks Park, and to address cut-through traffic concerns for the Page Park neighborhood. Any staff recommendations in this regard should be consistent with the concurrent recommendations for the Page Park Community Plan.

Staff concludes that the plan amendment does cause a need to modify the FSUTMS model data, and that the modifications proposed by the applicant are justified. The request, on its own, does not require any transportation network modifications due to traffic.

Staff also notes that there is currently no concurrency issue for the surrounding roadways that would be accessed by the expanded uses at Page Field. For example, Fowler Street has an adopted Level of Service (LOS) of "E," and the 2007 Lee County Concurrency Report indicates an existing volume at LOS "D." The 2007 Report also indicates that U.S. 41 has not exceeded its adopted LOS. The airport projects could therefore receive a local Development Order and Concurrency Certificate.

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 Page Field General Aviation Airport as directed by the Master Plan through the year 2020 will not affect Lee County population projections. The demand for services at Page Field is the result of increasing growth in the area in population, business activity and tourism, which would occur without this facility. Users of Page Field will be those residing in and visiting the area who use air travel as a primary mode of transportation, primarily for business purposes, or recreational travel. The proposed Comprehensive Plan 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. Staff notes that the recent EAR based amendments incorporated allocations out to the Year 2030.

ENVIRONMENTAL CONSIDERATIONS

The application includes the required Environmental Analysis concerning environmental impacts as a result of the proposed amendment. The analysis provides that "there are no on-site preserves or conservation easements within the boundaries of Page Field." The application also provides that "preservation of green space that could attract wildlife could be hazardous to air operations at the airport and is an incompatible land use according to the Federal Aviation Administration (FAA).

The analysis includes a "Protected Species Assessment" that discusses the resident population of Florida burrowing owls. Burrowing owls utilize Page Field for nesting activity. They are the only documented listed species to regularly utilize airport property. Concerning this owl population, the application provides the following discussion:

...As of June 6, 2007 there were ten (10) active burrowing owl nest burrows occupying airport property. The location of these burrows is shown on Exhibit IV.C.5. There is no management plan in place at Page Field for the burrowing owls. All owl species, occurring in North America, are listed as potential wildlife hazards to air carrier operations according to the FAA, and therefore they cannot be managed for on airport property.

The application also contains a discussion of an incidental-take permit from the Florida Fish and Wildlife Conservation Commission (FWC) that is required to destroy any inactive burrowing owl burrow:

A burrow is determined to be inactive if it contains no eggs or flightless young. In the past the Lee County Port Authority (LCPA) requested individual permits for each specific development project at Page Field to impact a burrowing owl burrow. In 2005, in anticipation of future development in the North and West Quadrants, LCPA sought an airport-wide incidental-take permit for Page Field, which was issued on November 7, 2005. This permit expires on December 31, 2008 and allows the permittee, or designee, who is knowledgeable in burrowing owl ecology, to destroy inactive nest burrows within proposed development footprints during construction. The LCPA is required to submit an annual report to FWC for any activities conducted at Page Field pursuant to this permit.

The Environmental Assessment includes a discussion of land use habitat types that occur on the airport property. Habitat types were delineated in accordance with the Florida Land Use Cover and Forms

Classification System. The dominate land cover type is maintained grass area (220.38 acres or 39.55% of the subject site), closely followed by the airport and associated facilities (186.6 acres or 33.49% of the subject property). The Assessment concludes that the subject property does not contain any rare and unique uplands as defined by the Lee Plan.

SOILS

The applicant has provided a soils map.

HISTORIC RESOURCES

The application includes a letter, dated April 12, 2007, from the Division of Historical Resources, Florida Department of State. This letter provides the following:

In response to your inquiry of April 12, 2007, the Florida Master Site File lists one previously recorded archaeological site, and no standing structures in the following parcel of Lee County:

T45S, R24E, Section 01

The application includes a brief printout from these files, as well as a map that essentially cover the entire subject site.

Lee County staff note that there are no areas on the airport property designated in the area of archaeological sensitivity. Staff is aware of the use of the property as an army training facility during World War II. Staff is not aware of any historic or archaeological resources occurring on this site. The Port Authority will not be required to obtain a "Certificate to dig" from Lee County prior to or in conjunction with the issuance of a final development order as none of the property has been designated as being within the "Sensitivity Level 2" areas as defined by the Land Development Code.

SCHOOL IMPACTS

Staff concurs with the applicant that the proposed amendment will have no affect on the School Board's plans to accommodate growth in the County.

PARKS, RECREATION AND OPEN SPACE

The proposed amendment will have minimal impacts on parks, recreation and open space. The proposed future land use designation of Airport does not allow residential uses, existing and proposed support facilities provided by Lee County Parks and Recreation will not be impacted by the proposed amendment.

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

The Lee County Port Authority has committed in (sic) providing the necessary open space requirements outlined in the Land Development Code. This requirement is easily met due to the large amount of open space required for the runway environment by the Federal Aviation Administration. Also included and allowed by the Land Development Code is the inclusion of the storm water management ponds located on the site.

EMERGENCY MEDICAL SERVICES (EMS)

Lee County EMS staff have reviewed the request and provided written comments dated September 4, 2007. These comments are reproduced below:

I, Kim Dickerson, authorized by the Lee County Emergency Medical Services (EMS) confirm with my signature below, that Lee County EMS has no concern with the Service Availability Request from Johnson Engineering for the Lee County Port Authority - Page Field Comprehensive Plan Amendment.

The Comprehensive Plan Amendment for the Page Field parcels will not create a negative impact on our service level.

SOLID WASTE

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 July 8, 2008. This letter, in part, provides the following:

The Lee County Solid Waste Division is capable of providing solid waste collection service for the Lee County Port Authority project located at Page Field, including the additional proposed intensity, 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 have reviewed the request and provided that they do not see any issues or concerns with the proposed amendment.

POLICE

The Port Authority maintains an Airport Police and Security Department that provides law enforcement and security services at Page Field. The Port Authority Police Department reviewed the request and provided written comments dated July 9, 2008. These comments are reproduced below:

We have been requested by your office to comment on the adequacy of providing law enforcement services at Page Field Airport. As you may know, 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.

The Lee County Sheriff's Office reviewed the request and provided written comments dated July 16, 2008. These comments, in part, are reproduced below:

The Lee Plan amendment (sic) identified as the Page Field Master Airport Plan would not affect the Lee County sheriff's Office ability to provide core services at this time.

FIRE

The Port Authority maintains an Aircraft Rescue and Fire Fighting Department to provide fire and medical rescue services at Page Field Airport. The Port Authority Aircraft Rescue and Fire Fighting Department reviewed the request and provided written comments dated July 31, 2007. These comments, in part, are reproduced below:

We provide all fire protection and nonambulatory medical services to Page Field. The fire rescue personnel, vehicles and equipment are housed on airport property which allows for a minimal response time to any airport emergency.

Fire Station 1 at Page Field is staffed 24/7 with two (2) fire fighters, with at least one being an Emergency Medical Technician (EMT). Additional fire rescue support is provided by Station 2 at the Southwest Florida International Airport; ambulatory services are provided by the Lee County emergency Medical Services (EMS), both on an as-needed basis. By working within a network of local mutual aid responders, we provide excellent professional fire and medical rescue services to all operators and tenants at the Page Field General Aviation Airport.

UTILITIES

The subject site is currently served by Lee County for both potable water and sanitary sewer services. The application includes the required potable water and sanitary sewer analysis. Lee County Utilities staff has reviewed the request and offered no objection to the amendment. Staff has concluded that there is adequate capacity to accommodate the proposed expanded uses.

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 land use category is considered a Future Urban Area by the Lee Plan. The amendment is proposing to make an adjustment to the "Airport" land use designation on Map 1 by adding Page Field to this category. Objective 1.2 describes the "Southwest Florida International Airport Area." The amendment proposes additional language for Objective 1.2 and subsequent policies to incorporate the ongoing update to the Airport Master Plan for Page Field.

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 Industrial/Business 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. The area currently has 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 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 Page Field, as well as the surrounding commercial and industrial development. The inclusion of proposed Map 3G and Table 5(b) will allow the Port Authority an opportunity to enter into lease agreements with private developments that choose to be located in close proximity to Page Field 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 158.

The proposed plan amendment furthers and advances Goal 46. Goal 46 seeks to provide a coordinated system of railways, aviation, ports, and roads. The amendment also furthers and advances Objective 47.6. Objective 47.6 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.

B. CONCLUSIONS

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

C. STAFF RECOMMENDATION

Staff recommends that the Board of County Commissioners transmit the proposed plan amendment. This recommendation includes incorporating a new map, Maps 3G, into the Transportation Map series as well as the text changes included in Part I.C. The recommendation also includes placing Page Field into the "Airport" Future Land Use designation on Map 1.

PART III - LOCAL PLANNING AGENCY REVIEW AND RECOMMENDATION

DATE OF PUBLIC HEARING: August 25, 2008

A. LOCAL PLANNING AGENCY REVIEW

Planning staff made a presentation and listed changes that had been made to the staff report. One member asked Port Authority staff if there was sufficient square footage allocated for the various listed uses. Port Authority staff indicated that the amount of square footage may need to be adjusted in the future. The member stated the importance of the airport as an economic generator. Planning staff stated that changing conditions may require that the square footage be revised in the future.

B. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. RECOMMENDATION:

The LPA recommends that the Board of Commissioners transmit the proposed amendment.

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

The LPA accepts the finding of fact as advanced by staff.

C. VOTE:

NOEL ANDRESS	AYE
LES COCHRAN	AYE
RONALD INGE	AYE
JACQUE RIPPE	AYE
CARLETON RYFFEL	ABSENT
LELAND M. TAYLOR	AYE
RAE ANN WESSEL	AYE

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

DATE OF TRANSMITTAL HEARING: October 22, 2008

A. BOARD REVIEW: This plan amendment was scheduled on the Board's Consent Agenda. One member of the public addressed the Board in opposition to the amendment. This member of the public expressed concerns that the amendment would negatively impact their property citing increased noise from jet aircraft. The item was pulled by the Board for Discussion. Planning staff provided a brief summary of the proposed amendment. Port Authority staff and the Port Authority consultant also addressed the Board concerning the proposed amendment and the expressed noise concern. The Board also discussed the proposed South Road re-alignment and the need for further discussions concerning design, options, and funding. The Board directed staff to schedule in the future a Management and Planning meeting with the Board to further discuss the proposed re-alignment.

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

- 1. BOARD ACTION:** The Board voted to **transmit** the proposed amendment as drafted by the staff.
- 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 Florida Department of Community Affairs (DCA) Objections, Recommendations and Comments report (ORC) contained the following concerning this proposed amendment:

K. Amendment 2007-48: *A proposed amendment intended to exempt the Page Field Airport from development of regional impact (DRI) review under the provisions of Section 163.3177(6)(k), F.S. The Department raises the following objections to proposed Amendment 2007-48:*

10. Objection (Amendment Authority): In regard to future expansion of Page Field General Aviation Airport boundaries, the proposed Future Land Use Element Policy 1.9.3 states that "the Port Authority will amend Map 3G, Table 5(b) and the Future Land Use Map to reflect the land added to Page Field General Aviation Airport." Policy 1.9.3 authorizes the Port Authority to amend the Comprehensive Plan and this is not consistent with Chapter 163, Part II, F.S. The proposed Amendment 2007-48 does not establish comprehensive plan policies addressing the following: (1) consistency of development at the Page Field Airport with the Lee County Metropolitan Planning Organization Long-Range Transportation Plan; (2) the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport.

Rules 9J-5.006(3), F.A.C.; and Sections 163.3167; 163.3177(6)(a and k); 163.3184; and 163.3189, F.S.

Recommendation: *Revise Future Land Use Element Policy 1.9.3 to allow Lee County (Board of County Commissioners) to amend the Comprehensive Plan. Revise the amendment to establish comprehensive plan policies addressing the following: (1) consistency of development at the Page Field Airport with the Lee County Metropolitan Planning Organization Long-Range Transportation Plan; (2) the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport.*

11. Objection (Transportation Planning): The results of a traffic study (prepared by Reynolds, Smith and Hills, Inc., August 2007) were transmitted with the proposed amendments as supporting data and analysis. The traffic study does not analyze the projected operating roadway level of service for the five-year and long-term planning timeframes based on the maximum development potential of land uses allowed by the proposed Table 5(b) and growth in background traffic. The traffic study does not identify assumptions regarding trip generation and trip distribution based on the maximum development potential of land uses allowed by the proposed Table 5(b) and demonstrate that these assumptions are professionally acceptable. Thus, the proposed amendment is not appropriately supported by a professionally acceptable traffic analysis that demonstrates the adopted level of service standards will be achieved and maintained for the five-year and long-term planning timeframes and that any roadway improvements that are needed to maintain level

of service are coordinated with the Transportation Element and Capital Improvements Element, including a financially feasible five-year schedule of capital improvements. The amendment is not appropriately supported by data and analysis demonstrating that the amendment is consistent with the requirements of Section 163.3177(6) (k), F.S., regarding: (1) the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport; and (2) consistency with the local government transportation circulation element and applicable metropolitan planning organization long-range transportation plans.

Rules 9J-5.005(2) and (5), 9J-5.019(3)(f, g, h and i); 9J-5.019(5)(a and b); 9J-5.016(1)(a); 9J-5.016(2)(b, c and f); 9J-5.016(4), F.A.C.; and Sections 163.3175; 163.3177(2), (3), (8) and (10); 163.3177(6)(a, j and k); 163.3177(6)(h)1 and 2, F.S.

Recommendation: Revise the traffic study to analyze the projected operating roadway level of service for the five-year and long-term planning timeframes based on the maximum development potential of the land uses allowed by the proposed Table 5(b) and growth in background traffic. Demonstrate coordination of land use with the planning for transportation facilities as well as coordination with the Transportation Element and Capital Improvements Element. Revise the Transportation Element, Capital Improvements Element and Future Land Use Element, as necessary, to be consistent with and supported by the data and analysis and to achieve internal consistency with the Airport Master Plan. The Five-Year Schedule of Capital Improvements should be revised to include any needed improvements to maintain the adopted level of service within the five-year planning timeframe. Include data and analysis demonstrating coordination of the amendment with the plans of the Florida Department of Transportation and the Metropolitan Planning Organization. Revise the amendments, as necessary, to be consistent with and supported by the data and analysis. The plan should be revised to include strategies to address any deficiencies projected for the long-range planning timeframe.

12. Comment: The proposed Amendment 2007-48 is intended to exempt the Page Field Airport from development of regional impact (DRI) review under the provisions of Section 163.3177(6)(k), F.S. Although most of Page Field Airport is located within unincorporated Lee County, a small portion of Page Field Airport is located in the City of Fort Myers. The County does not have planning jurisdiction in Fort Myers. The County should be aware that the portion of Page Field that is not within the unincorporated area of Lee County does not qualify for the DRI exemption through the Lee County Comprehensive Plan Amendment 2007-48. The City of Fort Myers Comprehensive Plan would need to be amended pursuant to Section 163.3177(6)(k), F.S., for the portion of Page Field that is within Fort Myers to be exempted from DRI review. Alternatively, a joint planning agreement could be executed between the County and Fort Myers authorizing the County and Fort Myers to jointly exercise comprehensive planning power for the incorporated area, and then the County could amend the County Comprehensive Plan to establish the DRI exemption for the incorporated area.

B. STAFF RESPONSE

The Lee County Port Authority's representatives have prepared a response to the DCA ORC report. Lee County staff has worked closely with the Port Authority and their representatives in preparing this response. The Port Authority's response, dated February 3, 2009, has been attached to this staff report. This response recommends that two Policies be modified to address the DCA concerns. The modifications

below are shown in double underlined strike-through format from the transmitted language. New language is depicted by double underlining.

The first is to Policy 1.9.3 to partially address Objection #10. Staff read the intent of this policy as that the Port Authority would be the responsible agency for initiating plan amendments relating to the expansion of the existing airport facilities. Staff believes that the Port Authority adequately addresses DCA's Objection. The proposed revision to Policy 1.9.3 is as follows:

POLICY 1.9.3: If the Port Authority determines expansion of the Page Field General Aviation Airport boundaries are is necessary in order to provide continued viability to Page Field as a reliever to Southwest Florida International Airport, then the Port Authority will submit to the Board of County Commissioners the appropriate application and support documentation to amend Map 3G, Table 5(b) and the Future Land Use Map to reflect the land added to Page Field General Aviation Airport.

The second Policy revision is to Policy 47.6.1 to also address Objection #10. The proposed modification is to ensure continuing consistency between future development at Page Field General Aviation Airport and the MPO Long Range Transportation Plan. The policy has also been modified to demonstrate how the proposed comprehensive plan amendment will support the provision of regional transportation facilities for the efficient use and operation of the transportation system and airports. Staff notes that development projects are coordinated through the Port Authority's participation in the Metropolitan Planning Organization and the development of the Long Range Transportation Plan. The proposed revision to Policy 47.6.1 is as follows:

POLICY 47.6.1: The Port Authority will coordinate and obtain approval for airport development from the County through the annual capital improvement planning and programming process; local permitting process; Airport Master Plan Update process; and, the Lee Plan amendment process to ensure compatibility with other County programs. The Port recognizes will provide Lee County copies of the annual Capital Improvement Plan or other similar document for the Southwest Florida International Airport and Page Field General Aviation Airport. Airport development will remain consistent with the MPO Long Range Transportation Plan and will support the provision of regional transportation facilities for the efficient use and operation of the transportation system and airports. Additional specific coordination requirements are contained in Objective 151.4 and subsequent policies.

Staff believes that the above discussed modifications are consistent with the DCA's recommendation under Objection #10 and that these modifications should be adopted with this proposed amendment.

DCA ORC Objection #11 addresses Transportation Planning. The Port Authority response provides a summary of the methodology used both for the five year transportation analysis (2012) and long term (2030) planning time frame. The analysis has demonstrated that there will be no significant and adverse impact due to the proposed traffic as a result of the amendment.

Concerning Comment #12 the Port Authority acknowledges that Lee County does not have planning authority over the incorporated area of the City of Fort Myers. Staff is and has been aware of this jurisdictional issue from the start of this effort and recognizes that the portion of Page Field General

Aviation Airport lying within the City of Fort Myers does not qualify for the DRI exemption under the proposed plan amendment.

C. STAFF RECOMMENDATION

Planning staff recommends that the Board of County Commissioners adopt the proposed amendment to the Lee Plan. This recommendation includes two map amendments, replacing Map 3G and placing Page Field into the "Airport" Future Land Use category. The recommended text changes are included below:

FUTURE LAND USE ELEMENT:

OBJECTIVE 1.2: SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AND PAGE FIELD GENERAL AVIATION AIRPORT AREAS. 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. Designate on the Future Land Use Map existing and proposed development areas for Page Field General Aviation Airport. 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 respective Airport Layout Plans 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)

POLICY 1.2.1: Airport Lands includes the existing facility and projected growth areas for the Southwest Florida International Airport's ~~existing facility and projected growth areas~~ and Page Field General Aviation Airport through the year 2030. ~~These areas will~~ The Airport Lands comprising the Southwest Florida International Airport includes airport and airport-related development as well as non-aviation land uses as proposed in the approved 2003 Airport Master Plan update and as depicted on the Airport Layout Plan sheet (Map 3F) and the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)). This mix of uses is intended to support the continued development of the Southwest Florida International Airport. Future development at the Southwest Florida International Airport will also include non-aviation related land uses such as hotels/motels, light industrial, service stations, ancillary retail/shopping, and office development. Any future airport expansion or development of aviation-related and non-aviation uses at Southwest Florida International Airport will offset environmental impacts through the Airport Mitigation Lands Overlay (Map 3M) or other appropriate mitigation acceptable to the permitting agencies and to Lee County. The physical design of the airport expansion will minimize any degradation of the recharge capability of land being developed. Airport expansion beyond the present boundaries will be subject to necessary amendments to the Lee Plan.

All development on Airport Lands comprising Southwest Florida International Airport must be consistent with Map 3F and Table 5(a). Map 3F depicts the planned expansion of the Southwest Florida International Airport through 2020.

Future development on Airport Lands comprising Page Field General Aviation Airport must be consistent with Objective 1.9 and related policies as well as Map 3G and Table 5(b).

If the airport master planning process precipitates a substantive change to the Airport Layout Plan (Map 3F or Map 3G), then the Port Authority must amend Map 3F or Map 3G, as appropriate, prior to obtaining local development approval.

The non-aviation related development areas have been depicted on the approved Airport Layout Plan sheets (Maps 3F and 3G). These uses will be constructed upon Airport lands with long term leases. All development within the non-aviation land use areas will be subject to mitigation requirements for wetland impacts. Mitigation of wetland impacts will be in accordance with the U.S. Army Corps of Engineers and South Florida Water Management District requirements. To the greatest extent reasonably possible, development of non-aviation land use areas must avoid wetland impacts. All non-aviation land use development will meet the indigenous vegetation requirements set forth in the Lee County Land Development Code. (Amended by Ordinance No. 94-30, 00-22, 04-16, 07-12)

POLICY 1.2.4: The Airport AOPD zoning resolution must be amended before any non-aviation related uses can be developed at the Southwest Florida International Airport. The intensity of the proposed aviation and non-aviation land uses at Southwest Florida International Airport must be consistent with Lee Plan Table 5(a). The Page Field General Aviation Airport project must be rezoned to AOPD prior to development of the new non-aviation uses proposed in Map 3G and Table 5(b). (Added by Ordinance No. 04-16)

OBJECTIVE 1.9 PAGE FIELD GENERAL AVIATION AIRPORT. Page Field General Aviation Airport plays a vital role as a reliever airport facility to Southwest Florida International Airport. In its role as a reliever airport, Page Field reduces general aviation traffic from Southwest Florida International Airport, thereby increasing the capacity and efficiency of the International Airport. Therefore, it is important to designate the land comprising the Page Field General Aviation Airport as Airport Lands on the Future Land Use Map. This designation should include adequate land to accommodate the projected growth needs of Page Field General Aviation Airport in its continued role as an airport reliever, including the industrial, commercial and office uses necessary to continue viable aviation activity through 2025.

POLICY 1.9.1: In order to create the revenue source necessary to maintain Page Field General Aviation Airport as a viable aviation operation and reliever to Southwest Florida International Airport, the Port Authority seeks to establish non-aviation uses on the Page Field General Aviation Airport property. Suitable locations for these non-aviation uses are designated on the Page Field Airport Layout Plan adopted as Lee Plan Map 3G. The Page Field Airport Layout Plan sheet (Map 3G) was adopted by the Federal Aviation Administration as part of the 2002 Page Field Airport Master Plan Update. This update and documents comprising the 2002 Master Plan approval are incorporated into the Lee Plan by reference as support for adoption of Map 3G and Table 5(b).

POLICY 1.9.2: The Page Field Airport Layout Plan (Map 3G) identified existing facilities and projected growth areas for both aviation and non-aviation uses through 2025. The mix of uses is identified on Table 5(b). This mix of uses is intended to support the continued future development of Page Field General Aviation Airport and includes aviation and non-aviation related land uses such as light industrial and office development and expands the non-aviation uses to include retail development. Development of the aviation and non-aviation uses on Page Field General Aviation

Airport property must be consistent with Map 3G and Table 5(b) and will be required to comply with the Lee County Land Development Code regulations, including, but not limited to, the impact fee regulations. Any environmental mitigation deemed necessary to support development of Page Field General Aviation Airport property will be addressed separately by each development project and is not entitled to claim a benefit from the Airport Mitigation Lands Overlay area (Map 3M).

POLICY 1.9.3: If the Port Authority determines expansion of the Page Field General Aviation Airport boundaries is necessary in order to provide continued viability to Page Field as a reliever to Southwest Florida International Airport, then the Port Authority will submit to the Board of County Commissioners the appropriate application and support documentation to amend Map 3G, Table 5(b) and the Future Land Use Map to reflect the land added to Page Field General Aviation Airport.

POLICY 1.9.4: The Page Field Airport Master Plan and Airport Layout Plan will be updated no less than every 5-8 years, with the next amendment anticipated to be approved by the Federal Aviation Administration in 2010. A comprehensive plan amendment will be submitted by the Port Authority to update Map 3G and Table 5(b) to reflect the updated Page Field Master Plan as approved. The planning horizon used for the master plan update should be consistent with the Lee Plan Horizon, which can be verified by Lee County as part of the Master Plan Update process. Lee County staff will be included in the Master plan update process as required under the terms of the existing memorandum of understanding regarding airport development.

POLICY 1.9.5: The Port Authority will seek to eliminate or modify existing uses on the Page Field property deemed incompatible with existing aviation activity or causing a diminution in the Page Field Airport capacity. In order to protect Page Field as a Southwest Florida International Airport reliever, the Port Authority will use its capacity/authority as a reviewing entity to influence land-use decisions and approvals with respect to development of the lands surrounding Page Field in order to promote development that is compatible with the aviation activity at Page Field General Aviation Airport.

POLICY 1.9.6: Development on Page Field lands must be consistent with the Airport Layout Plan (Map 3G). If the Page Field Airport Master Plan or Airport Layout Plan set is amended or updated by the Port Authority in a manner that constitutes a substantive change from Map 3G or Table 5(b), local development order approval may be delayed or denied pending a Lee Plan Amendment, by the Port Authority, with respect to Map 3G and Table 5(b).

POLICY 1.9.7: Non-aviation development areas at Page Field Airport, as depicted on Map 3G, will be developed under long term land leases. All non-aviation development must comply with Land Development Code regulations, including payment of impact fees. The intensity of non-aviation development must be consistent with Table 5(b).

POLICY 1.9.8: Future non-aviation areas depicted on the Airport Layout Plan (Map 3G) will be developed, to the greatest extent possible, within existing upland areas. Impacts to wetlands in the future non-aviation areas will be minimized by site design whenever possible in compliance with the Lee County Land Development Code.

POLICY 1.9.9: Future aviation and non-aviation development at Page Field General Aviation Airport must comply with the provisions of the Educational Restriction Zone established under Florida Statutes, section 333.03 and the School Zone Map adopted as part of the Lee County Land Development Code.

TRANSPORTATION ELEMENT

OBJECTIVE 47.1: ECONOMIC GROWTH. To aid in the diversification of the county's economic growth ~~The capacity and long term development of the Southwest Florida International Airport and Page Field General Aviation Airport will be expanded in compliance with Maps 3F and 3G, and Table 5(a) and 5(b). 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 Plans (Map 3F and 3G). 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)

POLICY 47.1.1: The Port Authority will coordinate the implementation of scheduled infrastructure and facility improvements for the Southwest Florida International Airport and Page Field General Aviation Airport consistent with the approved Airport Layout Plan sheets (Map 3F and Map 3G, respectively) and the ~~Southwest Florida International Airport Proposed Development Schedules~~ (Table 5(a) and (b), respectively). (Amended by Ordinance No. 98-09, 99-15, 04-16)

POLICY 47.2.5: The county will utilize the approved Airport Master Plans and FAR Part 150 Study, including updates, as a basis to amend the comprehensive land use plan and the land development code to prohibit development that is incompatible with the Southwest Florida International Airport or Page Field General Aviation Airport; and, to ensure future economic enhancement consistent with Objective 46.2. Future updates of the Southwest Florida International Airport Master Plan and Page Field General Aviation Airport Master Plan that precipitate substantive changes to the Airport Layout Plans (Map 3F and Map 3G, respectively) will require a Lee Plan Amendment prior to local permitting approval for the affected airport. In accordance with FAA requirements, the Southwest Florida International Airport Master Plan and corresponding Airport Layout Plan (Map 3F) will be comprehensively updated at least once every 5 to 8 years. (Amended by Ordinance No. 99-15, 04-16)

POLICY 47.3.4: The proposed development schedule for the Southwest Florida International Airport through the year 2020 is depicted in Table 5(a) of the Lee Plan. The proposed development schedule for the Page Field General Aviation Airport through the year 2025 is depicted in Table 5(b) of the Lee Plan. ~~This Table~~ These Tables includes both aviation and non-aviation related development. If the FAA/FDOT mandate navigational improvements (NAVAIDS) or require improvements related to Airport security or safety at Southwest Florida International Airport or Page Field General Aviation Airport, then the Port Authority may pursue installation of the improvement even though the improvement is not specifically identified on Table 5(a) or Table 5(b). However, the Port Authority must obtain all appropriate approvals and permits prior to installation, including approval from Lee County. If these improvements precipitate a substantive

change to ~~either Table 5(a), Table 5(b), or Map 3F, or Map 3G,~~ then the Port Authority must pursue a Lee Plan amendment incorporating the changes in the next available amendment cycle. (Added by Ordinance No. 04-16)

POLICY 47.6.1: The Port Authority will coordinate and obtain approval for airport development from the County through the annual capital improvement planning and programming process; local permitting process; Airport Master Plan Update process; and, the Lee Plan amendment process to ensure compatibility with other County programs. The Port recognizes will provide Lee County copies of the annual Capital Improvement Plan or other similar document for the Southwest Florida International Airport and Page Field General Aviation Airport. Airport development will remain consistent with the MPO Long Range Transportation Plan and will support the provision of regional transportation facilities for the efficient use and operation of the transportation system and airports. Additional specific coordination requirements are contained in Objective 151.4 and subsequent policies.

INTERGOVERNMENTAL COORDINATION ELEMENT

OBJECTIVE 151.4: COORDINATION OF AIRPORT DEVELOPMENT AND IMPROVEMENTS AT THE SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AND PAGE FIELD GENERAL AVIATION AIRPORT WITH ALL PERMITTING AGENCIES. The Port Authority will coordinate with Lee County, the Southwest Florida Regional Planning Council, the Florida Department of Community Affairs, Federal Aviation Administration, and the Florida Department of Transportation to ensure that the development of the Southwest Florida International Airport and the Page Field General Aviation Airport is consistent with the Lee Plan. (Added by Ordinance No. 04-16)

POLICY 151.4.1: Port Authority staff will ensure that Lee County staff is directly involved in the review and approval process related to the ongoing update of the Airport Master Plan for Southwest Florida International Airport and Page Field General Aviation Airport. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Layout Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments to the Airport zoning approvals and compliance with the Lee County Land Development Code. (Added by Ordinance No. 04-16)

POLICY 151.4.2: The Port Authority will submit and County staff will review and provide comments regarding the following:

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

(2) Consistency of proposed amendments to the Airport Master Plan and resulting Airport Layout Plan for Southwest Florida International Airport (Map 3F) and Page Field General

Aviation Airport (Map 3G) with the Lee Plan, Land Development Code (LDC) and local zoning approvals.

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

(4) Proposed Lee Plan Amendments necessary to support revisions to the Airport Layout Plan for Southwest Florida International Airport (Map 3F) and Page Field General Aviation Airport (Map 3G), the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)), the Page Field General Aviation Airport Proposed Development Schedule (Table 5(b)), the Airport Master Plans for Southwest Florida International Airport and Page Field General Aviation Airport, or CIP project list. (Added by Ordinance No. 04-16)

GLOSSARY

AIRPORT LAYOUT PLAN - A map of existing and proposed airport property, facilities and development that is created as a result of the Airport Master Planning process. The Airport Layout Plan for Southwest Florida International Airport is adopted as Map 3F, and the Airport Layout Plan for Page Field General Aviation Airport is adopted as Map 3G. (Added by Ordinance No. 04-16)

NON-AVIATION RELATED USES - This phrase refers to the commercial and industrial land uses identified on the Southwest Florida International Airport Layout Plan (Map 3F), and Table 5 the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)), the Page Field General Aviation Airport Layout Plan (Map 3G), and the Page Field General Aviation Airport Proposed Development Schedule (Table 5(b)). Non-aviation related uses are typically developed in non-aviation settings. Non-aviation uses may be enhanced by proximity to an airport, but these uses are not dependent on access to an airport. These uses could be developed in other locations within the County. Non-aviation related uses will be established on Airport lands through lease agreements with the Port Authority. The areas identified to accommodate these non-aviation uses are not necessary to support the primary aviation facilities comprising the Southwest Florida International Airport or the Page Field General Aviation Airport. Use of Airport lands for non-aviation use is intended to provide a revenue stream that may be used to enhance airport operations. Though located on airport property, the establishment of non-aviation uses is not necessary for the continued function of the primary aviation facilities associated with the airport. (Added by Ordinance No. 04-16)

PAGE FIELD GENERAL AVIATION AIRPORT PROPOSED DEVELOPMENT SCHEDULE (TABLE 5(b)) - This Table depicts the proposed development schedule for the Page Field General Aviation Airport through the year 2025. The Table will be updated by Lee Plan amendment based on future Airport Master Plan and Airport Layout Plan updates.

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT PROPOSED DEVELOPMENT SCHEDULE (TABLE 5(a)) - This Table depicts the proposed development schedule for the Southwest Florida International Airport through the year 2030. (Added by Ordinance No. 04-16, Amended by Ordinance No. 07-12).

SUBSTANTIVE CHANGE - As used in Policies 47.2.5 and 47.3.4, the term “substantive change” means development not specifically stated or identified in Table 5(a) or Table 5(b), or depicted on Map 3F or Map 3G. (Added by Ordinance No.04-16)

Vision Statement

10. Gateway/Airport - This Community is located South of SR 82, generally east of I-75, and north of Alico Road including those portions of the Gateway development that either have not been or are not anticipated to be annexed into the City of Fort Myers, the Southwest Florida International Airport and the properties the airport expects to use for its expansion, the lands designated as Tradeport, and the land designated as Industrial Development west of I-75 north of Alico Road. In addition to these two land use designations, properties in this community are designated New Community (the Gateway development), Airport, Density Reduction/Groundwater Resource (primarily the anticipated airport expansion areas), Rural, and General Interchange. The road network in this community is planned to change dramatically over time creating access to and from this community to the north, south, and east without relying on I-75. There are three distinct areas within this community. The Gateway portion of this community is the area where residential uses will occur. Gateway will be a thriving, nearly built-out, mixed-use community in 2020. The population of this community is anticipated to grow substantially from today to 2030.

The second area in this community is the Southwest Florida International Airport. The airport will be greatly expanded by 2030. The expanded airport will have a second parallel runway and a new terminal building that will more than double the existing capacity of the airport. Development will be guided by the Airport Layout Plan (as established through the airport master plan process) consistent with the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)) and all other Lee Plan provisions.

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

DATE OF ADOPTION HEARING: February 25th, 2009

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



February 3, 2009

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

Re: CPA2007-48 Page Field Airport Lee Plan Amendment

Dear Mr. Noble: *MATT:*

On behalf of the applicant, the Lee County Port Authority, we have prepared the following response to the Florida Department of Community Affairs (DCA) Objections, Recommendations and Comments (ORC) report, dated January 16, 2009. Please note that we have incorporated into our narrative the relevant text from the ORC report (in **bold**) and have used DCA's numbering sequence for reference purposes.

10. Objection (Amendment Authority): In regard to future expansion of Page Field General Aviation Airport boundaries, the proposed Future Land Use Element Policy 1.9.3 states that "the Port Authority will amend Map 3G, Table 5(b) and the Future Land Use Map to reflect the land added to Page Field General Aviation Airport." Policy 1.9.3 authorizes the Port Authority to amend the Comprehensive Plan and this is not consistent with Chapter 163, Part 11, F.S. The proposed Amendment 2007-48 does not establish comprehensive plan policies addressing the following: (1) consistency of development at the Page Field Airport with the Lee County Metropolitan Planning Organization Long-Range Transportation Plan; (2) the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport.

Rules 95-5.006(3), F.A.C.; and Sections 163.3 167; 163.4 177(6)(a and k); 163.3 184; and 163.3 1\89, F.S.

RESPONSE: The applicant has amended the proposed comprehensive plan amendment to address the DCA Objection. The amendments are as follows:

1. Proposed Policy 1.9.3 has been amended to recognize the authority of the Lee County Board of County Commissioners to amend the Lee County comprehensive plan. The amended policy language is as follows:

Policy 1.9.3: If the Port Authority determines expansion of the Page Field General Aviation Airport boundaries are is necessary in order to provide continued viability to Page Field as a reliever to Southwest Florida International Airport, then the Port Authority will submit to the Board of County Commissioners the appropriate application and support documentation to amend Map 3G, Table 5(b) and the Future Land Use Map to reflect the land added to Page Field General Aviation Airport.

2. The proposed amendment to Lee Plan Policy 47.6.1 has been amended to establish consistency between future development at Page Field General Aviation Airport and the MPO Long Range Transportation Plan. The policy also has been amended to demonstrate how the proposed comprehensive plan amendment will support the provision of regional transportation facilities for the efficient use and operation of the transportation system and airports:

Policy 47.6.1: The Port Authority will coordinate and obtain approval for airport development from the County through the annual capital improvement planning and programming process; local permitting process; Airport Master Plan Update process; and, the Lee Plan amendment process to ensure compatibility with other County programs. The Port Authority will provide Lee County copies of the annual Capital Improvement Plan or other similar document for the Southwest Florida International Airport and Page Field General Aviation Airport. Airport development will remain consistent with the MPO Long Range Transportation Plan and will support the provision of regional transportation facilities for the efficient use and operation of the transportation system and airports. Additional specific coordination requirements are contained in Objective 151.4 and subsequent policies. (Amended by Ordinance No. 99-15, 04-16).

11. Objection (Transportation Planning): The results of a traffic study (prepared by Reynolds, Smith and Hills, Inc., August 2007) were transmitted with the proposed amendment as supporting data and analysis. The traffic study does not analyze the projected operating roadway level of service for the five-year and long-term planning timeframes based on the maximum development potential of land uses allowed by the proposed Table 5(b) and growth in background traffic. The traffic study does not identify assumptions regarding trip generation and trip distribution based on the maximum development potential of land uses allowed by the proposed Table 5(b) and demonstrate that these assumptions are professionally acceptable. Thus, the proposed amendment is not appropriately supported by a professionally acceptable traffic analysis that demonstrates the adopted level of service standards will be achieved and maintained for the five-year and long-term planning timeframes and that any roadway improvements that are needed to maintain level of service are coordinated with the Transportation Element and Capital Improvements Element, including a financially feasible five-year schedule of capital improvements. The amendment is not appropriately supported by data and analysis demonstrating that the amendment is consistent with the requirements of Section 163.3 177(6)(k), F.S., regarding: (1) the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport; and (2) consistency

with the local government transportation circulation element and applicable metropolitan planning organization long-range transportation plans.

Rules 95-5.005(2) and (5), 9J-5.019(3)(f, g, h, and i); 9J-5.019(5)(a and b); 95-5.016(1)(a); 9J-5.016(2)(b, c, and f); 95-5.016(4), F.A.C.; and Sections 163.3175; 163.3177(2), (3), (8), and (10); 163.3177(6)(a, j and k); 163.3177(6)(h)l and 2, F.S.

RESPONSE: The applicant has prepared the following response to the DCA Objection:

Page Field is an existing transportation facility that has been successfully incorporated into the existing Lee County comprehensive plan and MPO adopted long-range plans. As required by FDOT and the FAA updated airport Master Plans must coordinate with local governments and MPO to ensure that the updated airport plan is successfully included in local and regional MPO plans. FDOT and the FAA have both previously approved the Page Field Airport Master Plan. This technical coordination is being accomplished to ensure consistency of all three planning efforts.

Table 5(b) included in the proposed comprehensive plan amendment gives the details of existing and proposed development for the Page Field General Aviation Airport consistent with the adopted Airport Master Plan Update. The growth in the airport/aviation facilities and aviation operations was addressed in the proposed amendment analysis both for the five-year (2012) and long term (2030) planning time frames utilizing the adopted MPO model. The traffic analysis utilized the existing adopted model and was closely coordinated with the County and MPO staff to ensure accuracy of existing conditions (2007) displayed in the model results as well as model consistency in factors utilized to predict future trip generation. The land use data presented in Table 5(b) was converted from aviation development and non-aviation square footage numbers into more applicable modeling parameters consistent with the adopted model such as enplanements/employment for the aviation activities (ZDATA 3) and office/industrial/commercial employment for the non-aviation activities. The following data supports the incorporation of projected growth presented in Table 5(b) and was contained in the report.

- Table 4 shows that for TAZ 686 (Airport), ZDATA 2 (Employment Data) was increased from 580 total employees in 2007 to 677 in 2012 and 997 in 2030. This data is consistent with BEBR forecast for the county and FAA/FDOT approved forecast for the airport.
- Table 4 shows that for TAZ 686 (Airport), ZDATA 3 (Special Generator) was increased from 1500 attractions in 2007 to 1664 in 2012 and 2254 in 2030. This data is consistent with FAA/FDOT approved forecast of operations at the airport.

The growth in non-aviation land use listed in Table 5(b) as approximately 80,000 sq. ft. for commercial; 33,000 sq. ft. for office and 40,000 sq. ft. for light industrial was incorporated into the proposed amendment and supporting traffic analysis. Areas approved for non-aviation development were depicted on the adopted Airport Layout Plan. These six areas were conceptually evaluated to determine likely future development intensities and resultant square footages. In accordance with the approved modeling factors the building size was converted into

a ratio of employment suitable for input into the model (ZDATA 2). Non-aviation data was specifically separated from aviation related development in the analysis because the Port Authority and County have entered into an agreement requiring all non-aviation related development to be subject to local transportation impact fees. The following table data supports the incorporation of non-aviation land use growth. The number of employees calculated from this table was added to Tables 3 and 4 of the proposed amendment report as ZDATA 2. This data is consistent with Table 5(b).

PAGE FIELD SITE EMPLOYMENT ESTIMATES

Parcel #	Land Use	Acreage	Assumed FAR*	Building Size (Square Ft.)	Employment Rate/ 1000 Square Ft.	Employees	Total Employees per Parcel
1	Office ⁽²⁾	3.6	0.21	32931	4.0	132	160
	Light Industrial ⁽³⁾	1.9	0.19	15725	1.8	28	
2	Light Industrial ⁽³⁾	1.2	0.19	9932	1.8	18	18
3	Commercial (Service) ⁽¹⁾	1.8	0.18	14113	2.5	35	35
4	Commercial (Service) ⁽¹⁾	1.1	0.18	8825	2.5	22	22
5	Commercial (Retail) ⁽¹⁾	3.4	0.18	26659	2.5	67	92
	Light Industrial ⁽³⁾	1.7	0.19	14070	1.8	25	
6	Commercial (Retail) ⁽¹⁾	3.9	0.18	30579	2.5	76	76
Total						403	403

*FAR - Floor area ratio

- 1- Commercial land use total is 79,976 sq. ft. (approximately 80,000 sq. ft. as shown in Table 5(b))
- 2- Office land use total is 32,931 sq. ft. (approximately 33,000 sq. ft. as shown in Table 5(b))
- 3- Light industrial land use total is 39,727 sq. ft. (approximately 40,000 sq. ft. as shown in Table 5(b))

The report states that the inclusion of TIP and 2030 financially feasible projects are already included in the adopted MPO model as required. On page 5 of 12 of the proposed amendment the report states, "The 2007 and 2012 model socio-economic data (ZDATA) was interpolated using 2000 and 2030 data. An existing 2007 model network was developed using current aerial photography. The 2012 model network was developed using the Lee County MPO Transportation Improvement Program (TIP). Projects which had construction funding in the TIP were incorporated into the model. The long term analysis was completed using the 2030 financially feasible roadway network from the Long Range Transportation Plan."

There was no significant and adverse impact anticipated due to the Page Field Airport Master Plan Update amendment under the revised ZDATA scenario (the revision in ZDATA was coordinated with Lee County and MPO Staff). The conclusions section of the report states, "Table 7 shows the comparison of AADT/ LOS for "Revised ZDATA and Revised ZDATA plus Page Field Airport Master Plan (future planned airport development) models." The comparison of LOS for revised ZDATA model with and without planned growth as a result of the Page Field Airport Master Plan Update indicates that all the segments which have undesirable "LOS F" in the model with Page Field Airport Master Plan, will also have undesirable "LOS F" in "Revised ZDATA model" without Master Plan." This result is reasonable since the airport is approaching build-out and future planned expansions are modest. Continued future growth at the airport, as well as all future Airport Master Plan Updates, will be coordinated with the Lee County Comprehensive Plan and MPO Long Range Transportation Plan to ensure consistency between the modes and maximize the continued efficient use and operation of the transportation system and airport.

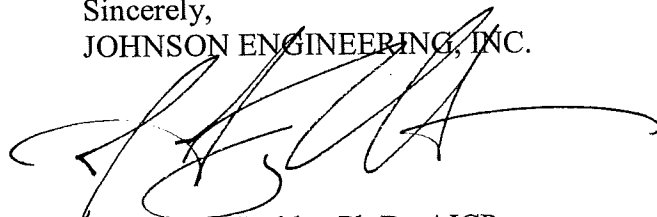
Mr. Matthew A. Noble
CPA2007-48
February 3, 2009
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12. Comment: The proposed Amendment 2007-48 is intended to exempt the Page Field Airport from development of regional impact (DRI) review under the provisions of Section 163.3 177(6)(k), F.S. Although most of Page Field Airport is located within unincorporated Lee County, a small portion of Page Field Airport is located in the City of Fort Myers. The County does not have planning jurisdiction in Fort Myers. The County should be aware that the portion of Page Field that is not within the unincorporated area of Lee County does not qualify for the DRI exemption through the Lee County Comprehensive Plan Amendment 2007-48. The City of Fort Myers Comprehensive Plan would need to be amended pursuant to Section 163.3 177(6)(K), F.S., for the portion of Page Field that is within Fort Myers to be exempted from DRI review. Alternatively, a joint planning agreement could be executed between the County and Fort Myers authorizing the County and Fort Myers to jointly exercise comprehensive planning power for the incorporated area, and then the County could amend the County Comprehensive Plan to establish the DRI exemption for the incorporated area.

RESPONSE: The applicant acknowledges that Lee County does not have planning authority over the incorporated area of the City of Fort Myers, at least on the matter of Page Field General Aviation Airport. Therefore, the applicant acknowledges that the portion of Page Field General Aviation Airport lying within the City of Fort Myers does not qualify for the DRI exemption under the proposed Lee County Comprehensive Plan Amendment (CPA2007-48) and that the proposed amendment applies only to the portion of Page Field General Aviation Airport within unincorporated Lee County. Subsequent to the adoption of the proposed amendment in Lee County, the applicant plans to take the appropriate action with the City of Fort Myers.

We are confident that this response fully addresses the ORCs raised by DCA. Please let me know if you have questions, or if you would like additional information. Thank you very much for your consideration and guidance through this process.

Sincerely,
JOHNSON ENGINEERING, INC.



Joseph W. Grubbs, Ph.D., AICP
Principal Planner

JWG/jrs:20033734-127

cc: Emily M. Underhill, Lee County Port Authority
Ellen L. Lindblad, Lee County Port Authority
William B. Horner, Lee County Port Authority
J. Ronald Ratliff, RS&H
William C. Sandifer, RS&H

**CPA 2007-48
PAGE FIELD AIRPORT LAYOUT PLAN
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 2007-48**



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: August 22, 2008

PART I - BACKGROUND AND STAFF RECOMMENDATION

A. SUMMARY OF APPLICATION

1. APPLICANT:

The Lee County Port Authority, represented by Joseph W. Grubbs, Ph.D., AICP, Johnson Engineering, Inc. And J. Ronald Ratliff, AICP, Reynolds, Smith, & Hills, Inc.

2. REQUEST:

Amend the Future Land Use Map Series Map 1 to change the Future Land Use designation of a specified portion of the Page Field Airport property from the "Public Facilities" Future Land Use Category to the "Airport" Future Land Use Category. Revise Map 3G to reflect the latest approved Airport Layout Plan. Amend: the Vision Statement; the Future Land Use Element; the Ports, Aviation, and Related Facilities sub-element of the Transportation Element; the Intergovernmental Coordination Element; and, the Glossary of the Lee Plan to incorporate the Page Field Airport Master Plan, Airport Layout Plan, into the Lee Plan thereby exempting the airport from the DRI process pursuant to section 163.3177(6)(k), F.S.

B. STAFF RECOMMENDATION AND FINDINGS OF FACT SUMMARY

- 1. RECOMMENDATION:** Planning staff recommends that the Board of County Commissioners adopt the proposed amendment to the Lee Plan. This recommendation

includes two map amendments, replacing Map 3G and placing Page Field into the "Airport" Future Land Use category. The recommended text changes are included in Part V. Section C. below near the end of this report.

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

- Page Field is an established, publicly owned general aviation airport.
- The proposed plan amendment is being undertaken for the specific purpose of incorporating the results of the ongoing Airport Master Plan Update process.
- The proposed amendment to the "Airport" Future Land Use category accurately reflects the extent of the Page Field General Aviation complex.
- 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.
- The Page Field has primarily served the general aviation community since 1983 as a result of shifting all air carrier operations with scheduled passenger service to then Southwest Florida Regional Airport, now Southwest Florida International Airport (SWFIA).
- The Federal Aviation Administration (FAA) has designated Page Field as a "Reliever Airport." Maintaining Page Field as a General Aviation Airport protects the carrying capacity of the Southwest Florida International Airport.
- FS 163.3177(6)(k) provides that development or expansion of an airport consistent with the adopted airport master plan as incorporated into the local comprehensive plan "shall not be a development of regional impact."
- The proposed amendment provides sound planning coordination between Lee County staff and the Port Authority staff.
- Page Field offers critical services that contribute to the vitality of Lee County. General aviation plays a vital role in the economic and transportation systems, offering opportunities for training new pilots, sightseeing, the transportation of heavy loads by helicopter, and flying for business or personal reasons.
- The size, complexity and volume of projects planned and constructed at Page Field Airport, in addition to new statutory requirements relating to airport master plans and comprehensive plan elements, makes it prudent and appropriate to establish a system of coordinated review between the Airport and various County departments. The proposed revisions to the Intergovernmental Coordination Element adequately address this need for increased coordination.

- The applicant corrected the ZData by including the proposed development parameters and reran the Lee County MPO's 2030 Financially Feasible Plan FSUTMS model set.
- All of the identified problem roadway segments are fairly well removed from Page Field. The Page Field development contemplated in this proposed amendment would directly access Fowler Street. Fowler Street is not identified as having a future level of service problem.
- The Public benefit of the amendment outweighs the level of service issue on several roadways that have this issue with the amendment or without the amendment. Public benefits include supporting urban infill, supporting the provision of transit services, and accommodating non-aviation related development at the Airport to generate revenue to support the operations of Page Field. Additional revenue sources makes Page Field more self-sustaining and obviating the need for tapping into other, limited transportation revenue sources.
- 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 urban or is rapidly urbanizing.
- 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 Page Field. Lee County EMS has concluded that this amendment will not create a negative impact on service levels.
- The Lee County Solid Waste Disposal System will have sufficient capacity to manage and dispose of the materials anticipated to be generated by the planned expansions at Page Field.
- The Lee County Utilities system has adequate existing or planned capacity to provide an adequate level of service to accommodate the expanded uses.

- Significant non-aviation development has already been established at Page Field including Page Field Commons and Page Field Medical Village. The Airport Master Plan and the Airport Layout Plan accommodated additional non-aviation development on the subject site.

C. ORIGINAL RECOMMENDED LEE PLAN TEXT AMENDMENT (at time of Transmittal)

The following changes to the adopted text of the Lee Plan are proposed to incorporate the “Page Field Airport Master Plan Airport Layout Plan” (Map 3G) and the “Page Field General Aviation Airport” Development Schedule (Table 5(b)) as adopted through the ongoing Airport Master Plan process. The specific proposed language changes are included below:

FUTURE LAND USE ELEMENT:

OBJECTIVE 1.2: SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AND PAGE FIELD GENERAL AVIATION AIRPORT AREAS. 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. Designate on the Future Land Use Map existing and proposed development areas for Page Field General Aviation Airport. 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 respective Airport Layout Plans 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)

POLICY 1.2.1: Airport ~~L~~ands includes the existing facility and projected growth areas for the Southwest Florida International Airport's existing facility and projected growth areas and Page Field General Aviation Airport through the year 2030. These areas will The Airport Lands comprising the Southwest Florida International Airport includes airport and airport-related development as well as non-aviation land uses as proposed in the approved 2003 Airport Master Plan update and as depicted on the Airport Layout Plan sheet (Map 3F) and the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)). This mix of uses is intended to support the continued development of the Southwest Florida International Airport. Future development at the Southwest Florida International Airport will also include non-aviation related land uses such as hotels/motels, light industrial, service stations, ancillary retail/shopping, and office development. Any future airport expansion or development of aviation-related and non-aviation uses at Southwest Florida International Airport will offset environmental impacts through the Airport Mitigation Lands Overlay (Map 3M) or other appropriate mitigation acceptable to the permitting agencies and to Lee County. The physical design of the airport expansion will minimize any degradation of the recharge capability of land being developed. Airport expansion beyond the present boundaries will be subject to necessary amendments to the Lee Plan.

All development on Airport ~~L~~ands comprising Southwest Florida International Airport must be consistent with Map 3F and Table 5(a). Map 3F depicts the planned expansion of the Southwest Florida International Airport through 2020.

Future development on Airport Lands comprising Page Field General Aviation Airport must be consistent with Objective 1.9 and related policies as well as Map 3G and Table 5(b).

If the airport master planning process precipitates a substantive change to the Airport Layout Plan (Map 3F or Map 3G), then the Port Authority must amend Map 3F or Map 3G, as appropriate, prior to obtaining local development approval.

The non-aviation related development areas have been depicted on the approved Airport Layout Plan sheets (Maps 3F and 3G). These uses will be constructed upon Airport lands with long term leases. All development within the non-aviation land use areas will be subject to mitigation requirements for wetland impacts. Mitigation of wetland impacts will be in accordance with the U.S. Army Corps of Engineers and South Florida Water Management District requirements. To the greatest extent reasonably possible, development of non-aviation land use areas must avoid wetland impacts. All non-aviation land use development will meet the indigenous vegetation requirements set forth in the Lee County Land Development Code. (Amended by Ordinance No. 94-30, 00-22, 04-16, 07-12)

POLICY 1.2.4: The Airport AOPD zoning resolution must be amended before any non-aviation related uses can be developed at the Southwest Florida International Airport. The intensity of the proposed aviation and non-aviation land uses at Southwest Florida International Airport must be consistent with Lee Plan Table 5(a). The Page Field General Aviation Airport project must be rezoned to AOPD prior to development of the new non-aviation uses proposed in Map 3G and Table 5(b). (Added by Ordinance No. 04-16)

OBJECTIVE 1.9 PAGE FIELD GENERAL AVIATION AIRPORT. Page Field General Aviation Airport plays a vital role as a reliever airport facility to Southwest Florida International Airport. In its role as a reliever airport, Page Field reduces general aviation traffic from Southwest Florida International Airport, thereby increasing the capacity and efficiency of the International Airport. Therefore, it is important to designate the land comprising the Page Field General Aviation Airport as Airport Lands on the Future Land Use Map. This designation should include adequate land to accommodate the projected growth needs of Page Field General Aviation Airport in its continued role as an airport reliever, including the industrial, commercial and office uses necessary to continue viable aviation activity through 2025.

POLICY 1.9.1: In order to create the revenue source necessary to maintain Page Field General Aviation Airport as a viable aviation operation and reliever to Southwest Florida International Airport, the Port Authority seeks to establish non-aviation uses on the Page Field General Aviation Airport property. Suitable locations for these non-aviation uses are designated on the Page Field Airport Layout Plan adopted as Lee Plan Map 3G. The Page Field Airport Layout Plan sheet (Map 3G) was adopted by the Federal Aviation Administration as part of the 2002 Page Field Airport Master Plan Update. This update and documents comprising the 2002 Master Plan approval are incorporated into the Lee Plan by reference as support for adoption of Map 3G and Table 5(b).

POLICY 1.9.2: The Page Field Airport Layout Plan (Map 3G) identified existing facilities and projected growth areas for both aviation and non-aviation uses through 2025. The mix of uses is identified on Table 5(b). This mix of uses is intended to support the continued future development

of Page Field General Aviation Airport and includes aviation and non-aviation related land uses such as light industrial and office development and expands the non-aviation uses to include retail development. Development of the aviation and non-aviation uses on Page Field General Aviation Airport property must be consistent with Map 3G and Table 5(b) and will be required to comply with the Lee County Land Development Code regulations, including, but not limited to, the impact fee regulations. Any environmental mitigation deemed necessary to support development of Page Field General Aviation Airport property will be addressed separately by each development project and is not entitled to claim a benefit from the Airport Mitigation Lands Overlay area (Map 3M).

POLICY 1.9.3: If the Port Authority determines expansion of the Page Field General Aviation Airport boundaries are necessary in order to provide continued viability to Page Field as a reliever to Southwest Florida International Airport, then the Port Authority will amend Map 3G, Table 5(b) and the Future Land Use Map to reflect the land added to Page Field General Aviation Airport.

POLICY 1.9.4: The Page Field Airport Master Plan and Airport Layout Plan will be updated no less than every 5-8 years, with the next amendment anticipated to be approved by the Federal Aviation Administration in 2010. A comprehensive plan amendment will be submitted by the Port Authority to update Map 3G and Table 5(b) to reflect the updated Page Field Master Plan as approved. The planning horizon used for the master plan update should be consistent with the Lee Plan Horizon, which can be verified by Lee County as part of the Master Plan Update process. Lee County staff will be included in the Master plan update process as required under the terms of the existing memorandum of understanding regarding airport development.

POLICY 1.9.5: The Port Authority will seek to eliminate or modify existing uses on the Page Field property deemed incompatible with existing aviation activity or causing a diminution in the Page Field Airport capacity. In order to protect Page Field as a Southwest Florida International Airport reliever, the Port Authority will use its capacity/authority as a reviewing entity to influence land-use decisions and approvals with respect to development of the lands surrounding Page Field in order to promote development that is compatible with the aviation activity at Page Field General Aviation Airport.

POLICY 1.9.6: Development on Page Field lands must be consistent with the Airport Layout Plan (Map 3G). If the Page Field Airport Master Plan or Airport Layout Plan set is amended or updated by the Port Authority in a manner that constitutes a substantive change from Map 3G or Table 5(b), local development order approval may be delayed or denied pending a Lee Plan Amendment, by the Port Authority, with respect to Map 3G and Table 5(b).

POLICY 1.9.7: Non-aviation development areas at Page Field Airport, as depicted on Map 3G, will be developed under long term land leases. All non-aviation development must comply with Land Development Code regulations, including payment of impact fees. The intensity of non-aviation development must be consistent with Table 5(b).

POLICY 1.9.8: Future non-aviation areas depicted on the Airport Layout Plan (Map 3G) will be developed, to the greatest extent possible, within existing upland areas. Impacts to wetlands in the future non-aviation areas will be minimized by site design whenever possible in compliance with the Lee County Land Development Code.

POLICY 1.9.9: Future aviation and non-aviation development at Page Field General Aviation Airport must comply with the provisions of the Educational Restriction Zone established under Florida Statutes, section 333.03 and the School Zone Map adopted as part of the Lee County Land Development Code.

TRANSPORTATION ELEMENT

OBJECTIVE 47.1: ECONOMIC GROWTH. To aid in the diversification of the county's economic growth ~~The capacity and long term development of the Southwest Florida International Airport and Page Field General Aviation Airport will be expanded in compliance with Maps 3F and 3G, and Table 5(a) and 5(b). 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 Plans (Map 3F and 3G). 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)

POLICY 47.1.1: The Port Authority will coordinate the implementation of scheduled infrastructure and facility improvements for the Southwest Florida International Airport and Page Field General Aviation Airport consistent with the approved Airport Layout Plan sheets (Map 3F and Map 3G, respectively) and the ~~Southwest Florida International Airport Proposed Development Schedules (Table 5(a) and (b), respectively).~~ (Amended by Ordinance No. 98-09, 99-15, 04-16)

POLICY 47.2.5: The county will utilize the approved Airport Master Plans and FAR Part 150 Study, including updates, as a basis to amend the comprehensive land use plan and the land development code to prohibit development that is incompatible with the Southwest Florida International Airport or Page Field General Aviation Airport; and, to ensure future economic enhancement consistent with Objective 46.2. Future updates of the Southwest Florida International Airport Master Plan and Page Field General Aviation Airport Master Plan that precipitate substantive changes to the Airport Layout Plans (Map 3F and Map 3G, respectively) will require a Lee Plan Amendment prior to local permitting approval for the affected airport. In accordance with FAA requirements, the Southwest Florida International Airport Master Plan and corresponding Airport Layout Plan (Map 3F) will be comprehensively updated at least once every 5 to 8 years. (Amended by Ordinance No. 99-15, 04-16)

POLICY 47.3.4: The proposed development schedule for the Southwest Florida International Airport through the year 2020 is depicted in Table 5(a) of the Lee Plan. The proposed development schedule for the Page Field General Aviation Airport through the year 2025 is depicted in Table 5(b) of the Lee Plan. ~~This Table~~ These Tables includes both aviation and non-aviation related development. If the FAA/FDOT mandate navigational improvements (NAVAIDS) or require improvements related to Airport security or safety at Southwest Florida International Airport or Page Field General Aviation Airport, then the Port Authority may pursue installation of the improvement even though the improvement is not specifically identified on Table 5(a) or Table 5(b). However, the Port Authority must obtain all appropriate approvals and permits prior to installation, including approval from Lee County. If these improvements precipitate a substantive

change to ~~either Table 5(a), Table 5(b), or Map 3F, or Map 3G~~, then the Port Authority must pursue a Lee Plan amendment incorporating the changes in the next available amendment cycle. (Added by Ordinance No. 04-16)

POLICY 47.6.1: The Port Authority will coordinate and obtain approval for airport development from the County through the annual capital improvement planning and programming process; local permitting process; Airport Master Plan Update process; and, the Lee Plan amendment process to ensure compatibility with other County programs. The Port Authority will provide Lee County copies of the annual Capital Improvement Plan or other similar document for the Southwest Florida International Airport and Page Field General Aviation Airport. Additional specific coordination requirements are contained in Objective 151.4 and subsequent policies. (Amended by Ordinance No. 99-15, 04-16).

INTERGOVERNMENTAL COORDINATION ELEMENT

OBJECTIVE 151.4: COORDINATION OF AIRPORT DEVELOPMENT AND IMPROVEMENTS AT THE SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AND PAGE FIELD GENERAL AVIATION AIRPORT WITH ALL PERMITTING AGENCIES. The Port Authority will coordinate with Lee County, the Southwest Florida Regional Planning Council, the Florida Department of Community Affairs, Federal Aviation Administration, and the Florida Department of Transportation to ensure that the development of the Southwest Florida International Airport and the Page Field General Aviation Airport is consistent with the Lee Plan. (Added by Ordinance No. 04-16)

POLICY 151.4.1: Port Authority staff will ensure that Lee County staff is directly involved in the review and approval process related to the ongoing update of the Airport Master Plan for Southwest Florida International Airport and Page Field General Aviation Airport. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Layout Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments to the Airport zoning approvals and compliance with the Lee County Land Development Code. (Added by Ordinance No. 04-16)

POLICY 151.4.2: The Port Authority will submit and County staff will review and provide comments regarding the following:

- (1) Scope and content of ongoing updates to the Airport Master Plan for Southwest Florida International Airport and Page Field General Aviation Airport pursued in accordance with Federal Aviation Administration Advisory Circular 150/5070-6 and the Florida Department of Transportation Guidebook for Airport Master Planning.
- (2) Consistency of proposed amendments to the Airport Master Plan and resulting Airport Layout Plan for Southwest Florida International Airport (Map 3F) and Page Field General Aviation Airport (Map 3G) with the Lee Plan, Land Development Code (LDC) and local zoning approvals.

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

(4) Proposed Lee Plan Amendments necessary to support revisions to the Airport Layout Plan for Southwest Florida International Airport (Map 3F) and Page Field General Aviation Airport (Map 3G), the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)), the Page Field General Aviation Airport Proposed Development Schedule (Table 5(b)), the Airport Master Plans for Southwest Florida International Airport and Page Field General Aviation Airport, or CIP project list. (Added by Ordinance No. 04-16)

GLOSSARY

AIRPORT LAYOUT PLAN - A map of existing and proposed airport property, facilities and development that is created as a result of the Airport Master Planning process. The Airport Layout Plan for Southwest Florida International Airport is adopted as Map 3F, and the Airport Layout Plan for Page Field General Aviation Airport is adopted as Map 3G. (Added by Ordinance No. 04-16)

NON-AVIATION RELATED USES - This phrase refers to the commercial and industrial land uses identified on the Southwest Florida International Airport Layout Plan (Map 3F), and Table 5 the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)), the Page Field General Aviation Airport Layout Plan (Map 3G), and the Page Field General Aviation Airport Proposed Development Schedule (Table 5(b)). Non-aviation related uses are typically developed in non-aviation settings. Non-aviation uses may be enhanced by proximity to an airport, but these uses are not dependent on access to an airport. These uses could be developed in other locations within the County. Non-aviation related uses will be established on Airport lands through lease agreements with the Port Authority. The areas identified to accommodate these non-aviation uses are not necessary to support the primary aviation facilities comprising the Southwest Florida International Airport or the Page Field General Aviation Airport. Use of Airport lands for non-aviation use is intended to provide a revenue stream that may be used to enhance airport operations. Though located on airport property, the establishment of non-aviation uses is not necessary for the continued function of the primary aviation facilities associated with the airport. (Added by Ordinance No. 04-16)

PAGE FIELD GENERAL AVIATION AIRPORT PROPOSED DEVELOPMENT SCHEDULE (TABLE 5(b)) - This Table depicts the proposed development schedule for the Page Field General Aviation Airport through the year 2025. The Table will be updated by Lee Plan amendment based on future Airport Master Plan and Airport Layout Plan updates.

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT PROPOSED DEVELOPMENT SCHEDULE (TABLE 5(a)) - This Table depicts the proposed development schedule for the Southwest Florida International Airport through the year ~~2030~~2020. (Added by Ordinance No. 04-16, Amended by Ordinance No. 07-12)

SUBSTANTIVE CHANGE - As used in Policies 47.2.5 and 47.3.4, the term “substantive change” means development not specifically stated or identified in Table 5(a) or Table 5(b), or depicted on Map 3F or Map 3G. (Added by Ordinance No.04-16)

Vision Statement

10. Gateway/Airport - This Community is located South of SR 82, generally east of I-75, and north of Alico Road including those portions of the Gateway development that either have not been or are not anticipated to be annexed into the City of Fort Myers, the Southwest Florida International Airport and the properties the airport expects to use for its expansion, the lands designated as Tradeport, and the land designated as Industrial Development west of I-75 north of Alico Road. In addition to these two land use designations, properties in this community are designated New Community (the Gateway development), Airport, Density Reduction/Groundwater Resource (primarily the anticipated airport expansion areas), Rural, and General Interchange. The road network in this community is planned to change dramatically over time creating access to and from this community to the north, south, and east without relying on I-75. There are three distinct areas within this community. The Gateway portion of this community is the area where residential uses will occur. Gateway will be a thriving, nearly built-out, mixed-use community in 2020. The population of this community is anticipated to grow substantially from today to 2030.

The second area in this community is the Southwest Florida International Airport. The airport will be greatly expanded by 2030. The expanded airport will have a second parallel runway and a new terminal building that will more than double the existing capacity of the airport. Development will be guided by the Airport Layout Plan (as established through the airport master plan process) consistent with the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)) and all other Lee Plan provisions.

D. BACKGROUND INFORMATION

1. EXISTING CONDITIONS:

SIZE OF PROPERTY: 583.15 acres.

PROPERTY LOCATION: The airport property is generally located on the east side of U.S. 41, south of Colonial Boulevard.

EXISTING USE OF LAND: The airport property is developed as an operating general aviation airport; The subject site also contains several non-aviation related developments such as Page Field Commons, and Page Field Medical Village.

CURRENT ZONING: IL, MPD, & CPD, (Lee County) and I-1, A-3, & B-2 (City of Ft. Myers).

CURRENT FUTURE LAND USE CATEGORY: Public Facilities and Industrial Development.

2. BACKGROUND DISCUSSION:

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

Page Field is owned by the Lee County Board of County Commissioners and operated by the Lee County Port Authority under the direction of the Lee County Board of Port Commissioners. Page Field Airport is included within the National Plan of Integrated Airport System (NPIAS), which is published by the U.S. Department of Transportation, and the Florida Aviation system Plan (FASP). A former military training base and air carrier airport, Page Field no longer has any regular scheduled flights. The airport is designated as a public use General Aviation - Reliever Airport according to NPIAS. Page Field was designated a reliever airport to facilitate a reduction in the demand at the local area commercial service airports, including Southwest Florida International Airport, of the smaller aircraft associated with General Aviation operations.

Concerning the location of Page Field, the application provides the following:

The Subject Property, commonly referred to as the Page Field General Aviation Airport (i.e., Page Field), is located approximately four miles south of downtown Fort Myers and is bounded by U.S. 41 on the west, North Airport Road on the north, by a mix of residential and industrial uses on the east, and by Danley Drive on the south side.

Concerning the existing uses of Page Field, the application provides the following discussion:

A majority of the property comprising Page Field is located within the jurisdictional limits of Lee County. However, a small portion of Airport property along the north and northwest side of the Airport falls within the incorporated limits of the City of Fort Myers. The Airport itself occupies approximately 583.15± total acres of land. Airport facilities include a 6,400-foot and a 4,997-foot runway which serve general aviation aircraft exclusively; a 6,259 square foot general aviation terminal complex; parking spaces for 600 vehicles; an aircraft rescue and fire fighting (ARFF) building; and an air traffic control tower; and various private general aviation aircraft hangars. The Page Field North Building (former Terminal) is a 64,450 square foot non-aviation, industrial use facility located within the airport boundary. This facility is currently under lease by the Florida Department of Law Enforcement and the Florida Highway Patrol...

...In addition to traditional general aviation uses, the Lee County Port Authority has developed some of the property within the Airport for compatible non-aviation uses. These uses include the existing developments referred to as Page Field Commons and Page Field Medical Village, as well as a limited number of other parcels currently being considered for initial development or re-development. The development of these non-aviation uses promote the financial self-sufficiency of Page Field, which is required by Federal law.

As the application indicates, Page Field 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 application provides the following background discussion:

Development of Regional Impact (DRI) requirements for Florida airports have historically been redundant, costly, and time consuming. The airport master planning process, as required by the Federal Aviation Administration and the Florida Department of Transportation, reviews and analyzes much of the same data as has been required by state DRI regulations. As such, in July 2002, the Florida Legislature adopted revised language that allows incorporation of an Airport Master Plan into the local Comprehensive Plan in lieu of the application of state DRI requirements on Florida airports.

In September 2004, the Board of Port and County Commissioners amended the Lee County Comprehensive Plan to include the RSW Airport Master Plan to take advantage of this new state legislation. RSW was the second airport in Florida to initiate this approach, which saved millions of dollars and years of time and allowed for the opening of the RSW Midfield Terminal Complex in 2005, and most airports in Florida are now doing the same. This process provides a more comprehensive approach by recognizing airports as an integral part of the transportation infrastructure necessary to the economic success of Florida and blends regional transportation infrastructure into local and regional planning efforts.

Considering that this measure was successfully completed for RSW and the fact that development at Page Field continues to advance, Lee County and Port Authority staff recommend initiating the same Comprehensive Plan Amendment process for Page Field that is anticipated to yield the same long-term benefits. On March 12, 2007, the Port Board approved a task with Johnson Engineering, Inc., to analyze and prepare an amendment application to the Lee County Comprehensive Plan in order to incorporate the Page Field Airport Master Plan. Lee County and Port Authority staff members have met several times over the last few months to review and coordinate the contents of the draft plan amendment application which has resulted in a cooperative effort between the two agencies.

As noted above, 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 Page Field Airport, into the local comprehensive plan. Page Field 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 statutory changes the Board of County Commissioners initiated this publically sponsored amendment providing for the incorporation of the Airport Master Plan into the Lee Plan. Concerning the benefits to the community in incorporating the Airport Master Plan and the Airport Layout Plan into the Lee Plan, the application provides the following brief discussion:

The requested Comprehensive Plan Amendment provides a number of benefits to the community. The continued growth in Lee County requires adequate, safe, and reliable aviation transportation; however, aircraft noise, airspace conflict, possible electronic interference with aviation navigation aids, and the potential for interaction between aircraft and wildlife attractants become major constraints on further development. The Airport Master Plan promotes coordinated aviation planning among federal, state, regional, and local agencies. Incorporation of the Page Field Master Plan and Airport Layout Plan set will allow the County to easily facilitate the establishment and maintenance of compatible land uses around the facility.

It is critical that airports operate in an environment that maximizes the compatibility of the airport with off-airport development. Page Field must progress to maintain and continue to capture more of the Southwest Florida market share of general aviation activity. The integration of these plans promotes efficiency and effectiveness in balancing the demand for the only reliever airport in Southwest Florida, while remaining competitive among other general aviation airports in the region.

PART II - STAFF ANALYSIS

A. STAFF DISCUSSION

INTRODUCTION

On September 10, 2007, the Board of Port Commissioners endorsed "submittal of a Comprehensive Plan Amendment application to incorporate the Page Field General Aviation Airport Master Plan Update and Airport Layout Plan into the Lee County Comprehensive Plan." The Lee County Port Authority, on September 14, 2007, filed a Lee Plan map and text amendment to incorporate the Airport Master Plan into the Lee Plan.

Lee County staff recognizes the importance of this effort and has worked cooperatively to achieve the best possible integration of the Port Authority plans and the County's Comprehensive Plan, the Lee Plan. County staff recognizes the importance of Page Field as one of the economic engines in the region. A recent economic impact study (August 2006), 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 \$50.7 million in economic output, almost 920 jobs, and salaries of \$24 million in Southwest Florida during 2005. The airport provides about 500 full-time jobs. The Page Field Airport accommodated 8,290 general aviation arrivals in 2005.

County staff also recognize that the size, complexity and volume of projects planned and constructed at Page Field Airport, in addition to new statutory requirements relating to airport master plans and comprehensive plan elements, makes it prudent and appropriate to establish a system of coordinated review between the Airport and various County departments. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates; related Lee Plan amendments; annual updates of the Airport Plan and Capital Improvement Program; permitting for scheduled capital improvement projects; amendments to the Airport zoning approvals; and, compliance with the Lee County Land Development Code. This amendment, in part, establishes the process framework to make this coordinated effort possible. The framework requires dialogue prior to formal submittal of any Lee Plan amendment package, rezoning request, or development order application. The purpose of this requirement is to involve County staff earlier in the process and for the Port Authority staff to obtain initial comments and input regarding consistency with the Lee Plan and County regulations.

The amendment proposes to replace existing Map 3G "Runway Protection Zones (Clear Zones) Page Field General Aviation Airport" with a new Map 3G "Page Field Airport Master Plan Airport Layout Plan." The amendment also proposes to incorporate a new Table, Table 5(b) "Page Field General Aviation Airport Proposed Development Schedule." Both of these new additions to the Lee Plan will guide future development on the Airport property.

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

Commercial (Retail & Service): 80,000 square feet
Office (Medical & Non-medical): 33,000 square feet
Light Industrial: 40,000 square feet

The parameters listed above are the upper limits of new non-aviation related land uses that could be developed at Page Field before the year 2025. The Port Authority will enter into leases with proposed end users, and the uses will still have to be approved through normal local processes such as rezoning, development orders, and building permit approvals.

The Airport Layout Plan sheet (Map 3G) and the Page Field Airport Proposed Development Schedule (Table 5(b)) are the result of the adopted "Page Field Airport Master Plan (May 2002)" and the adopted "Airport Layout Plan (February 2006)."

COMPREHENSIVE PLAN BACKGROUND

The subject property was designated "Industrial/Business" by the original Lee County Future Land Use Map, adopted in 1984. Subsequent Lee Plan amendments in the mid and late 1980s changed this designation to the Public Facilities and Industrial Development categories. The majority of the subject site is currently designated Public Facilities.

SURROUNDING ZONING, LAND USES, AND FUTURE LAND USE DESIGNATIONS

The application materials include an extensive discussion of surrounding zoning and land uses. An examination of the surrounding land uses shows that the area surrounding the subject property is rapidly urbanizing. The surrounding Future Land Use categories consist of Intensive Development, Industrial Development, and Central Urban. Intensive Development designated lands occur to the north, west, and east of Page Field. Industrial Development designation is located north of Page Field, as well as to the southeast. Central Urban lands are located south of Page Field. The application materials reveal a variety of urban uses and planned developments in close proximity to the airport.

North of the subject property are a variety of industrial and commercial uses along North Airport Road. This area is predominately developed with commercial businesses, warehousing/distribution centers, offices, and facilities such as a United States Postal Service building, Hertz Storage, West Florida Distributors of Tile, Stone, and Granite, Enterprise Truck Rental, and the Fort Myers Veterinary Hospital.

To the south of the subject site is a mixture of commercial, light industrial, and residential uses. These uses are located in the Page Park community.

East of the subject property are lands within the Intensive Development and Industrial Development Future Land Use Categories. These lands contain a mixture of light industrial and commercial uses, as well as vacant parcels. Businesses include the Lee Tran facility, Wolfer Wholesale Produce, and a Suzuki dealership.

A mixture of commercial uses are located to the west of Page Field. These lands are designated as being in the Intensive Development Future Land Use category and are developed with a community shopping center, restaurants, auto sales and services, and offices.

TRANSPORTATION/TRAFFIC CIRCULATION IMPACTS

The subject property currently has access from U.S. 41, South Road, Danley Drive, Fowler Street, and North Airport Road.

The Lee Plan amendment application requires a traffic circulation analysis to determine the proposed effect of the amendment on Map 3A, the Financially Feasible Transportation Plan Map, and on the Capital Improvements Element. Applicants must identify the traffic analysis zone (TAZ) and the socio-economic forecasts for that zone or zones. The required analysis includes determining whether or not the requested amendment requires modification to the socio-economic data forecasts for the TAZ or zones. The application includes the required comprehensive plan amendment traffic analysis, conducted by Reynolds, Smith and Hills, Inc., August 6, 2007.

The Lee County Department of Transportation has reviewed the proposed comprehensive plan amendment and provided comments dated August 20, 2008. These comments are reproduced below:

The Department of Transportation has reviewed the above-referenced future land use map plan amendment, to change the land use designation of the Page Field General Aviation Airport from "Public Facilities" to "Airport." We have determined that the traffic information submitted by the applicant is sufficient for review.

The applicant corrected the Zdata information for TAZs 683, 685, 686 and 689 around the airport to reflect existing conditions, and added six new TAZs (556, 557, 574, 575, 587, 588) to reflect development parcels 1 through 6 on the Page Field site. The applicant reran the Lee County MPO's 2030 Financially Feasible Plan FSUTMS model set with the proposed development parameters in the new TAZs. Examining the three-mile radius around the project, the following table indicates the levels of service for area road segments with and without the proposed land use change.

Road	From	To	Year 2030 LOS	
			without CPA	with CPA
Boy Scout Rd	Summerlin Rd	US 41	C	C
College Pkwy	McGregor Blvd	US 41	F	F
Colonial Blvd	McGregor Blvd	Winkler Ave	C	C
	Winkler Ave	Six Mile Cypress Pkwy	F	F
Daniels Pkwy	US 41	Metro Pkwy	C	C
	Metro Pkwy	Palomino Rd	F	F
Fowler St	US 41	SR 82	B	B
McGregor Blvd	Cypress Lake Dr	Winkler Rd	C	C
	Winkler Rd	Colonial Blvd	F	F
Metro Pkwy	Six Mile Cypress Pkwy	Hanson St	C	C
Summerlin Rd	Gladiolus Dr	Colonial Blvd	C	C
US 41	Gladiolus Dr	Colonial Blvd	C	C&D

As is evident from the table, the four problem segments are identified as failing with and without the plan amendment. McGregor Boulevard and Daniels Parkway are identified as "constrained" in the Lee Plan, meaning they are not planned to be widened and a higher level of congestion is allowed. However, the MPO's 2030 Needs Plan does identify a further improvement to Daniels Parkway, the installation of elevated express lanes in the median, which is the same improvement the Needs Plan identifies for Colonial Boulevard. The Needs Plan identifies improvements needed by 2030 but contingent upon identification of additional funding beyond the projected traditional sources to pay for them. The elevated express lanes lend themselves to the possibility of tolling as a revenue source, and that option is currently under study for Colonial Boulevard. There are no further improvements identified on College Parkway in the long range plans, beyond the current 6 lanes.

It is important to note that all of these problem segments are fairly well removed from Page Field. The Page Field development contemplated in this proposed amendment would directly access Fowler Street, which is not identified as a future level of service problem in the analysis. Normally, having failing roads even without the proposed land use change raises questions about intensifying development and making a bad situation worse. In this case, however, other public benefit issues should be considered. First, the area around Page Field is already fairly intense urban development, so the proposed development plan could be considered urban infill, and could help make transit a more viable transportation option in the area. It should also be recognized that the development proposals will help generate revenue to support the operations of Page Field, making it more self-sustaining and obviating the need for tapping into other, limited transportation revenue sources.

One other transportation-related issue needs to be addressed, and that is the potential realignment of South Drive to connect to Danley Drive. Although not part of the long range transportation plan, the realignment has been identified in the Page Field Airport Layout Plan and through the Community Planning process for the Page Park neighborhood as desirable, to allow a reconfiguration of property for future development in support of the airport, to consolidate pieces of Jerry Brooks Park, and to address cut-through traffic concerns for the Page Park neighborhood. Any staff recommendations in this regard should be consistent with the concurrent recommendations for the Page Park Community Plan.

Staff concludes that the plan amendment does cause a need to modify the FSUTMS model data, and that the modifications proposed by the applicant are justified. The request, on its own, does not require any transportation network modifications due to traffic.

Staff also notes that there is currently no concurrency issue for the surrounding roadways that would be accessed by the expanded uses at Page Field. For example, Fowler Street has an adopted Level of Service (LOS) of "E," and the 2007 Lee County Concurrency Report indicates an existing volume at LOS "D." The 2007 Report also indicates that U.S. 41 has not exceeded its adopted LOS. The airport projects could therefore receive a local Development Order and Concurrency Certificate.

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 Page Field General Aviation Airport as directed by the Master Plan through the year 2020 will not affect Lee County population projections. The demand for services at Page Field is the result of increasing growth in the area in population, business activity and tourism, which would occur without this facility. Users of Page Field will be those residing in and visiting the area who use air travel as a primary mode of transportation, primarily for business purposes, or recreational travel. The proposed Comprehensive Plan 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. Staff notes that the recent EAR based amendments incorporated allocations out to the Year 2030.

ENVIRONMENTAL CONSIDERATIONS

The application includes the required Environmental Analysis concerning environmental impacts as a result of the proposed amendment. The analysis provides that “there are no on-site preserves or conservation easements within the boundaries of Page Field.” The application also provides that “preservation of green space that could attract wildlife could be hazardous to air operations at the airport and is an incompatible land use according to the Federal Aviation Administration (FAA).”

The analysis includes a “Protected Species Assessment” that discusses the resident population of Florida burrowing owls. Burrowing owls utilize Page Field for nesting activity. They are the only documented listed species to regularly utilize airport property. Concerning this owl population, the application provides the following discussion:

...As of June 6, 2007 there were ten (10) active burrowing owl nest burrows occupying airport property. The location of these burrows is shown on Exhibit IV.C.5. There is no management plan in place at Page Field for the burrowing owls. All owl species, occurring in North America, are listed as potential wildlife hazards to air carrier operations according to the FAA, and therefore they cannot be managed for on airport property.

The application also contains a discussion of an incidental-take permit from the Florida Fish and Wildlife Conservation Commission (FWC) that is required to destroy any inactive burrowing owl burrow:

A burrow is determined to be inactive if it contains no eggs or flightless young. In the past the Lee County Port Authority (LCPA) requested individual permits for each specific development project at Page Field to impact a burrowing owl burrow. In 2005, in anticipation of future development in the North and West Quadrants, LCPA sought an airport-wide incidental-take permit for Page Field, which was issued on November 7, 2005. This permit expires on December 31, 2008 and allows the permittee, or designee, who is knowledgeable in burrowing owl ecology, to destroy inactive nest burrows within proposed development footprints during construction. The LCPA is required to submit an annual report to FWC for any activities conducted at Page Field pursuant to this permit.

The Environmental Assessment includes a discussion of land use habitat types that occur on the airport property. Habitat types were delineated in accordance with the Florida Land Use Cover and Forms

Classification System. The dominate land cover type is maintained grass area (220.38 acres or 39.55% of the subject site), closely followed by the airport and associated facilities (186.6 acres or 33.49% of the subject property). The Assessment concludes that the subject property does not contain any rare and unique uplands as defined by the Lee Plan.

SOILS

The applicant has provided a soils map.

HISTORIC RESOURCES

The application includes a letter, dated April 12, 2007, from the Division of Historical Resources, Florida Department of State. This letter provides the following:

In response to your inquiry of April 12, 2007, the Florida Master Site File lists one previously recorded archaeological site, and no standing structures in the following parcel of Lee County:

T45S, R24E, Section 01

The application includes a brief printout from these files, as well as a map that essentially cover the entire subject site.

Lee County staff note that there are no areas on the airport property designated in the area of archaeological sensitivity. Staff is aware of the use of the property as an army training facility during World War II. Staff is not aware of any historic or archaeological resources occurring on this site. The Port Authority will not be required to obtain a "Certificate to dig" from Lee County prior to or in conjunction with the issuance of a final development order as none of the property has been designated as being within the "Sensitivity Level 2" areas as defined by the Land Development Code.

SCHOOL IMPACTS

Staff concurs with the applicant that the proposed amendment will have no affect on the School Board's plans to accommodate growth in the County.

PARKS, RECREATION AND OPEN SPACE

The proposed amendment will have minimal impacts on parks, recreation and open space. The proposed future land use designation of Airport does not allow residential uses, existing and proposed support facilities provided by Lee County Parks and Recreation will not be impacted by the proposed amendment.

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

The Lee County Port Authority has committed in (sic) providing the necessary open space requirements outlined in the Land Development Code. This requirement is easily met due to the large amount of open space required for the runway environment by the Federal Aviation Administration. Also included and allowed by the Land Development Code is the inclusion of the storm water management ponds located on the site.

EMERGENCY MEDICAL SERVICES (EMS)

Lee County EMS staff have reviewed the request and provided written comments dated September 4, 2007. These comments are reproduced below:

I, Kim Dickerson, authorized by the Lee County Emergency Medical Services (EMS) confirm with my signature below, that Lee County EMS has no concern with the Service Availability Request from Johnson Engineering for the Lee County Port Authority - Page Field Comprehensive Plan Amendment.

The Comprehensive Plan Amendment for the Page Field parcels will not create a negative impact on our service level.

SOLID WASTE

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 July 8, 2008. This letter, in part, provides the following:

The Lee County Solid Waste Division is capable of providing solid waste collection service for the Lee County Port Authority project located at Page Field, including the additional proposed intensity, 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 have reviewed the request and provided that they do not see any issues or concerns with the proposed amendment.

POLICE

The Port Authority maintains an Airport Police and Security Department that provides law enforcement and security services at Page Field. The Port Authority Police Department reviewed the request and provided written comments dated July 9, 2008. These comments are reproduced below:

We have been requested by your office to comment on the adequacy of providing law enforcement services at Page Field Airport. As you may know, 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.

The Lee County Sheriff's Office reviewed the request and provided written comments dated July 16, 2008. These comments, in part, are reproduced below:

The Lee Plan amendment (sic) identified as the Page Field Master Airport Plan would not affect the Lee County sheriff's Office ability to provide core services at this time.

FIRE

The Port Authority maintains an Aircraft Rescue and Fire Fighting Department to provide fire and medical rescue services at Page Field Airport. The Port Authority Aircraft Rescue and Fire Fighting Department reviewed the request and provided written comments dated July 31, 2007. These comments, in part, are reproduced below:

We provide all fire protection and nonambulatory medical services to Page Field. The fire rescue personnel, vehicles and equipment are housed on airport property which allows for a minimal response time to any airport emergency.

Fire Station 1 at Page Field is staffed 24/7 with two (2) fire fighters, with at least one being an Emergency Medical Technician (EMT). Additional fire rescue support is provided by Station 2 at the Southwest Florida International Airport; ambulatory services are provided by the Lee County emergency Medical Services (EMS), both on an as-needed basis. By working within a network of local mutual aid responders, we provide excellent professional fire and medical rescue services to all operators and tenants at the Page Field General Aviation Airport.

UTILITIES

The subject site is currently served by Lee County for both potable water and sanitary sewer services. The application includes the required potable water and sanitary sewer analysis. Lee County Utilities staff has reviewed the request and offered no objection to the amendment. Staff has concluded that there is adequate capacity to accommodate the proposed expanded uses.

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 land use category is considered a Future Urban Area by the Lee Plan. The amendment is proposing to make an adjustment to the "Airport" land use designation on Map 1 by adding Page Field to this category. Objective 1.2 describes the "Southwest Florida International Airport Area." The amendment proposes additional language for Objective 1.2 and subsequent policies to incorporate the ongoing update to the Airport Master Plan for Page Field.

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 Industrial/Business 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. The area currently has 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 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 Page Field, as well as the surrounding commercial and industrial development. The inclusion of proposed Map 3G and Table 5(b) will allow the Port Authority an opportunity to enter into lease agreements with private developments that choose to be located in close proximity to Page Field 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 158.

The proposed plan amendment furthers and advances Goal 46. Goal 46 seeks to provide a coordinated system of railways, aviation, ports, and roads. The amendment also furthers and advances Objective 47.6. Objective 47.6 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.

B. CONCLUSIONS

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

C. STAFF RECOMMENDATION

Staff recommends that the Board of County Commissioners transmit the proposed plan amendment. This recommendation includes incorporating a new map, Maps 3G, into the Transportation Map series as well as the text changes included in Part I.C. The recommendation also includes placing Page Field into the "Airport" Future Land Use designation on Map 1.

PART III - LOCAL PLANNING AGENCY REVIEW AND RECOMMENDATION

DATE OF PUBLIC HEARING: August 25, 2008

A. LOCAL PLANNING AGENCY REVIEW

Planning staff made a presentation and listed changes that had been made to the staff report. One member asked Port Authority staff if there was sufficient square footage allocated for the various listed uses. Port Authority staff indicated that the amount of square footage may need to be adjusted in the future. The member stated the importance of the airport as an economic generator. Planning staff stated that changing conditions may require that the square footage be revised in the future.

B. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. RECOMMENDATION:

The LPA recommends that the Board of Commissioners transmit the proposed amendment.

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

The LPA accepts the finding of fact as advanced by 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>ABSENT</u>
LELAND M. TAYLOR	<u>AYE</u>
RAE ANN WESSEL	<u>AYE</u>

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

DATE OF TRANSMITTAL HEARING: October 22, 2008

A. BOARD REVIEW: This plan amendment was scheduled on the Board's Consent Agenda. One member of the public addressed the Board in opposition to the amendment. This member of the public expressed concerns that the amendment would negatively impact their property citing increased noise from jet aircraft. The item was pulled by the Board for Discussion. Planning staff provided a brief summary of the proposed amendment. Port Authority staff and the Port Authority consultant also addressed the Board concerning the proposed amendment and the expressed noise concern. The Board also discussed the proposed South Road re-alignment and the need for further discussions concerning design, options, and funding. The Board directed staff to schedule in the future a Management and Planning meeting with the Board to further discuss the proposed re-alignment.

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

- 1. BOARD ACTION:** The Board voted to **transmit** the proposed amendment as drafted by the staff.
- 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	<u>AYE</u>
TAMMARA HALL	<u>AYE</u>
ROBERT P. JANES	<u>AYE</u>
RAY JUDAH	<u>AYE</u>
FRANKLIN B. MANN	<u>AYE</u>

**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 Florida Department of Community Affairs (DCA) Objections, Recommendations and Comments report (ORC) contained the following concerning this proposed amendment:

K. Amendment 2007-48: *A proposed amendment intended to exempt the Page Field Airport from development of regional impact (DRI) review under the provisions of Section 163.3177(6)(k), F.S. The Department raises the following objections to proposed Amendment 2007-48:*

10. Objection (Amendment Authority): In regard to future expansion of Page Field General Aviation Airport boundaries, the proposed Future Land Use Element Policy 1.9.3 states that "the Port Authority will amend Map 3G, Table 5(b) and the Future Land Use Map to reflect the land added to Page Field General Aviation Airport." Policy 1.9.3 authorizes the Port Authority to amend the Comprehensive Plan and this is not consistent with Chapter 163, Part II, F.S. The proposed Amendment 2007-48 does not establish comprehensive plan policies addressing the following: (1) consistency of development at the Page Field Airport with the Lee County Metropolitan Planning Organization Long-Range Transportation Plan; (2) the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport.

Rules 9J-5.006(3), F.A.C.; and Sections 163.3167; 163.3177(6)(a and k); 163.3184; and 163.3189, F.S.

Recommendation: *Revise Future Land Use Element Policy 1.9.3 to allow Lee County (Board of County Commissioners) to amend the Comprehensive Plan. Revise the amendment to establish comprehensive plan policies addressing the following: (1) consistency of development at the Page Field Airport with the Lee County Metropolitan Planning Organization Long-Range Transportation Plan; (2) the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport.*

11. Objection (Transportation Planning): The results of a traffic study (prepared by Reynolds, Smith and Hills, Inc., August 2007) were transmitted with the proposed amendments as supporting data and analysis. The traffic study does not analyze the projected operating roadway level of service for the five-year and long-term planning timeframes based on the maximum development potential of land uses allowed by the proposed Table 5(b) and growth in background traffic. The traffic study does not identify assumptions regarding trip generation and trip distribution based on the maximum development potential of land uses allowed by the proposed Table 5(b) and demonstrate that these assumptions are professionally acceptable. Thus, the proposed amendment is not appropriately supported by a professionally acceptable traffic analysis that demonstrates the adopted level of service standards will be achieved and maintained for the five-year and long-term planning timeframes and that any roadway improvements that are needed to maintain level

of service are coordinated with the Transportation Element and Capital Improvements Element, including a financially feasible five-year schedule of capital improvements. The amendment is not appropriately supported by data and analysis demonstrating that the amendment is consistent with the requirements of Section 163.3177(6) (k), F.S., regarding: (1) the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport; and (2) consistency with the local government transportation circulation element and applicable metropolitan planning organization long-range transportation plans.

Rules 9J-5.005(2) and (5), 9J-5.019(3)(f, g, h and i); 9J-5.019(5)(a and b); 9J-5.016(1)(a); 9J-5.016(2)(b, c and f); 9J-5.016(4), F.A.C.; and Sections 163.3175; 163.3177(2), (3), (8) and (10); 163.3177(6)(a, j and k); 163.3177(6)(h)1 and 2, F.S.

Recommendation: Revise the traffic study to analyze the projected operating roadway level of service for the five-year and long-term planning timeframes based on the maximum development potential of the land uses allowed by the proposed Table 5(b) and growth in background traffic. Demonstrate coordination of land use with the planning for transportation facilities as well as coordination with the Transportation Element and Capital Improvements Element. Revise the Transportation Element, Capital Improvements Element and Future Land Use Element, as necessary, to be consistent with and supported by the data and analysis and to achieve internal consistency with the Airport Master Plan. The Five-Year Schedule of Capital Improvements should be revised to include any needed improvements to maintain the adopted level of service within the five-year planning timeframe. Include data and analysis demonstrating coordination of the amendment with the plans of the Florida Department of Transportation and the Metropolitan Planning Organization. Revise the amendments, as necessary, to be consistent with and supported by the data and analysis. The plan should be revised to include strategies to address any deficiencies projected for the long-range planning timeframe.

12. Comment: The proposed Amendment 2007-48 is intended to exempt the Page Field Airport from development of regional impact (DRI) review under the provisions of Section 163.3177(6)(k), F.S. Although most of Page Field Airport is located within unincorporated Lee County, a small portion of Page Field Airport is located in the City of Fort Myers. The County does not have planning jurisdiction in Fort Myers. The County should be aware that the portion of Page Field that is not within the unincorporated area of Lee County does not qualify for the DRI exemption through the Lee County Comprehensive Plan Amendment 2007-48. The City of Fort Myers Comprehensive Plan would need to be amended pursuant to Section 163.3177(6)(k), F.S., for the portion of Page Field that is within Fort Myers to be exempted from DRI review. Alternatively, a joint planning agreement could be executed between the County and Fort Myers authorizing the County and Fort Myers to jointly exercise comprehensive planning power for the incorporated area, and then the County could amend the County Comprehensive Plan to establish the DRI exemption for the incorporated area.

B. STAFF RESPONSE

The Lee County Port Authority's representatives have prepared a response to the DCA ORC report. Lee County staff has worked closely with the Port Authority and their representatives in preparing this response. The Port Authority's response, dated February 3, 2009, has been attached to this staff report. This response recommends that two Policies be modified to address the DCA concerns. The modifications

below are shown in double underlined strike-through format from the transmitted language. New language is depicted by double underlining.

The first is to Policy 1.9.3 to partially address Objection #10. Staff read the intent of this policy as that the Port Authority would be the responsible agency for initiating plan amendments relating to the expansion of the existing airport facilities. Staff believes that the Port Authority adequately addresses DCA's Objection. The proposed revision to Policy 1.9.3 is as follows:

POLICY 1.9.3: If the Port Authority determines expansion of the Page Field General Aviation Airport boundaries are is necessary in order to provide continued viability to Page Field as a reliever to Southwest Florida International Airport, then the Port Authority will submit to the Board of County Commissioners the appropriate application and support documentation to amend Map 3G, Table 5(b) and the Future Land Use Map to reflect the land added to Page Field General Aviation Airport.

The second Policy revision is to Policy 47.6.1 to also address Objection #10. The proposed modification is to ensure continuing consistency between future development at Page Field General Aviation Airport and the MPO Long Range Transportation Plan. The policy has also been modified to demonstrate how the proposed comprehensive plan amendment will support the provision of regional transportation facilities for the efficient use and operation of the transportation system and airports. Staff notes that development projects are coordinated through the Port Authority's participation in the Metropolitan Planning Organization and the development of the Long Range Transportation Plan. The proposed revision to Policy 47.6.1 is as follows:

POLICY 47.6.1: The Port Authority will coordinate and obtain approval for airport development from the County through the annual capital improvement planning and programming process; local permitting process; Airport Master Plan Update process; and, the Lee Plan amendment process to ensure compatibility with other County programs. The Port recognizes will provide Lee County copies of the annual Capital Improvement Plan or other similar document for the Southwest Florida International Airport and Page Field General Aviation Airport. Airport development will remain consistent with the MPO Long Range Transportation Plan and will support the provision of regional transportation facilities for the efficient use and operation of the transportation system and airports. Additional specific coordination requirements are contained in Objective 151.4 and subsequent policies.

Staff believes that the above discussed modifications are consistent with the DCA's recommendation under Objection #10 and that these modifications should be adopted with this proposed amendment.

DCA ORC Objection #11 addresses Transportation Planning. The Port Authority response provides a summary of the methodology used both for the five year transportation analysis (2012) and long term (2030) planning time frame. The analysis has demonstrated that there will be no significant and adverse impact due to the proposed traffic as a result of the amendment.

Concerning Comment #12 the Port Authority acknowledges that Lee County does not have planning authority over the incorporated area of the City of Fort Myers. Staff is and has been aware of this jurisdictional issue from the start of this effort and recognizes that the portion of Page Field General

Aviation Airport lying within the City of Fort Myers does not qualify for the DRI exemption under the proposed plan amendment.

C. STAFF RECOMMENDATION

Planning staff recommends that the Board of County Commissioners adopt the proposed amendment to the Lee Plan. This recommendation includes two map amendments, replacing Map 3G and placing Page Field into the "Airport" Future Land Use category. The recommended text changes are included below:

FUTURE LAND USE ELEMENT:

OBJECTIVE 1.2: SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AND PAGE FIELD GENERAL AVIATION AIRPORT AREAS. 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. Designate on the Future Land Use Map existing and proposed development areas for Page Field General Aviation Airport. 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 respective Airport Layout Plans 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)

POLICY 1.2.1: Airport H₁lands includes the existing facility and projected growth areas for the Southwest Florida International Airport's existing facility and projected growth areas and Page Field General Aviation Airport through the year 2030. These areas will The Airport Lands comprising the Southwest Florida International Airport includes airport and airport-related development as well as non-aviation land uses as proposed in the approved 2003 Airport Master Plan update and as depicted on the Airport Layout Plan sheet (Map 3F) and the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)). This mix of uses is intended to support the continued development of the Southwest Florida International Airport. Future development at the Southwest Florida International Airport will also include non-aviation related land uses such as hotels/motels, light industrial, service stations, ancillary retail/shopping, and office development. Any future airport expansion or development of aviation-related and non-aviation uses at Southwest Florida International Airport will offset environmental impacts through the Airport Mitigation Lands Overlay (Map 3M) or other appropriate mitigation acceptable to the permitting agencies and to Lee County. The physical design of the airport expansion will minimize any degradation of the recharge capability of land being developed. Airport expansion beyond the present boundaries will be subject to necessary amendments to the Lee Plan.

All development on Airport H₁lands comprising Southwest Florida International Airport must be consistent with Map 3F and Table 5(a). Map 3F depicts the planned expansion of the Southwest Florida International Airport through 2020.

Future development on Airport Lands comprising Page Field General Aviation Airport must be consistent with Objective 1.9 and related policies as well as Map 3G and Table 5(b).

If the airport master planning process precipitates a substantive change to the Airport Layout Plan (Map 3F or Map 3G), then the Port Authority must amend Map 3F or Map 3G, as appropriate, prior to obtaining local development approval.

The non-aviation related development areas have been depicted on the approved Airport Layout Plan sheets (Maps 3F and 3G). These uses will be constructed upon Airport lands with long term leases. All development within the non-aviation land use areas will be subject to mitigation requirements for wetland impacts. Mitigation of wetland impacts will be in accordance with the U.S. Army Corps of Engineers and South Florida Water Management District requirements. To the greatest extent reasonably possible, development of non-aviation land use areas must avoid wetland impacts. All non-aviation land use development will meet the indigenous vegetation requirements set forth in the Lee County Land Development Code. (Amended by Ordinance No. 94-30, 00-22, 04-16, 07-12)

POLICY 1.2.4: The Airport AOPD zoning resolution must be amended before any non-aviation related uses can be developed at the Southwest Florida International Airport. The intensity of the proposed aviation and non-aviation land uses at Southwest Florida International Airport must be consistent with Lee Plan Table 5(a). The Page Field General Aviation Airport project must be rezoned to AOPD prior to development of the new non-aviation uses proposed in Map 3G and Table 5(b). (Added by Ordinance No. 04-16)

OBJECTIVE 1.9 PAGE FIELD GENERAL AVIATION AIRPORT. Page Field General Aviation Airport plays a vital role as a reliever airport facility to Southwest Florida International Airport. In its role as a reliever airport, Page Field reduces general aviation traffic from Southwest Florida International Airport, thereby increasing the capacity and efficiency of the International Airport. Therefore, it is important to designate the land comprising the Page Field General Aviation Airport as Airport Lands on the Future Land Use Map. This designation should include adequate land to accommodate the projected growth needs of Page Field General Aviation Airport in its continued role as an airport reliever, including the industrial, commercial and office uses necessary to continue viable aviation activity through 2025.

POLICY 1.9.1: In order to create the revenue source necessary to maintain Page Field General Aviation Airport as a viable aviation operation and reliever to Southwest Florida International Airport, the Port Authority seeks to establish non-aviation uses on the Page Field General Aviation Airport property. Suitable locations for these non-aviation uses are designated on the Page Field Airport Layout Plan adopted as Lee Plan Map 3G. The Page Field Airport Layout Plan sheet (Map 3G) was adopted by the Federal Aviation Administration as part of the 2002 Page Field Airport Master Plan Update. This update and documents comprising the 2002 Master Plan approval are incorporated into the Lee Plan by reference as support for adoption of Map 3G and Table 5(b).

POLICY 1.9.2: The Page Field Airport Layout Plan (Map 3G) identified existing facilities and projected growth areas for both aviation and non-aviation uses through 2025. The mix of uses is identified on Table 5(b). This mix of uses is intended to support the continued future development of Page Field General Aviation Airport and includes aviation and non-aviation related land uses such as light industrial and office development and expands the non-aviation uses to include retail development. Development of the aviation and non-aviation uses on Page Field General Aviation

Airport property must be consistent with Map 3G and Table 5(b) and will be required to comply with the Lee County Land Development Code regulations, including, but not limited to, the impact fee regulations. Any environmental mitigation deemed necessary to support development of Page Field General Aviation Airport property will be addressed separately by each development project and is not entitled to claim a benefit from the Airport Mitigation Lands Overlay area (Map 3M).

POLICY 1.9.3: If the Port Authority determines expansion of the Page Field General Aviation Airport boundaries is necessary in order to provide continued viability to Page Field as a reliever to Southwest Florida International Airport, then the Port Authority will submit to the Board of County Commissioners the appropriate application and support documentation to amend Map 3G, Table 5(b) and the Future Land Use Map to reflect the land added to Page Field General Aviation Airport.

POLICY 1.9.4: The Page Field Airport Master Plan and Airport Layout Plan will be updated no less than every 5-8 years, with the next amendment anticipated to be approved by the Federal Aviation Administration in 2010. A comprehensive plan amendment will be submitted by the Port Authority to update Map 3G and Table 5(b) to reflect the updated Page Field Master Plan as approved. The planning horizon used for the master plan update should be consistent with the Lee Plan Horizon, which can be verified by Lee County as part of the Master Plan Update process. Lee County staff will be included in the Master plan update process as required under the terms of the existing memorandum of understanding regarding airport development.

POLICY 1.9.5: The Port Authority will seek to eliminate or modify existing uses on the Page Field property deemed incompatible with existing aviation activity or causing a diminution in the Page Field Airport capacity. In order to protect Page Field as a Southwest Florida International Airport reliever, the Port Authority will use its capacity/authority as a reviewing entity to influence land-use decisions and approvals with respect to development of the lands surrounding Page Field in order to promote development that is compatible with the aviation activity at Page Field General Aviation Airport.

POLICY 1.9.6: Development on Page Field lands must be consistent with the Airport Layout Plan (Map 3G). If the Page Field Airport Master Plan or Airport Layout Plan set is amended or updated by the Port Authority in a manner that constitutes a substantive change from Map 3G or Table 5(b), local development order approval may be delayed or denied pending a Lee Plan Amendment, by the Port Authority, with respect to Map 3G and Table 5(b).

POLICY 1.9.7: Non-aviation development areas at Page Field Airport, as depicted on Map 3G, will be developed under long term land leases. All non-aviation development must comply with Land Development Code regulations, including payment of impact fees. The intensity of non-aviation development must be consistent with Table 5(b).

POLICY 1.9.8: Future non-aviation areas depicted on the Airport Layout Plan (Map 3G) will be developed, to the greatest extent possible, within existing upland areas. Impacts to wetlands in the future non-aviation areas will be minimized by site design whenever possible in compliance with the Lee County Land Development Code.

POLICY 1.9.9: Future aviation and non-aviation development at Page Field General Aviation Airport must comply with the provisions of the Educational Restriction Zone established under Florida Statutes, section 333.03 and the School Zone Map adopted as part of the Lee County Land Development Code.

TRANSPORTATION ELEMENT

OBJECTIVE 47.1: ECONOMIC GROWTH. To aid in the diversification of the county's economic growth ~~The capacity and long term development of the Southwest Florida International Airport and Page Field General Aviation Airport will be expanded in compliance with Maps 3F and 3G, and Table 5(a) and 5(b).~~ 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 Plans (Map 3F and 3G). 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)

POLICY 47.1.1: The Port Authority will coordinate the implementation of scheduled infrastructure and facility improvements for the Southwest Florida International Airport and Page Field General Aviation Airport consistent with the approved Airport Layout Plan sheets (Map 3F and Map 3G, respectively) and the ~~Southwest Florida International Airport Proposed Development Schedules~~ (Table 5(a) and (b), respectively). (Amended by Ordinance No. 98-09, 99-15, 04-16)

POLICY 47.2.5: The county will utilize the approved Airport Master Plans and FAR Part 150 Study, including updates, as a basis to amend the comprehensive land use plan and the land development code to prohibit development that is incompatible with the Southwest Florida International Airport or Page Field General Aviation Airport; and, to ensure future economic enhancement consistent with Objective 46.2. Future updates of the Southwest Florida International Airport Master Plan and Page Field General Aviation Airport Master Plan that precipitate substantive changes to the Airport Layout Plans (Map 3F and Map 3G, respectively) will require a Lee Plan Amendment prior to local permitting approval for the affected airport. In accordance with FAA requirements, the Southwest Florida International Airport Master Plan and corresponding Airport Layout Plan (Map 3F) will be comprehensively updated at least once every 5 to 8 years. (Amended by Ordinance No. 99-15, 04-16)

POLICY 47.3.4: The proposed development schedule for the Southwest Florida International Airport through the year 2020 is depicted in Table 5(a) of the Lee Plan. The proposed development schedule for the Page Field General Aviation Airport through the year 2025 is depicted in Table 5(b) of the Lee Plan. ~~This Table~~ These Tables includes both aviation and non-aviation related development. If the FAA/FDOT mandate navigational improvements (NAVAIDS) or require improvements related to Airport security or safety at Southwest Florida International Airport or Page Field General Aviation Airport, then the Port Authority may pursue installation of the improvement even though the improvement is not specifically identified on Table 5(a) or Table 5(b). However, the Port Authority must obtain all appropriate approvals and permits prior to installation, including approval from Lee County. If these improvements precipitate a substantive

change to ~~either~~ Table 5(a), Table 5(b), ~~or~~ Map 3F, ~~or~~ Map 3G, then the Port Authority must pursue a Lee Plan amendment incorporating the changes in the next available amendment cycle. (Added by Ordinance No. 04-16)

POLICY 47.6.1: The Port Authority will coordinate and obtain approval for airport development from the County through the annual capital improvement planning and programming process; local permitting process; Airport Master Plan Update process; and, the Lee Plan amendment process to ensure compatibility with other County programs. The Port recognizes will provide Lee County copies of the annual Capital Improvement Plan or other similar document for the Southwest Florida International Airport and Page Field General Aviation Airport. Airport development will remain consistent with the MPO Long Range Transportation Plan and will support the provision of regional transportation facilities for the efficient use and operation of the transportation system and airports. Additional specific coordination requirements are contained in Objective 151.4 and subsequent policies.

INTERGOVERNMENTAL COORDINATION ELEMENT

OBJECTIVE 151.4: COORDINATION OF AIRPORT DEVELOPMENT AND IMPROVEMENTS AT THE SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AND PAGE FIELD GENERAL AVIATION AIRPORT WITH ALL PERMITTING AGENCIES. The Port Authority will coordinate with Lee County, the Southwest Florida Regional Planning Council, the Florida Department of Community Affairs, Federal Aviation Administration, and the Florida Department of Transportation to ensure that the development of the Southwest Florida International Airport and the Page Field General Aviation Airport is consistent with the Lee Plan. (Added by Ordinance No. 04-16)

POLICY 151.4.1: Port Authority staff will ensure that Lee County staff is directly involved in the review and approval process related to the ongoing update of the Airport Master Plan for Southwest Florida International Airport and Page Field General Aviation Airport. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Layout Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments to the Airport zoning approvals and compliance with the Lee County Land Development Code. (Added by Ordinance No. 04-16)

POLICY 151.4.2: The Port Authority will submit and County staff will review and provide comments regarding the following:

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

(2) Consistency of proposed amendments to the Airport Master Plan and resulting Airport Layout Plan for Southwest Florida International Airport (Map 3F) and Page Field General

Aviation Airport (Map 3G) with the Lee Plan, Land Development Code (LDC) and local zoning approvals.

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

(4) Proposed Lee Plan Amendments necessary to support revisions to the Airport Layout Plan for Southwest Florida International Airport (Map 3F) and Page Field General Aviation Airport (Map 3G), the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)), the Page Field General Aviation Airport Proposed Development Schedule (Table 5(b)), the Airport Master Plans for Southwest Florida International Airport and Page Field General Aviation Airport, or CIP project list. (Added by Ordinance No. 04-16)

GLOSSARY

AIRPORT LAYOUT PLAN - A map of existing and proposed airport property, facilities and development that is created as a result of the Airport Master Planning process. The Airport Layout Plan for Southwest Florida International Airport is adopted as Map 3F, and the Airport Layout Plan for Page Field General Aviation Airport is adopted as Map 3G. (Added by Ordinance No. 04-16)

NON-AVIATION RELATED USES - This phrase refers to the commercial and industrial land uses identified on the Southwest Florida International Airport Layout Plan (Map 3F), and Table 5 the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)), the Page Field General Aviation Airport Layout Plan (Map 3G), and the Page Field General Aviation Airport Proposed Development Schedule (Table 5(b)). Non-aviation related uses are typically developed in non-aviation settings. Non-aviation uses may be enhanced by proximity to an airport, but these uses are not dependent on access to an airport. These uses could be developed in other locations within the County. Non-aviation related uses will be established on Airport lands through lease agreements with the Port Authority. The areas identified to accommodate these non-aviation uses are not necessary to support the primary aviation facilities comprising the Southwest Florida International Airport or the Page Field General Aviation Airport. Use of Airport lands for non-aviation use is intended to provide a revenue stream that may be used to enhance airport operations. Though located on airport property, the establishment of non-aviation uses is not necessary for the continued function of the primary aviation facilities associated with the airport. (Added by Ordinance No. 04-16)

PAGE FIELD GENERAL AVIATION AIRPORT PROPOSED DEVELOPMENT SCHEDULE (TABLE 5(b)) - This Table depicts the proposed development schedule for the Page Field General Aviation Airport through the year 2025. The Table will be updated by Lee Plan amendment based on future Airport Master Plan and Airport Layout Plan updates.

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT PROPOSED DEVELOPMENT SCHEDULE (TABLE 5(a)) - This Table depicts the proposed development schedule for the Southwest Florida International Airport through the year 2030. (Added by Ordinance No. 04-16, Amended by Ordinance No. 07-12)

SUBSTANTIVE CHANGE - As used in Policies 47.2.5 and 47.3.4, the term “substantive change” means development not specifically stated or identified in Table 5(a) or Table 5(b), or depicted on Map 3F or Map 3G. (Added by Ordinance No.04-16)

Vision Statement

10. Gateway/Airport - This Community is located South of SR 82, generally east of I-75, and north of Alico Road including those portions of the Gateway development that either have not been or are not anticipated to be annexed into the City of Fort Myers, the Southwest Florida International Airport and the properties the airport expects to use for its expansion, the lands designated as Tradeport, and the land designated as Industrial Development west of I-75 north of Alico Road. In addition to these two land use designations, properties in this community are designated New Community (the Gateway development), Airport, Density Reduction/Groundwater Resource (primarily the anticipated airport expansion areas), Rural, and General Interchange. The road network in this community is planned to change dramatically over time creating access to and from this community to the north, south, and east without relying on I-75. There are three distinct areas within this community. The Gateway portion of this community is the area where residential uses will occur. Gateway will be a thriving, nearly built-out, mixed-use community in 2020. The population of this community is anticipated to grow substantially from today to 2030.

The second area in this community is the Southwest Florida International Airport. The airport will be greatly expanded by 2030. The expanded airport will have a second parallel runway and a new terminal building that will more than double the existing capacity of the airport. Development will be guided by the Airport Layout Plan (as established through the airport master plan process) consistent with the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)) and all other Lee Plan provisions.

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

DATE OF ADOPTION HEARING: February 25th, 2009

A. BOARD REVIEW: The proposed amendment was considered as part of the Administrative Agenda. The Board provided no discussion concerning the proposed amendment. No members of the public addressed the Board.

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

- 1. BOARD ACTION:** The Board adopted the proposed amendment, including the language modifications contained in Part V of this staff report.
- 2. BASIS AND RECOMMENDED FINDINGS OF FACT:** The Board accepted the findings of fact as advanced by the Local Planning Agency and staff.

C. VOTE:

A. BRIAN BIGELOW	AYE
TAMMARA HALL	AYE
ROBERT P. JANES	AYE
RAY JUDAH	AYE
FRANKLIN B. MANN	AYE



February 3, 2009

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

Re: CPA2007-48 Page Field Airport Lee Plan Amendment

Dear Mr. Noble: *MATT:*

On behalf of the applicant, the Lee County Port Authority, we have prepared the following response to the Florida Department of Community Affairs (DCA) Objections, Recommendations and Comments (ORC) report, dated January 16, 2009. Please note that we have incorporated into our narrative the relevant text from the ORC report (in **bold**) and have used DCA's numbering sequence for reference purposes.

10. Objection (Amendment Authority): In regard to future expansion of Page Field General Aviation Airport boundaries, the proposed Future Land Use Element Policy 1.9.3 states that "the Port Authority will amend Map 3G, Table 5(b) and the Future Land Use Map to reflect the land added to Page Field General Aviation Airport." Policy 1.9.3 authorizes the Port Authority to amend the Comprehensive Plan and this is not consistent with Chapter 163, Part 11, F.S. The proposed Amendment 2007-48 does not establish comprehensive plan policies addressing the following: (1) consistency of development at the Page Field Airport with the Lee County Metropolitan Planning Organization Long-Range Transportation Plan; (2) the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport.

Rules 95-5.006(3), F.A.C.; and Sections 163.3 167; 163.4 177(6)(a and k); 163.3 184; and 163.3 189, F.S.

RESPONSE: The applicant has amended the proposed comprehensive plan amendment to address the DCA Objection. The amendments are as follows:

1. Proposed Policy 1.9.3 has been amended to recognize the authority of the Lee County Board of County Commissioners to amend the Lee County comprehensive plan. The amended policy language is as follows:

Policy 1.9.3: If the Port Authority determines expansion of the Page Field General Aviation Airport boundaries ~~are~~ is necessary in order to provide continued viability to Page Field as a reliever to Southwest Florida International Airport, then the Port Authority will submit to the Board of County Commissioners the appropriate application and support documentation to amend Map 3G, Table 5(b) and the Future Land Use Map to reflect the land added to Page Field General Aviation Airport.

2. The proposed amendment to Lee Plan Policy 47.6.1 has been amended to establish consistency between future development at Page Field General Aviation Airport and the MPO Long Range Transportation Plan. The policy also has been amended to demonstrate how the proposed comprehensive plan amendment will support the provision of regional transportation facilities for the efficient use and operation of the transportation system and airports:

Policy 47.6.1: The Port Authority will coordinate and obtain approval for airport development from the County through the annual capital improvement planning and programming process; local permitting process; Airport Master Plan Update process; and, the Lee Plan amendment process to ensure compatibility with other County programs. The Port Authority will provide Lee County copies of the annual Capital Improvement Plan or other similar document for the Southwest Florida International Airport and Page Field General Aviation Airport. Airport development will remain consistent with the MPO Long Range Transportation Plan and will support the provision of regional transportation facilities for the efficient use and operation of the transportation system and airports. Additional specific coordination requirements are contained in Objective 151.4 and subsequent policies. (Amended by Ordinance No. 99-15, 04-16).

11. Objection (Transportation Planning): The results of a traffic study (prepared by Reynolds, Smith and Hills, Inc., August 2007) were transmitted with the proposed amendment as supporting data and analysis. The traffic study does not analyze the projected operating roadway level of service for the five-year and long-term planning timeframes based on the maximum development potential of land uses allowed by the proposed Table 5(b) and growth in background traffic. The traffic study does not identify assumptions regarding trip generation and trip distribution based on the maximum development potential of land uses allowed by the proposed Table 5(b) and demonstrate that these assumptions are professionally acceptable. Thus, the proposed amendment is not appropriately supported by a professionally acceptable traffic analysis that demonstrates the adopted level of service standards will be achieved and maintained for the five-year and long-term planning timeframes and that any roadway improvements that are needed to maintain level of service are coordinated with the Transportation Element and Capital Improvements Element, including a financially feasible five-year schedule of capital improvements. The amendment is not appropriately supported by data and analysis demonstrating that the amendment is consistent with the requirements of Section 163.3 177(6)(k), F.S., regarding: (1) the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport; and (2) consistency

with the local government transportation circulation element and applicable metropolitan planning organization long-range transportation plans.

Rules 95-5.005(2) and (5), 9J-5.019(3)(f, g, h, and i); 9J-5.019(5)(a and b); 95-5.016(1)(a); 9J-5.016(2)(b, c, and f); 95-5.016(4), F.A.C.; and Sections 163.3175; 163.3177(2), (3), (8), and (10); 163.3177(6)(a, j and k); 163.3177(6)(h)l and 2, F.S.

RESPONSE: The applicant has prepared the following response to the DCA Objection:

Page Field is an existing transportation facility that has been successfully incorporated into the existing Lee County comprehensive plan and MPO adopted long-range plans. As required by FDOT and the FAA updated airport Master Plans must coordinate with local governments and MPO to ensure that the updated airport plan is successfully included in local and regional MPO plans. FDOT and the FAA have both previously approved the Page Field Airport Master Plan. This technical coordination is being accomplished to ensure consistency of all three planning efforts.

Table 5(b) included in the proposed comprehensive plan amendment gives the details of existing and proposed development for the Page Field General Aviation Airport consistent with the adopted Airport Master Plan Update. The growth in the airport/aviation facilities and aviation operations was addressed in the proposed amendment analysis both for the five-year (2012) and long term (2030) planning time frames utilizing the adopted MPO model. The traffic analysis utilized the existing adopted model and was closely coordinated with the County and MPO staff to ensure accuracy of existing conditions (2007) displayed in the model results as well as model consistency in factors utilized to predict future trip generation. The land use data presented in Table 5(b) was converted from aviation development and non-aviation square footage numbers into more applicable modeling parameters consistent with the adopted model such as enplanements/employment for the aviation activities (ZDATA 3) and office/industrial/commercial employment for the non-aviation activities. The following data supports the incorporation of projected growth presented in Table 5(b) and was contained in the report.

- Table 4 shows that for TAZ 686 (Airport), ZDATA 2 (Employment Data) was increased from 580 total employees in 2007 to 677 in 2012 and 997 in 2030. This data is consistent with BEBR forecast for the county and FAA/FDOT approved forecast for the airport.
- Table 4 shows that for TAZ 686 (Airport), ZDATA 3 (Special Generator) was increased from 1500 attractions in 2007 to 1664 in 2012 and 2254 in 2030. This data is consistent with FAA/FDOT approved forecast of operations at the airport.

The growth in non-aviation land use listed in Table 5(b) as approximately 80,000 sq. ft. for commercial; 33,000 sq. ft. for office and 40,000 sq. ft. for light industrial was incorporated into the proposed amendment and supporting traffic analysis. Areas approved for non-aviation development were depicted on the adopted Airport Layout Plan. These six areas were conceptually evaluated to determine likely future development intensities and resultant square footages. In accordance with the approved modeling factors the building size was converted into

a ratio of employment suitable for input into the model (ZDATA 2). Non-aviation data was specifically separated from aviation related development in the analysis because the Port Authority and County have entered into an agreement requiring all non-aviation related development to be subject to local transportation impact fees. The following table data supports the incorporation of non-aviation land use growth. The number of employees calculated from this table was added to Tables 3 and 4 of the proposed amendment report as ZDATA 2. This data is consistent with Table 5(b).

PAGE FIELD SITE EMPLOYMENT ESTIMATES

Parcel #	Land Use	Acreage	Assumed FAR ^a	Building Size (Square Ft.)	Employment Rate/ 1000 Square Ft.	Employees	Total Employees per Parcel
1	Office ⁽²⁾	3.6	0.21	32931	4.0	132	160
	Light Industrial ⁽³⁾	1.9	0.19	15725	1.8	28	
2	Light Industrial ⁽³⁾	1.2	0.19	9932	1.8	18	18
3	Commercial (Service) ⁽¹⁾	1.8	0.18	14113	2.5	35	35
4	Commercial (Service) ⁽¹⁾	1.1	0.18	8825	2.5	22	22
5	Commercial (Retail) ⁽¹⁾	3.4	0.18	26659	2.5	67	92
	Light Industrial ⁽³⁾	1.7	0.19	14070	1.8	25	
6	Commercial (Retail) ⁽¹⁾	3.9	0.18	30579	2.5	76	76
Total						403	403

^aFAR - Floor area ratio

1- Commercial land use total is 79,976 sq. ft. (approximately 80,000 sq. ft. as shown in Table 5(b))

2- Office land use total is 32,931 sq. ft. (approximately 33,000 sq. ft. as shown in Table 5(b))

3- Light Industrial land use total is 39,727 sq. ft. (approximately 40,000 sq. ft. as shown in Table 5(b))

The report states that the inclusion of TIP and 2030 financially feasible projects are already included in the adopted MPO model as required. On page 5 of 12 of the proposed amendment the report states, "The 2007 and 2012 model socio-economic data (ZDATA) was interpolated using 2000 and 2030 data. An existing 2007 model network was developed using current aerial photography. The 2012 model network was developed using the Lee County MPO Transportation Improvement Program (TIP). Projects which had construction funding in the TIP were incorporated into the model. The long term analysis was completed using the 2030 financially feasible roadway network from the Long Range Transportation Plan."

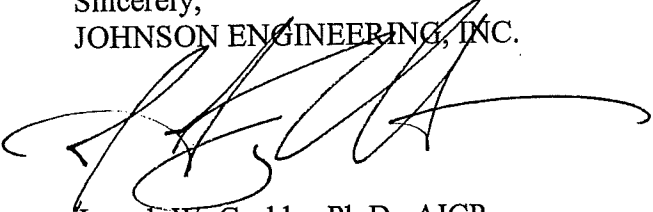
There was no significant and adverse impact anticipated due to the Page Field Airport Master Plan Update amendment under the revised ZDATA scenario (the revision in ZDATA was coordinated with Lee County and MPO Staff). The conclusions section of the report states, "Table 7 shows the comparison of AADT/ LOS for "Revised ZDATA and Revised ZDATA plus Page Field Airport Master Plan (future planned airport development) models." The comparison of LOS for revised ZDATA model with and without planned growth as a result of the Page Field Airport Master Plan Update indicates that all the segments which have undesirable "LOS F" in the model with Page Field Airport Master Plan, will also have undesirable "LOS F" in "Revised ZDATA model" without Master Plan." This result is reasonable since the airport is approaching build-out and future planned expansions are modest. Continued future growth at the airport, as well as all future Airport Master Plan Updates, will be coordinated with the Lee County Comprehensive Plan and MPO Long Range Transportation Plan to ensure consistency between the modes and maximize the continued efficient use and operation of the transportation system and airport.

12. Comment: The proposed Amendment 2007-48 is intended to exempt the Page Field Airport from development of regional impact (DRI) review under the provisions of Section 163.3 177(6)(k), F.S. Although most of Page Field Airport is located within unincorporated Lee County, a small portion of Page Field Airport is located in the City of Fort Myers. The County does not have planning jurisdiction in Fort Myers. The County should be aware that the portion of Page Field that is not within the unincorporated area of Lee County does not qualify for the DRI exemption through the Lee County Comprehensive Plan Amendment 2007-48. The City of Fort Myers Comprehensive Plan would need to be amended pursuant to Section 163.3 177(6)(K), F.S., for the portion of Page Field that is within Fort Myers to be exempted from DRI review. Alternatively, a joint planning agreement could be executed between the County and Fort Myers authorizing the County and Fort Myers to jointly exercise comprehensive planning power for the incorporated area, and then the County could amend the County Comprehensive Plan to establish the DRI exemption for the incorporated area.

RESPONSE: The applicant acknowledges that Lee County does not have planning authority over the incorporated area of the City of Fort Myers, at least on the matter of Page Field General Aviation Airport. Therefore, the applicant acknowledges that the portion of Page Field General Aviation Airport lying within the City of Fort Myers does not qualify for the DRI exemption under the proposed Lee County Comprehensive Plan Amendment (CPA2007-48) and that the proposed amendment applies only to the portion of Page Field General Aviation Airport within unincorporated Lee County. Subsequent to the adoption of the proposed amendment in Lee County, the applicant plans to take the appropriate action with the City of Fort Myers.

We are confident that this response fully addresses the ORCs raised by DCA. Please let me know if you have questions, or if you would like additional information. Thank you very much for your consideration and guidance through this process.

Sincerely,
JOHNSON ENGINEERING, INC.

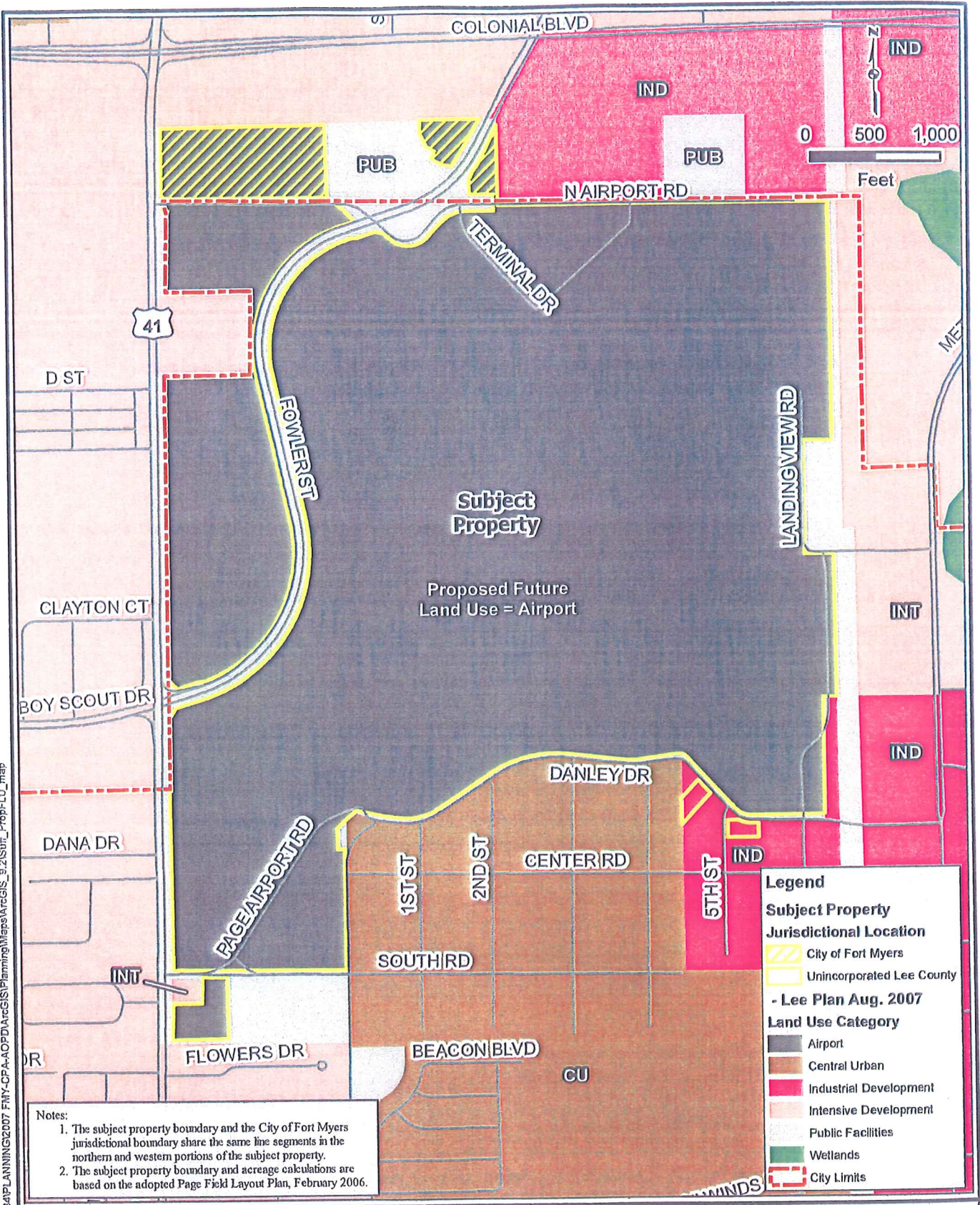


Joseph W. Grubbs, Ph.D., AICP
Principal Planner

JWG/jrs:20033734-127

cc: Emily M. Underhill, Lee County Port Authority
Ellen L. Lindblad, Lee County Port Authority
William B. Horner, Lee County Port Authority
J. Ronald Ratliff, RS&H
William C. Sandifer, RS&H

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Proposed Future Land Use

DATE	PROJECT	FILE NO.	SCALE	EXHIBIT NO.
05/20/08	20033734-127	00-00-00	As Shown	4-B

Page Field General Aviation Airport

Table 5(b)



Existing vs. Proposed Development 2020-2025(1)			
Development	Existing	Thru 2020(2)	Thru 2025(3)
Landside Intensity (Terminal and Access Facilities)(4)			
Total Landside Intensity (See below for facilities by quadrant)	98,100± sq. ft.	20,000± sq. ft.	
Vehicular Parking(5)	675 Spaces		
<i>Landside Intensity by Quadrant</i>			
<i>North Quadrant</i>			
<i>Buildings & Structures</i>	85,557± sq. ft.		
<i>Vehicular Parking</i>	545 spaces		
<i>East Quadrant</i>		20,000± sq. ft.	
<i>Buildings & Structures</i>	1,250± sq. ft.		
<i>Vehicular Parking</i>	15 Spaces		
<i>South Quadrant</i>			
<i>Buildings & Structures</i>	11,209± sq. ft.		
<i>Vehicular Parking</i>	115 Spaces		
<i>West Quadrant</i>			
<i>Buildings & Structures</i>	--		
Auto Access	Main terminal entrance from Danley Drive; Terminal Drive; Airport facilities accessways from Danley Drive; Airport facility access from Landingview Way	Airport Perimeter Road; New General Aviation facility access; North quadrant hangar access roads; Terminal Drive realignment; Fuel farm access; South Road/Danley Drive realignment	
Airside Intensity (Aviation Operations and Support Facilities)(6)			
Airfield Facilities			
Runway 05-23	6,401 ft. x 150 ft. Runway		
Runway 13-31	4,997 ft. x 150 ft. Runway		
Aprons/Ramps	217,100± sq. yds.	62,200± sq. yds.	
Primary Taxiways			
Taxiway A	6,401± ft. Taxiway		
Taxiway B	4,997± ft. Taxiway		
Taxiway C	6,547± ft. Taxiway		
Taxiway D	2,897± ft. Taxiway		
Taxiway E	1,860± ft. Taxiway	1,052± ft. Taxiway	
Future Aviation-support Facilities Identified in Airport Master Plan		4,000 sq. yd. 163 Total Based Hangars 18-20 Multi-use Itinerant Hangars	

Page Field General Aviation Airport

Table 5(b)



Existing vs. Proposed Development 2020-2025(1)			
Development	Existing	Thru 2020(2)	Thru 2025(3)
Aviation-support Facilities (See below for facilities by quadrant)	332,991± sq. ft.	100,660± sq. ft.	
<i>Aviation-support Facilities by Quadrant</i>			
<i>North Quadrant</i>			
Hangars		34,658± sq. ft.	
Accessory Office		1,470 sq. ft.	
<i>East Quadrant</i>			
Hangars	135,923± sq. ft.	10,850± sq. ft.	
Accessory Office		4,682± sq. ft.	
<i>South Quadrant</i>			
Hangars	197,068± sq. ft.		
<i>West Quadrant</i>			
Terminal		25,000± sq. ft.	
Hangars		24,000± sq. ft.	
Non-aviation Intensity			
Existing Facilities			
Commercial			
Retail	304,622± sq. ft.		
Service	108,465± sq. ft.		
Office			
Medical	35,490± sq. ft.		
Non-medical	7,056± sq. ft.		
Light Industrial	211,658± sq. ft.		
Intensity by Use - Vacant Non-aviation Parcels(7)			
Commercial (Retail & Service)			80,000± sq. ft.
Office (Medical & Non-medical)			33,000± sq. ft.
Light Industrial			40,000± sq. ft.

Source: Page Field General Aviation Airport, Master Plan Update, 2002; Page Field Airport Layout Plan, 2006; Lee County Port Authority.

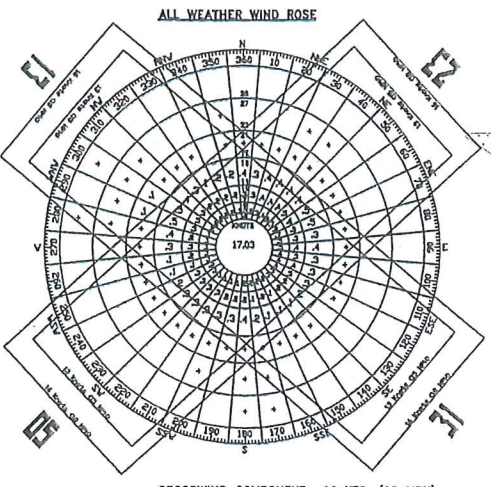
Notes:

- (1) The adopted Page Field Airport Master Plan (May 2002) was developed with a 2020 planning horizon. The adopted Airport Layout Plan (February 2006) has a 2025 planning horizon. As of May 2008, LCPA has initiated a process to update the Airport Master Plan through the 2030 planning horizon. Upon completion of the airport master plan update, LCPA will submit an appropriate Lee Plan amendment application to update the Airport Master Plan to reflect a 2030 planning horizon.
- (2) Data for the projected facilities demand are from Exhibit 5-1, Facility Requirement Summary, Page Field General Aviation Airport, Master Plan Update, 2002.
- (3) Data for non-aviation facilities are based on the adopted Page Field Airport Layout Plan, 2006.
- (4) Landside facilities consist of the terminal, non-aviation related structures on the airport property and the access system, which includes vehicular parking.
- (5) Future aviation and non-aviation development at Page Field will comply with the parking requirements of the Lee County Land Development Code.
- (6) Airside facilities are those required for aviation operations, including runways and ramps. Airside aviation-support facilities include aircraft hangars, maintenance facilities and office facilities that are accessory uses to the primary aviation-related use.
- (7) Intensity data for the vacant Page Field non-aviation parcels are estimates based on the size and anticipated use of the parcels through the 2025 planning horizon.



ESA Airports

PAGE FIELD AIRPORT MASTER PLAN
Fort Myers, Florida
Airport Layout Plan



CROSSWIND COMPONENT: 16 KTS. (18 MPH)		CROSSWIND COMPONENT: 10.5 KTS. (12 MPH)	
RUNWAY	COVERAGE	RUNWAY	COVERAGE
05/23	99.68%	05/23	95.79%
13/31	99.67%	13/31	94.61%

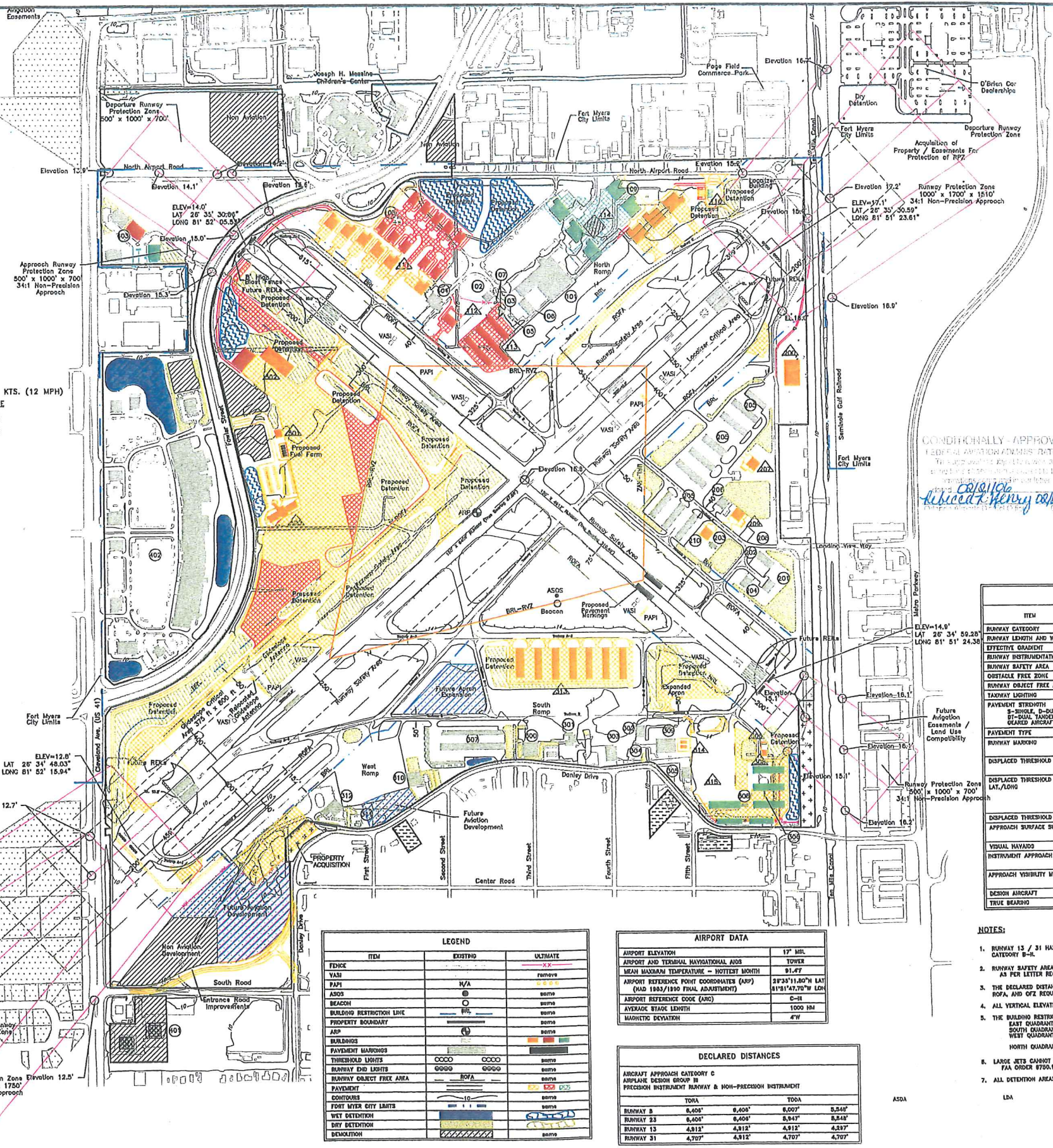
OBSERVATION PERIOD: 1990 - 1995
TOTAL OBSERVATIONS: 50,439
SOURCE: NATIONAL CLIMATIC DATA CENTER
ASHEVILLE, N.C.

PHASING PLAN

	PAYEMENT	BUILDING	ROADWAY
Through - 2010	[Pattern]	[Pattern]	[Pattern]
2011-2015	[Pattern]	[Pattern]	[Pattern]
2015-2025	[Pattern]	[Pattern]	[Pattern]

	LAND USE
Non-Aviation Support Development	[Pattern]
Existing Aviation Easements	[Pattern]
Surplus Land Sale	[Pattern]
Land Acquisition	[Pattern]
Future Aviation	[Pattern]

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.



BUILDING INVENTORY		
DESCRIPTION	EXISTING	ULTIMATE
PAGE FIELD NORTH	(0)	same
FLORIDA HIGHWAY PATROL GARAGE	(0)	same
CONTROL TOWER	(0)	same
FIRE STATION/AIRPORT MAINTENANCE	(0)	same
ELECTRICAL YARD	(0)	same
STORAGE FACILITY	(0)	same
FAA REGIONAL OFFICE	(0)	same
FAA REGIONAL OFFICE	(0)	same
FAA REGIONAL OFFICE	(0)	same
LEE COUNTY HOSPITAL HAZARDOUS WASTE TREATMENT FACILITY	(0)	remove
NORTHWEST CABIN CLASS HANGAR	(0)	same
EMO HANGAR	(0)	same
PHASE V T-HANGARS	(0)	same
NORTHEAST CABIN CLASS HANGAR	(0)	same
AIRPORT MAINTENANCE FACILITY	(0)	same
EXISTING HANGAR	(0)	same
SEA CORPORATE HANGAR	(0)	same
EAA (EXPERIMENTAL AIRCRAFT ASSN.)	(0)	same
BEAUMARK HANGAR	(0)	same
T-HANGARS (ADD-8 only)	(0)	same
AMERICAN HANGAR	(0)	same
ASMA HANGAR	(0)	same
AIRPORT WASH, RACK AND MAINTENANCE	(0)	same
SEASIDE HANGAR	(0)	same
SEAN HANGAR	(0)	same
THE AVIATION CENTER HANGAR	(0)	same
THE AVIATION CENTER	(0)	same
TOULOUSE AVIATION	(0)	same
HANGAR II - SAFETYLIGHT	(0)	same
AVIATION CENTER FUEL TANK	(0)	same
GENERAL AVIATION CENTER	(0)	same
SELF-SERVICE FUEL TANK	(0)	same
T-HANGARS	(0)	same
SELF-SERVICE MAINTENANCE FACILITY	(0)	same
THE AVIATION CENTER HANGAR	(0)	same
A & B HANGAR	(0)	same
FAA COMMUNICATIONS OUTLET (R00)	(0)	same
ENTIRE AVIATION	(0)	same
PHASE IV T-HANGARS	(0)	same
SEA TOWNSHIP	(0)	same
SOUTHWEST T-HANGARS	(0)	same
DEPARTMENT OF MOTOR VEHICLES	(0)	same
PAGE FIELD COMBOS	(0)	same
PAGE FIELD MEDICAL FACILITY PH-II, III, IV, V	(0)	same
GA TERMINAL	(0)	same
FIS	(0)	same
BLK HANGARS	(0)	same

CONDITIONALLY-APPROVED
FEDERAL AVIATION ADMINISTRATION
THIS MAP AND THE KEY ATTACHED ARE
FOR INFORMATION ONLY AND DO NOT
CONSTITUTE A GUARANTEE OF THE
ACCURACY OF THE INFORMATION
CONTAINED HEREIN.
DATE: 08/01/06
APPROVED: Henry D. Jones

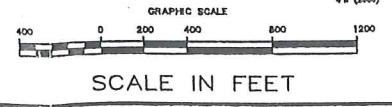
RUNWAY DATA			
ITEM	EXISTING	ULTIMATE	ULTIMATE
RUNWAY CATEGORY	ADD C-12	ADD C-12/D-11	ADD B-1
RUNWAY LENGTH AND WIDTH	8,400' X 150'	8,400' X 150'	8,400' X 150'
EFFECTIVE GRADE	.007 %	same	.018 %
RUNWAY INSTRUMENTATION	PRECISION	same	NON-PRECISION
RUNWAY SAFETY AREA	8,400' X 800'	same	8,400' X 800'
OBSTACLE FREE ZONE	8,400' X 400'	same	8,400' X 400'
RUNWAY OBJECT FREE AREA	8,400' X 800'	same	8,400' X 800'
TAXIWAY LIGHTING	MTL	same	MTL
PAVEMENT STRENGTH	13,000 PSI	same	30,000 PSI
S-SINGLE, D-DUAL, ST-DUAL, GEARED AIRCRAFT	13,000 PSI	same	30,000 PSI
PAVEMENT TYPE	ASPHALT CONCRETE	same	ASPHALT CONCRETE
RUNWAY MARKING	13 - HP	same	13 - HP
DISPLACED THRESHOLD DISTANCE	23 - 10'	same	23 - 10'
DISPLACED THRESHOLD ELEV. (MSL)	8 - 15.23 - 15.11	same	13 - 15.23 - 15.11
APPROACH SURFACE SLOPE	23 - 341	same	23 - 341
VISUAL HAYARDS	MTL, VASI	same	MTL, VASI
INSTRUMENT APPROACH HAYARDS	8 - 82.43, 82.43, 82.43	same	13 - 82.43, 82.43, 82.43
APPROACH VISIBILITY MINIMUMS	5 - 1 MILE	same	13 - 1 MILE
DESIGN AIRCRAFT	CL-604	same	CL-604
TRUE BEARING	018°	same	018°

- NOTES:
- RUNWAY 13 / 31 HAS BEEN DESIGNATED AN AIRCRAFT DESIGN GROUP CATEGORY B-1.
 - RUNWAY SAFETY AREA ADAPTATION TO STANDARDS FOR RUNWAY 8 / 23 APPLIES AS PER LETTER RECEIVED AUGUST 7, 1999 FROM THE FAA ORLANDO ADO.
 - THE DECLARED DISTANCE CONCEPT WAS APPLIED TO PROVIDE STANDARD R3A R0FA, AND OFZ REQUIREMENTS FOR RUNWAY 13 / 31.
 - ALL VERTICAL ELEVATIONS WERE CALCULATED USNG NAVD 83.
 - THE BUILDING RESTRICTION LINE (BRL) HAS BEEN DEFINED BY THE FOLLOWING: EAST QUADRANT-THE OFA REQUIRED BY TAXIWAY A, TAXIWAY B, AND THE RYZ SOUTH QUADRANT-THE OFA REQUIRED BY RUNWAY 13/31, TAXIWAY A, AND THE RYZ WEST QUADRANT-THE OFA REQUIRED BY RUNWAY 8/23, TAXIWAY C, AND THE RYZ NORTH QUADRANT-THE OFA REQUIRED BY TAXIWAY C, TAXIWAY D, AND THE RYZ.
 - LARGE JETS CANNOT HOLD WITHIN A 60° RADII OF THE OUTSIDE OF THE RYZ FOR TAXIWAY 8, TAXIWAY 13, AND TAXIWAY 31.
 - ALL DETENTION AREAS WITHIN THE R3A WILL COMPLY WITH FAA GRADING REQUIREMENTS.

LEGEND		
ITEM	EXISTING	ULTIMATE
FENCE	[Pattern]	[Pattern]
VASI	[Pattern]	[Pattern]
PAPI	[Pattern]	[Pattern]
ASOS	[Pattern]	[Pattern]
BEACON	[Pattern]	[Pattern]
BUILDING RESTRICTION LINE	[Pattern]	[Pattern]
PROPERTY BOUNDARY	[Pattern]	[Pattern]
ASR	[Pattern]	[Pattern]
BUILDINGS	[Pattern]	[Pattern]
PAVEMENT MARKINGS	[Pattern]	[Pattern]
THRESHOLD LIGHTS	[Pattern]	[Pattern]
RUNWAY END LIGHTS	[Pattern]	[Pattern]
RUNWAY OBJECT FREE AREA	[Pattern]	[Pattern]
PAYEMENT	[Pattern]	[Pattern]
CONTOURS	[Pattern]	[Pattern]
FORT MYERS CITY LIMITS	[Pattern]	[Pattern]
WET DETENTION	[Pattern]	[Pattern]
DRY DETENTION	[Pattern]	[Pattern]
DEMOLITION	[Pattern]	[Pattern]

AIRPORT DATA			
AIRPORT ELEVATION	17' MSL		
AIRPORT AND TERMINAL NAVIGATIONAL AIDS	TOWER		
MEAN MAXIMUM TEMPERATURE - HOTTEST MONTH	81.4°F		
AIRPORT REFERENCE POINT COORDINATES (NAD 1983/1990 FINAL ADJUSTMENT)	28°23'11.80"N LAT 81°51'47.70"W LONG		
AIRPORT REFERENCE CODE (ARC)	C-12		
AVIATION STAGE LENGTH	1000 ft		
MAGNETIC DEVIATION	4°W		

DECLARED DISTANCES			
AIRCRAFT APPROACH CATEGORY C			
AIRCRAFT DESIGN GROUP II			
PRECISION INSTRUMENT RUNWAY & NON-PRECISION INSTRUMENT			
TORA	8,400'	8,400'	8,400'
RUNWAY 8	8,400'	8,400'	8,400'
RUNWAY 23	8,400'	8,400'	8,400'
RUNWAY 13	8,400'	8,400'	8,400'
RUNWAY 31	8,400'	8,400'	8,400'



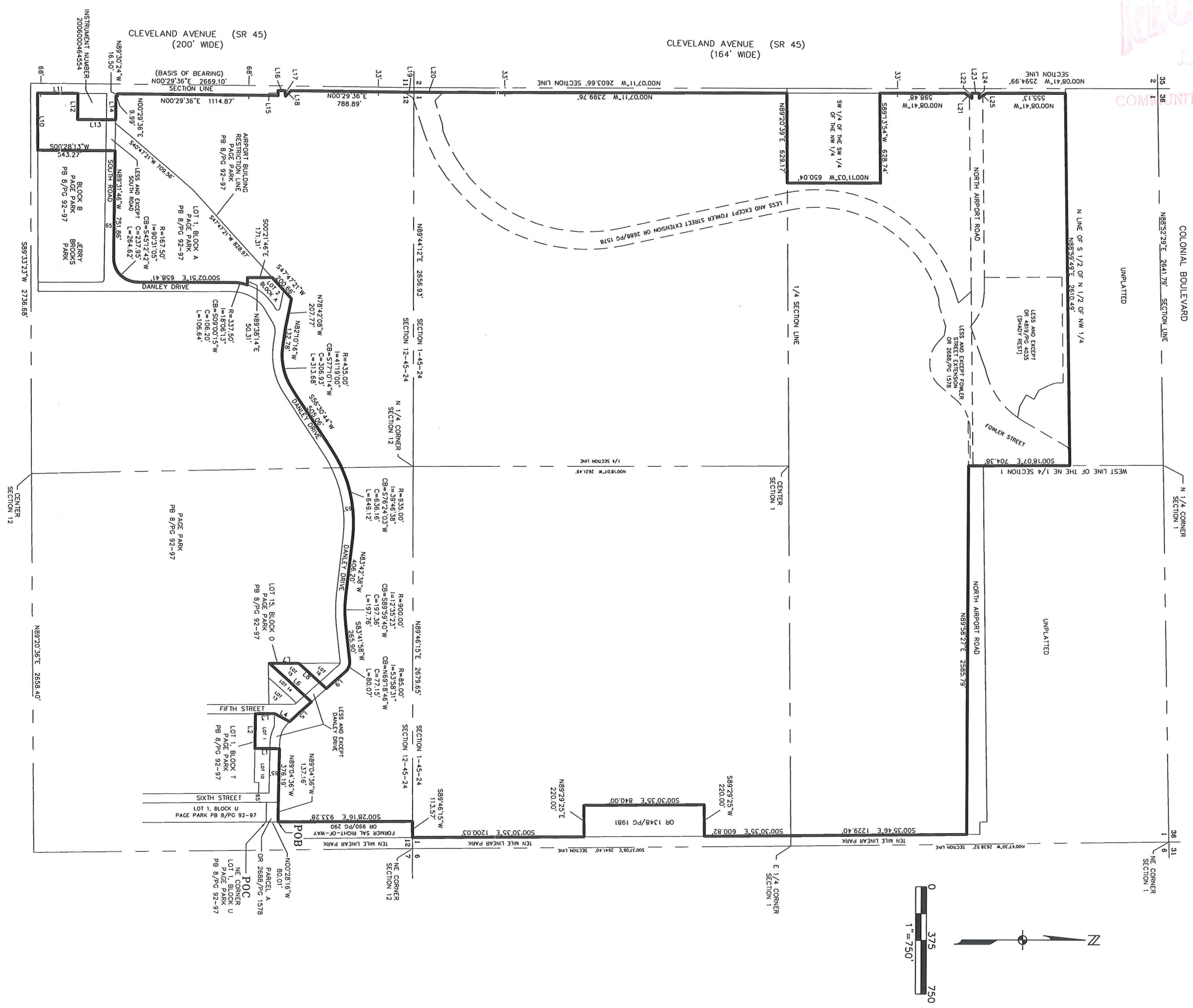
DATE: FEBRUARY 2006
PROJECT NO.: D204399
DESIGNED BY: SWR
DRAWN BY: PWA
CHECKED BY: SWR

SHEET
2
OF
10

01PA 2007-00018

RECEIVED
JUL 3 2008

COMMUNITY DEVELOPMENT



LINE	BEARING	LENGTH
L1	S00°28'14\"	170.60
L2	N89°31'46\"	244.13
L3	N00°28'12\"	112.57
L4	N28°29'32\"	117.93
L5	N42°19'31\"	206.12
L6	S42°40'29\"	399.51
L7	N00°28'17\"	203.94
L8	N42°40'29\"	262.91
L9	N42°19'31\"	179.61
L10	S89°33'23\"	399.39
L11	N00°29'36\"	284.62
L12	S89°31'46\"	182.00
L13	N00°29'36\"	285.02

LINE	BEARING	LENGTH
L14	N89°31'46\"	165.49
L15	S89°38'43\"	35.00
L16	N00°29'36\"	47.42
L17	N89°34'36\"	39.00
L18	N45°25'07\"	53.94
L19	N00°30'39\"	66.03
L20	N00°07'31\"	203.94
L21	N35°46'18\"	57.96
L22	S89°37'19\"	34.00
L23	N00°08'41\"	50.02
L24	N89°57'19\"	34.00
L25	N35°59'33\"	58.06

LEGEND

POC = POINT OF COMMENCEMENT
POB = POINT OF BEGINNING
R = RADIUS
L = DELTA BEARING
C = CHORD
L = LENGTH
PB = PLAT BOOK
PG = PAGE

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 - REVISED BOUNDARY APRIL 11, 2008
 - REVISED SKETCH AND DESCRIPTION JUNE 27, 2008 TO LESS AND EXCEPT SOUTH ROAD DANLEY DRIVE FOWLER STREET EXTENSION AND SHADY REST.

THIS IS NOT A SURVEY

Mark G. Wentzel

MARK G. WENTZEL (FOR THE FIRM FB-642)
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA CERTIFICATE NO. 5247

DATE SIGNED: 7/28/08

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

JOHNSON ENGINEERING

2122 JOHNSON STREET
P.O. BOX 1550
FORT MYERS, FLORIDA 33902-1550
PHONE (239) 334-0046
FAX (239) 334-3661
E.B. #642 & L.B. #642

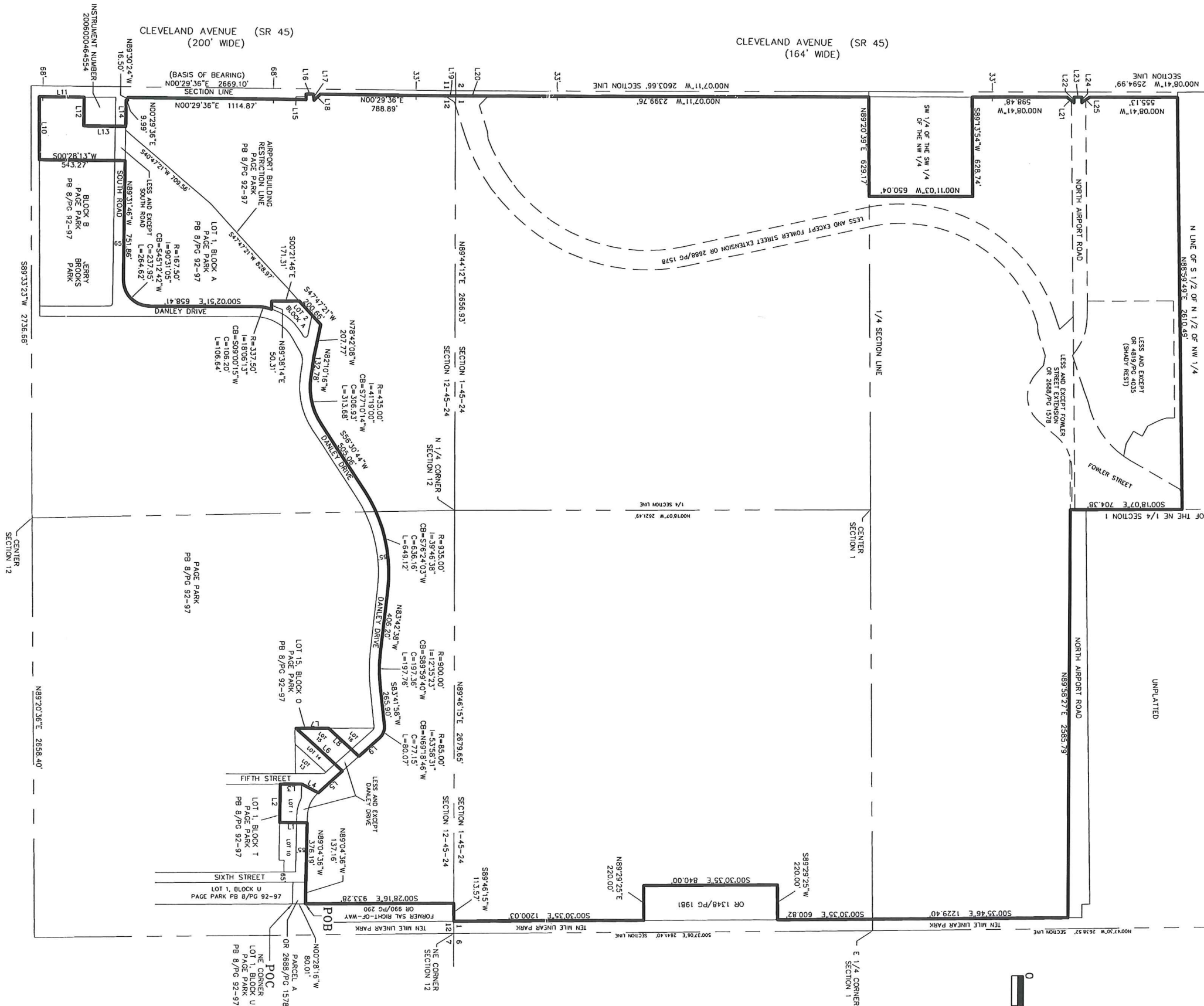
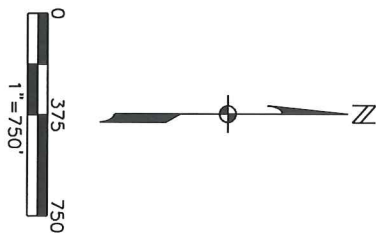
DATE	PROJECT NO.	FILE NO.	SCALE	SHEET
APRIL 2008	20033734	1-45-24	1"=750'	1 OF 1

SKETCH
PAGE FIELD

UNPLATTED

N 1/4 CORNER
SECTION 1

36 31
1 6
NE CORNER
SECTION 1



LINE TABLE		
LINE	BEARING	LENGTH
L14	N85.31.46"W	165.49
L15	S89.38.43"W	35.00
L16	N59.29.36"E	47.42
L17	N83.54.36"E	39.00
L18	N45.25.07"W	53.94
L19	N00.30.33"E	66.03
L20	N00.07.31"W	57.96
L21	N35.46.18"E	203.94
L22	S85.57.19"W	34.00
L23	N00.08.41"W	34.00
L24	N83.57.19"E	50.02
L25	N35.59.33"W	58.06

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MARK G. WENTZEL (FOR THE FIRM LB-642)

PROFESSIONAL SURVIVE FOR AND MAKE
FLORIDA CERTIFICATE NO. 5247

DATE SIGNED:

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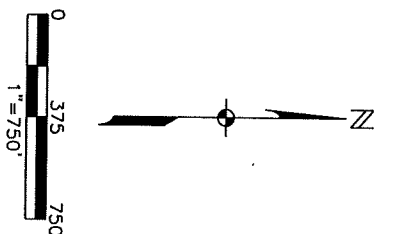
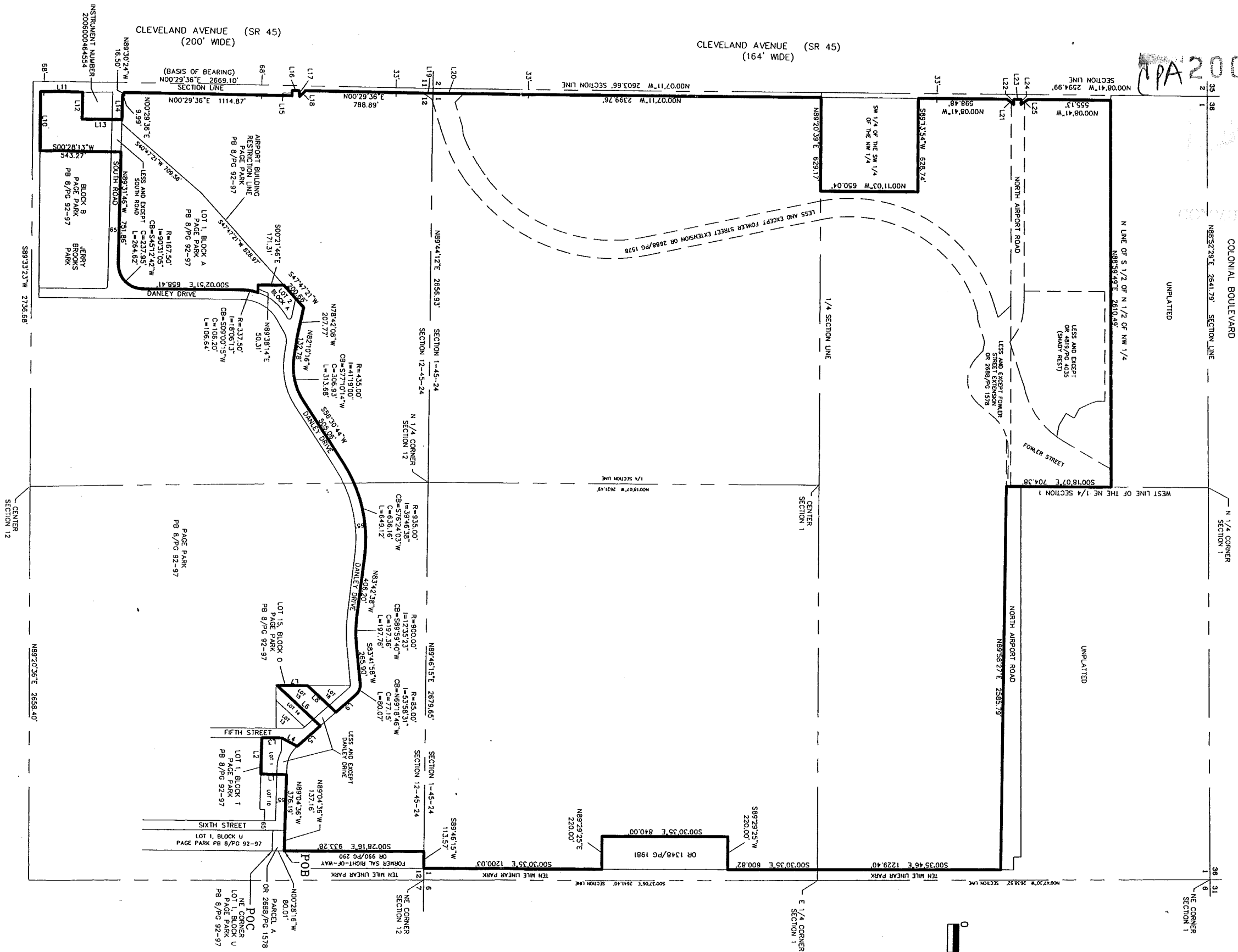
2122 JOHNSON STREET
P.O. BOX 1550
FORT MYERS, FLORIDA 33902-1550

SKETCH
PAGE FIELD

DATE	PROJECT NO.	FILE NO.	SCALE	SHEET
APRIL 2008	20033734	1-45-24	1"=750'	1 OF 1

CPA 2007-000048

RECEIVED
COUNTY CLERK/PLAT



LINE	BEARING	LENGTH
L1	S00°28'14"W	170.60
L2	N89°31'48"W	244.13
L3	N00°28'17"W	132.57
L4	N28°29'32"E	117.93
L5	N42°19'31"W	206.12
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 5. JUNE 27, 2008 TO LESS AND EXCEPT SOUTH ROAD, DANLEY DRIVE, FOWLER STREET EXTENSION AND SHADY REST.

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JOHNSON ENGINEERING

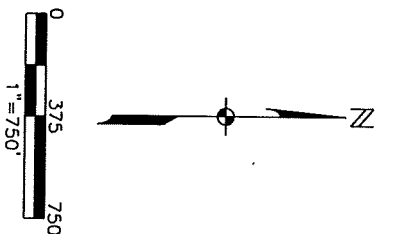
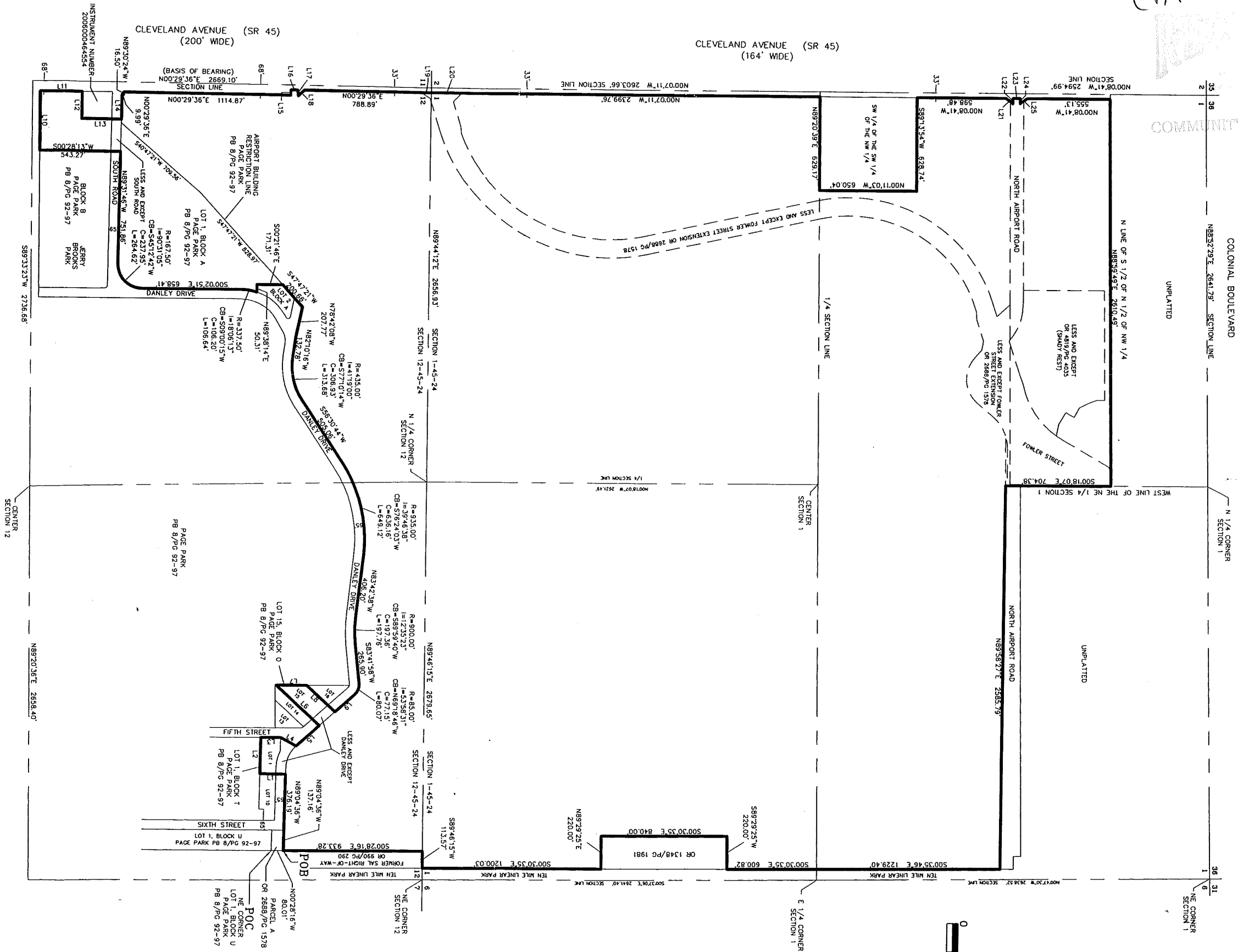
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 E.B. #642 & L.B. #642

SKETCH PAGE FIELD

DATE	PROJECT NO.	FILE NO.	SCALE	SHEET
APRIL 2008	20033734	1-45-24	1"=750'	1 OF 1

PA 2007-00048

COMMUNITY DEVELOPMENT



LINE	BEARING	LENGTH
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JOHNSON
ENGINEERING

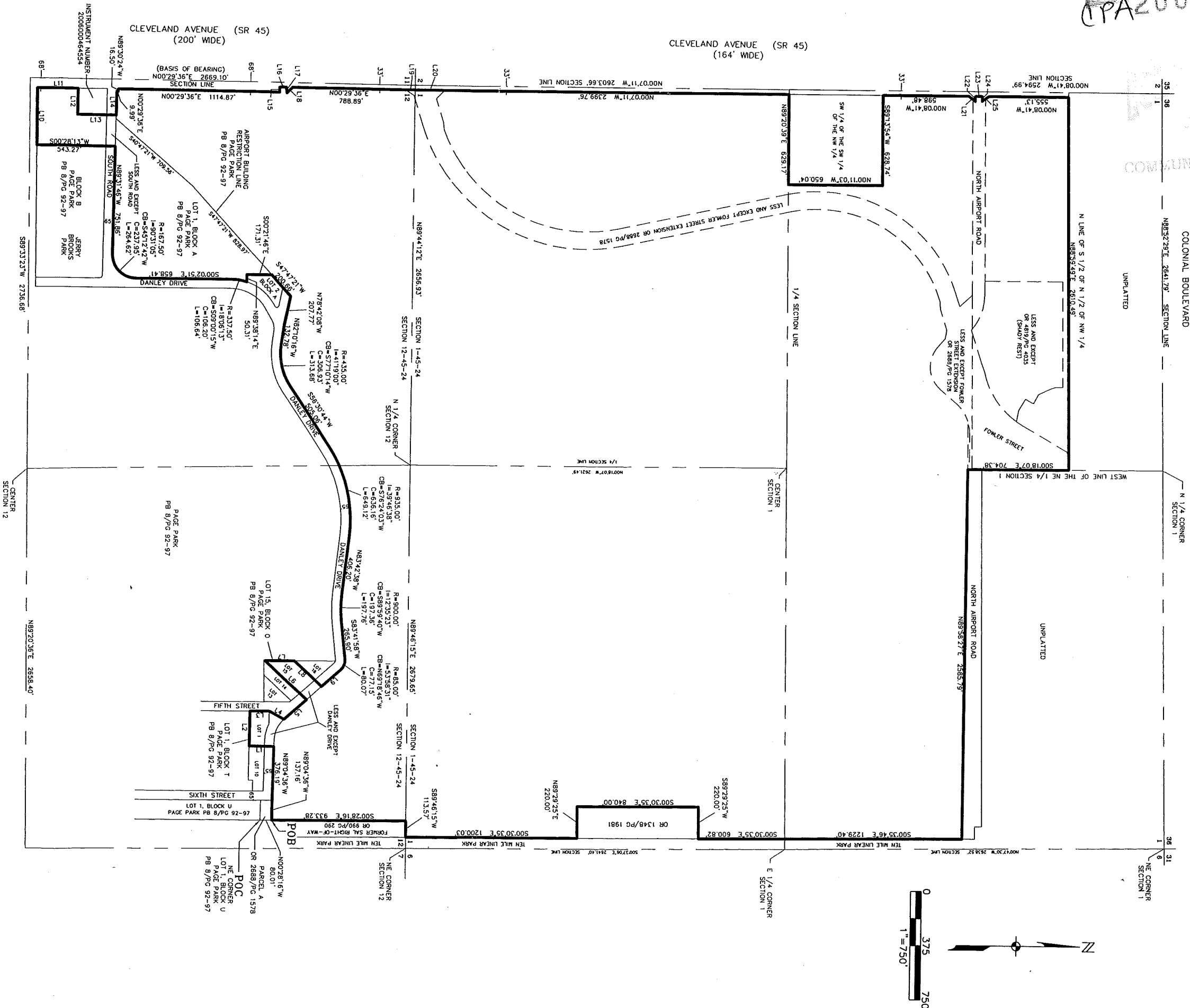
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DATE	PROJECT NO.	FILE NO.	SCALE	SHEET
APRIL 2008	20033734	1-45-24	1"=750'	1 OF 1

SKETCH
 PAGE FIELD

CPA2007-00048

COMMUNITY DEVELOPMENT



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Mark G. Wentzel

MARK G. WENTZEL (FOR THE FIELD BOOK)
 PROFESSIONAL SURVEYOR AND MAPPER
 FLORIDA CERTIFICATE NO. 5247

DATE SIGNED: 7/28/08

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

JOHNSON
ENGINEERING

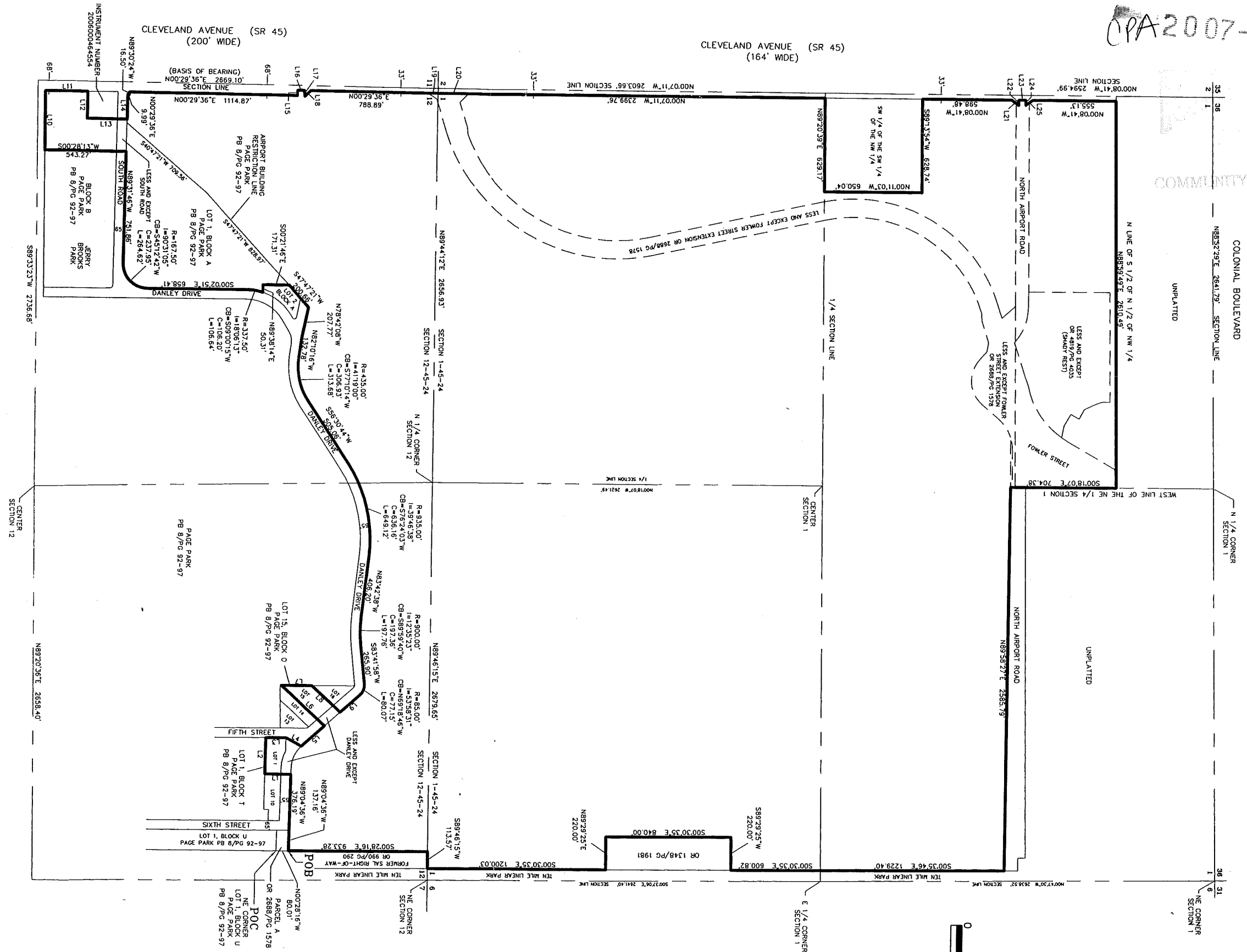
2122 JOHNSON STREET
 P.O. BOX 1550
 FORT MYERS, FLORIDA 33902-1550
 PHONE (239) 334-0046
 FAX (239) 334-3661
 E.B. #642 & L.B. #642

SKETCH
 PAGE FIELD

DATE	PROJECT NO.	FILE NO.	SCALE	SHEET
APRIL 2008	20033734	1-45-24	1"=750'	1 OF 1

CPA 2007-00048

COMMUNITY DEVELOPMENT



LINE	BEARING	LENGTH
L1	S00°28'14\"	170.90
L2	N89°31'46\"	244.13
L3	N00°28'17\"	132.57
L4	N82°29'32\"	117.93
L5	N42°19'31\"	206.12
L6	S42°40'29\"	399.51
L7	N00°28'17\"	203.94
L8	N42°40'29\"	262.91
L9	N42°19'31\"	179.61
L10	S89°33'23\"	399.39
L11	N00°29'36\"	284.62
L12	S89°31'46\"	182.00
L13	N00°29'36\"	265.02

LINE	BEARING	LENGTH
L14	N89°31'46\"	165.49
L15	S89°38'43\"	35.00
L16	N00°29'36\"	47.42
L17	N83°54'36\"	39.00
L18	N45°25'07\"	53.94
L19	N00°30'39\"	66.03
L20	N00°07'31\"	203.94
L21	N35°46'18\"	57.96
L22	S89°33'23\"	34.00
L23	N00°08'41\"	50.02
L24	N89°37'19\"	54.00
L25	N35°59'33\"	58.06

LEGEND

POB = POINT OF BEGINNING
R = RADIUS
L = DELTA
CB = CHORD BEARING
C = CHORD
L = LENGTH
OR = OFFICIAL RECORD BOOK
PB = PLAT BOOK
PG = PAGE

- NOTES:
1. THIS SKETCH DOES NOT MAKE ANY REPRESENTATION AS TO ZONING OR DEVELOPMENT RESTRICTIONS ON THE SUBJECT PARCEL.
 2. DESCRIPTION ATTACHED BEARINGS SHOWN HEREON ARE STATE PLANE COORDINATE FOR THE WEST ZONE OF FLORIDA.
 3. REVISED BOUNDARY APRIL 11, 2008
 4. REVISED SKETCH AND DESCRIPTION JUNE 27, 2008 TO LESS AND EXCEPT SOUTH ROAD, DANLEY DRIVE, FOWLER STREET EXTENSION AND SHADY REST.

THIS IS NOT A SURVEY

Mark G. Wentzel

MARK G. WENTZEL
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA CERTIFICATE NO. 5247

DATE SIGNED: 7/28/08

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

JOHNSON
ENGINEERING

2122 JOHNSON STREET
P.O. BOX 1550
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E.B. #642 & L.B. #642

DATE	PROJECT NO.	FILE NO.	SCALE	SHEET
APRIL 2008	20033734	1-45-24	1"=750'	1 OF 1

SKETCH
PAGE FIELD

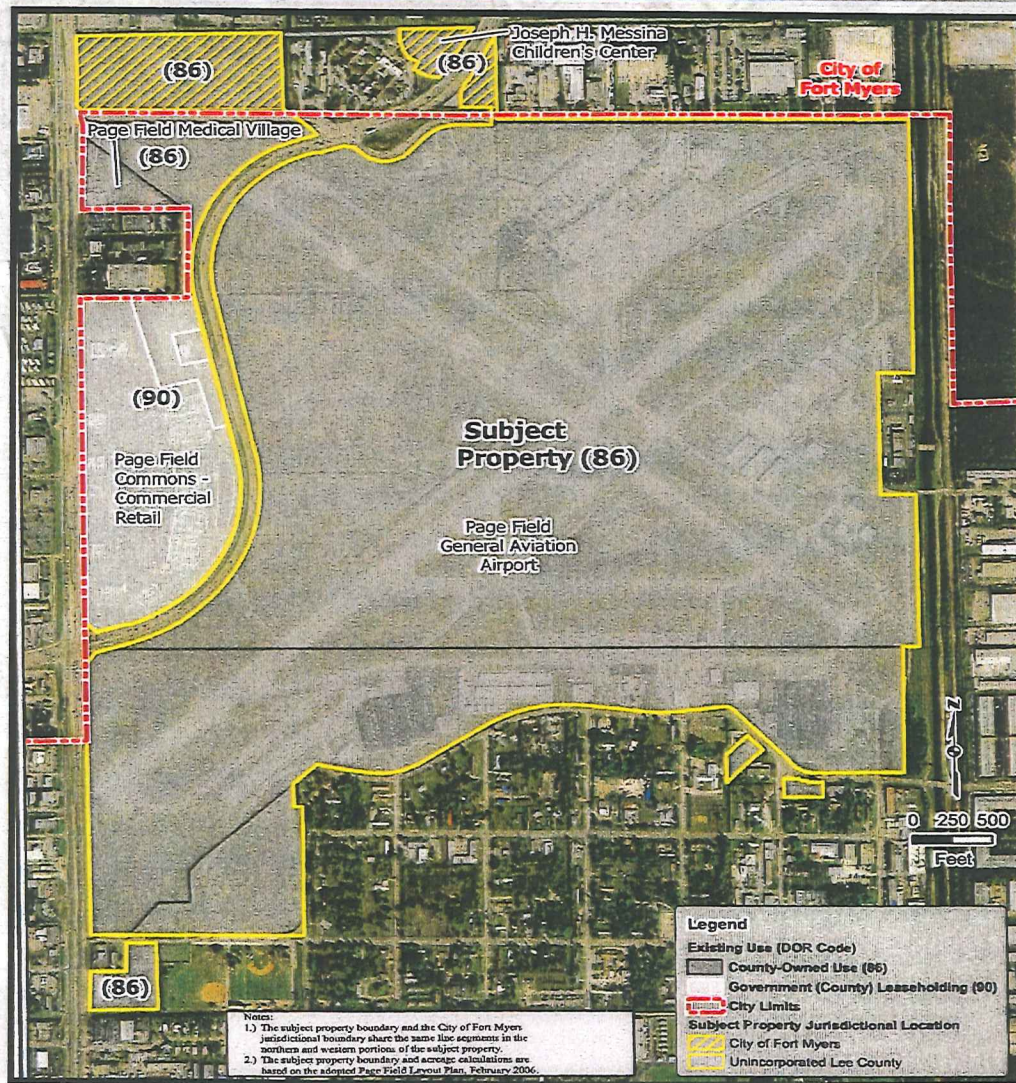
Presentation to:
Lee County Local Planning Agency
Lee Plan Amendment
Page Field General Aviation Airport

March 24, 2008



Page Field General Aviation Airport

Subject Property





Page Field General Aviation Airport

Highlights

- Public Use GA Airport
- Capacity Reliever for RSW
- Over 300 based aircraft
- Over 80,000 annual operations
- 80% business traffic
- \$50 million in total economic impact
- Support over 920 FTE positions
- Financially Self-Supporting

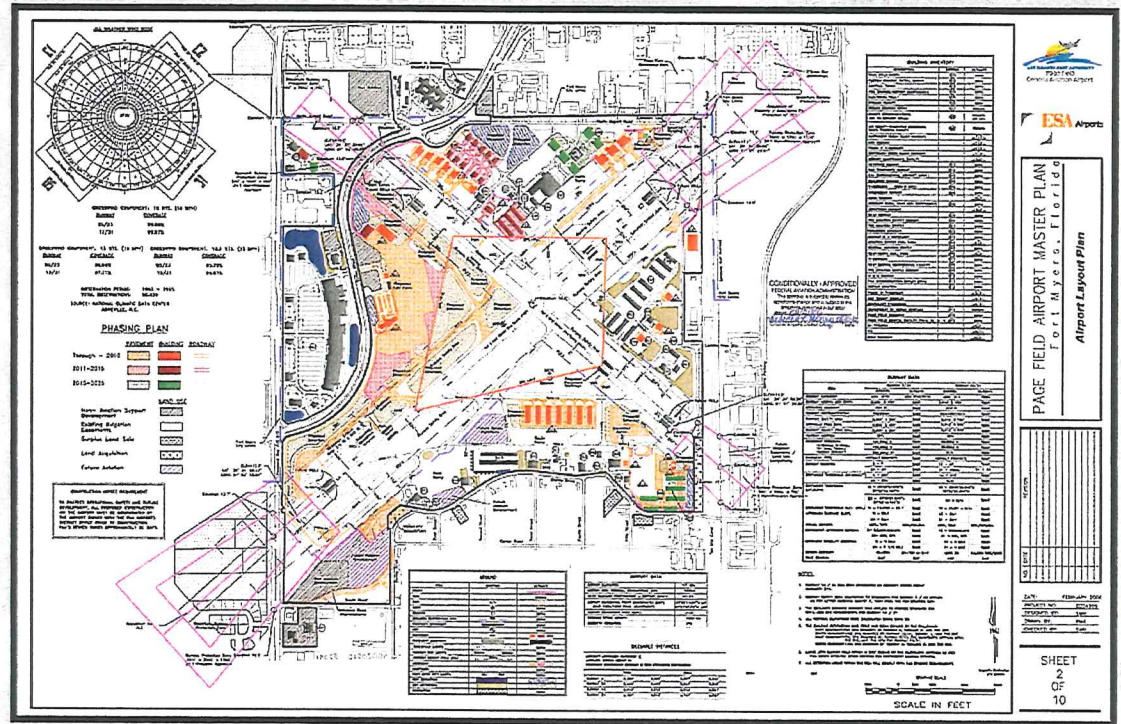




Page Field General Aviation Airport

Land Use Workshop Recommendations

- ➔ Incorporate Master Plan into Lee Plan
- ➔ Rezone Airport to AOPD
- ➔ Work with local governments to promote compatible land-use
- ➔ Continue aviation & non-aviation development consistent with LCPA policy
- ➔ Maximize revenues to fund needed improvements





Page Field General Aviation Airport

Lee Plan Amendment - Rationale

- ✈ **Incorporate Page Field's Airport Master Plan into the Lee Plan, consistent with 163.3177(6)(k), F.S.**
- ✈ **Allow development at Page Field without the airport being considered a Development of Regional Impact (DRI)**
- ✈ **Recognize Page Field in the Lee Plan as part of Lee County's transportation infrastructure, same as with RSW**



Page Field General Aviation Airport

Lee Plan Amendment - Requests

Lee Plan Map Amendments

- Amend the Lee Plan Future Land Use Map to change the Future Land Use designation of Page Field from *Public Facilities to Airport* (Consistent with RSW)
- Replace existing Lee Plan Map 3G, Page Field General Aviation Airport Airport Layout Plan, to reflect the most recently updated and adopted plan (Consistent with RSW)



Page Field General Aviation Airport

Lee Plan Amendment - Requests

Lee Plan Text Amendments

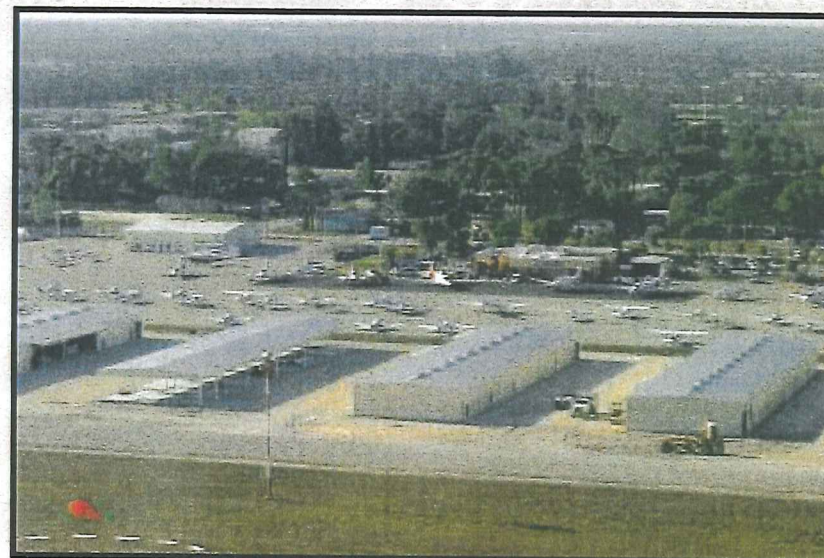
- ➔ Amend the Lee Plan to create Objective 1.9 and supporting policies to incorporate Page Field General Aviation Airport into the *Future Land Use Element*
- ➔ Amend Lee Plan Objective 47.1 and supporting Policy 47.1.1 to incorporate Page Field General Aviation Airport into the *Transportation Element*
- ➔ Amend Lee Plan Objective 151.4 and supporting policies to incorporate Page Field General Aviation Airport into the *Intergovernmental Coordination Element*



Page Field General Aviation Airport

Lee Plan Elements Amended

- ✈ **Future Land Use**
 - **Noise & Height Compatibility**
- ✈ **Transportation**
 - **Concurrency**
- ✈ **Intergovernmental Coordination**
 - **City of Fort Myers**





Page Field General Aviation Airport

Schedule

✈ Lee Plan Amendments

- LPA Hearings
- BOCC Transmittal to DCA
- DCA-NOI

✈ Rezoning

- Submittal
- Hearing Examiner
- BOCC Final Adoption





Questions



September 14, 2007

Ms. Mary Gibbs, Director
Lee County Department of Community Development
1500 Monroe Street
Fort Myers, FL 33902

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COMMUNITY DEVELOPMENT

**Re: Page Field General Aviation Airport
Comprehensive Plan Amendment Application**

Ms. Gibbs:

2007-00048

On behalf of the Lee County Port Authority, we are pleased to submit for your review an Application for a Comprehensive Plan Amendment for the Page Field General Aviation Airport.

The purpose of this application is to adopt the Page Field Airport Master Plan, Airport Layout Plan and associated text amendments into the Lee Plan, thereby exempting Page Field from the DRI requirements, under Chapter 163.3177(6)(k), F.S.

The application and support documentation demonstrate that the proposed amendments are appropriate for Page Field Airport; consistent with the goals, objectives and policies of the Lee Plan; and will promote the health, safety and welfare of the public.

We respectfully request the approval of this application. Please contact me if you have questions, or if you require additional information. Thank you for your consideration.

Sincerely,

JOHNSON ENGINEERING

Joseph W. Grubbs, Ph.D., AICP
Principal Planner

JWG/jag

Attachment

cc: William B. Horner, Lee County Port Authority
Ellen L. Lindblad, Lee County Port Authority
William C. Sandifer, RS&H
Patricia Newton, Planning Director
Church Roberts, Project Manager

**APPLICATION FOR
A COMPREHENSIVE PLAN AMENDMENT
LEE COUNTY, FLORIDA**

for

PAGE FIELD GENERAL AVIATION AIRPORT

September 2007

Prepared for:

**Lee County Port Authority
11000 Terminal Access Road, Suite 8671
Fort Myers, Florida 33913**

Prepared by:

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

**Reynolds, Smith, & Hills, Inc.
10748 Deerwood Park Boulevard South
Jacksonville, Florida 32256**

CPA 2007-00048

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COMMUNITY DEVELOPMENT

Volume I of III

**PAGE FIELD GENERAL AVIATION AIRPORT
LEE COUNTY COMPREHENSIVE PLAN AMENDMENT
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**VOLUME II OF III.....PAGE FIELD AIRPORT MASTER PLAN
APPROVED 2002***

**VOLUME III OF IIIPAGE FIELD AIRPORT LAYOUT PLAN
UPDATED AND APPROVED 2006**

*The Airport Layout Plan (ALP) in the Airport Master Plan in Volume II has been updated, and the updated version of the ALP is located in Volume III of this application.

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Volume I of III

Page Field General Aviation Airport

COMMUNITY DEVELOPMENT

Section I

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Deeds.....	IV.A.6.
Narrative on Urban Sprawl	IV.F.2.a. & IV.F.1.

CPA 2007-00048

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 investigation and evaluating the request made through this application. (PLEASE contact applicant before entering property).

Mark R. Fisher
Signature of owner or owner-authorized agent

6/14/07
Date

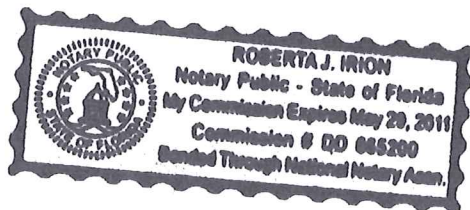
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Mark R. Fisher
Typed or printed name

STATE OF FLORIDA)
COUNTY OF LEE)

CPA 2007-00048

The foregoing instrument was certified and subscribed before me this 14th day of June, 2007 by MARK R. FISHER, who is personally known to me or who has produced _____ as identification and who did (did not) take an oath.



Roberta J. Irion
Signature of notary public
ROBERTA J. IRION
Printed name of notary public



Direct Dial: (239) 590-4600
Fax: (239) 590-4688

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

May 29, 2007

DAVID M. OWEN
PORT AUTHORITY ATTORNEY

BOARD OF
PORT COMMISSIONERS

Joseph Grubbs, Ph.D., AICP
Johnson Engineering, Inc.
2158 Johnson Street
Fort Myers, FL 33901

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COMMUNITY DEVELOPMENT

A. BRIAN BIGELOW

Dear Dr. Grubbs:

TAMMY HALL

Re: Authorized Representative
Comprehensive Plan Amendment Application
Page Field Airport
Fort Myer, Florida

CIA 2007-00048

BOB JANES

RAY JUDAH

FRANK MANN

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

Sincerely,

LEE COUNTY PORT AUTHORITY

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

MF/ams
Attachment
Cc: Ellen Lindblad

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT

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



Direct Dial: (239) 590-4600
Fax: (239) 590-4688

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

May 29, 2007

DAVID M. OWEN
PORT AUTHORITY ATTORNEY

J. Ronald Ratliff, AICP
Reynolds, Smith, & Hills, Inc.
10748 Deerwood Park Boulevard South
Jacksonville, FL 32256-0597

BOARD OF
PORT COMMISSIONERS

Dear Mr. Ratliff:

RECEIVED
SEP 14 2007

COMMUNITY DEVELOPMENT

A. BRIAN BIGELOW

Re: Authorized Representative
Comprehensive Plan Amendment Application
Page Field Airport
Fort Myer, Florida

TAMMY HALL

BOB JAMES

RAY JUDAH

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

FRANK MANN

Sincerely,

LEE COUNTY PORT AUTHORITY

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

EPA 2007-00048

MF/ams
Attachment
cc: Ellen Lindblad

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT

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

**APPLICATION FOR A
COMPREHENSIVE PLAN AMENDMENT**

(To be completed at time of intake)

DATE REC'D

9/14/07

REC'D BY:

Cwm

APPLICATION FEE

5626.00

TIDEMARK NO:

CPA 2007-00048

THE FOLLOWING VERIFIED:

Zoning

☐

CPD

Commissioner District

☐

2

Designation on FLUM

☐

Public Facilities

(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: Volume I of III

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.

9/13/07

DATE

SIGNATURE OF OWNER OR AUTHORIZED REPRESENTATIVE

CPA 2007-00048

RECEIVED
SEP 14 2007

I. APPLICANT/AGENT/OWNER INFORMATION

Lee County Port Authority – Mark R. Fisher*

APPLICANT

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

Johnson Engineering, Inc. Joseph W. Grubbs, Ph.D. AICP**

AGENT**

2158 Johnson Street

ADDRESS

Fort Myers

FL

33901

CITY

STATE

ZIP

(239) 334-0046

(239) 334-3661

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.

* Please include Mark Fisher in all correspondence.

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

J. Ronald Ratliff, AICP
Reynolds, Smith, & Hills, Inc.
10748 Deerwood Park Boulevard South
Jacksonville, FL 32256-0597
Phone: (904) 256-2287
Fax: (904) 256-2503

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
Map 1, Page 1 and Map 3G

B. SUMMARY OF REQUEST (Brief explanation):

The Comprehensive Plan Amendment requests incorporation of the Page Field
Airport Master Plan, Airport Layout Plan, and associated text amendments into
The Lee Plan thereby exempting the airport from the DRI process pursuant to
163.3177(6)(k), F.S.

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

1. Site Address:

Access Undetermined Fort Myers FL 33907
Fowler Street Fort Myers FL 33907
Fowler Street Fort Myers FL 33907
4741-4771 S. Cleveland Avenue Fort Myers FL 33907
4682-4700 Terminal Drive Fort Myers FL 33907
Fowler Street Fort Myers FL 33907
10600 Fowler Street Fort Myers FL 33907
4945-5049 S. Cleveland Avenue Fort Myers FL 33907
See Map for Addresses Fort Myers FL 33907
115 Danley Drive Fort Myers FL 33907
606 Danley Drive Fort Myers FL 33907
210 5th Street Fort Myers FL 33907
20/50 South Road Fort Myers FL 33907

2. STRAP(s):

01-45-24-P1-00060.008C	Within the City of Fort Myers
01-45-24-P1-00060.008B	Within the City of Fort Myers
01-45-24-P1-00060.008A	Within the City of Fort Myers
01-45-24-00-00007.0060 ✓	
01-45-24-00-00007.0000 ✓	
01-45-24-00-00007.0040 ✓	
01-45-24-00-00007.0050 ✓	
01-45-24-00-00007.0030 ✓	
12-45-24-00-00001.0000 ✓	
12-45-24-01-0000A.0010 ✓	
12-45-24-01-0000O.0150 ✓	
12-45-24-01-00T00.0010 ✓	
12-45-24-01-0000B.0000 ✓	(Portion of this parcel)

B. Property Information

Total Acreage of Property:	583.15± acres
Total Acreage included in Request:	562.77± acres (less property within City of Fort Myers)
Area of each Existing Future Land Use Category:	Public Facilities: 562.77± acres
Total Uplands:	551.87± acres
Total Wetlands:	10.90± acres (OSW)
Current Zoning:	Lee County: IL, MPD, CPD City of Fort Myers: I-1, A-3, B-2
Current Future Land Use Designation:	Public Facilities
Existing Land Use:	General Aviation Airport

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

Lehigh Acres Commercial Overlay: Not Applicable

Airport Noise Zone 2 or 3: Not Applicable

Acquisition Area: Not Applicable

Joint Planning Agreement Area (adjoining other jurisdictional lands):

At the time of this application, the City of Fort Myers and Lee County Port Authority do not have in place a formal joint planning agreement. However, the City of Fort Myers provides Lee County Port Authority the opportunity to review any proposed development involving property adjacent to Page Field. Also, the City of Fort Myers has incorporated into its Code of Ordinances (Sec. 118) provisions governing building heights in order to be consistent with the Lee County Land Development Code (Sec. 34-1004) and Part 77, FAR.

Community Redevelopment Area: Not Applicable

D. Proposed change for the Subject Property:

Amend FLUM to reflect the adoption of the Page Field General Aviation Airport Master Plan into the Lee Plan and include appropriate text amendments to support this request.

E. Potential development of the subject property:

1. Calculation of maximum allowable development under existing FLUM:

Residential Units/Density None

Commercial intensity See LDC 34-1004

Industrial intensity See LDC 34-1004

2. Calculation of maximum allowable development under proposed FLUM:

Residential Units/Density Not Applicable

Commercial intensity Same as above

Industrial intensity Same as above

IV. AMENDMENT SUPPORT DOCUMENTATION

At a minimum, the application shall include the following support data and analysis. These items are based on comprehensive plan amendment submittal requirements of the State of Florida, Department of Community Affairs, and policies contained in the Lee County Comprehensive Plan. Support documentation provided by the applicant will be used by staff as a basis for evaluating this request. To assist in the

preparation of amendment packets, the applicant is encouraged to provide all data and analysis electronically. (Please contact the Division of Planning for currently accepted formats)

A. General Information and Maps

NOTE: For each map submitted, the applicant will be required to provide a reduced map (8.5" x 11") for inclusion in public hearing packets.

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 Section II**
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 Section III, 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. **See Section II and Section III, Exhibits IV.A.3.a. and IV.A.3.b.**
4. Map and describe existing zoning of the subject property and surrounding properties. **See Section II and Section III, Exhibit IV.A.4.**
5. The legal description(s) for the property subject to the requested change. **See Section I**
6. A copy of the deed(s) for the property subject to the requested change. **See Section I**
7. An aerial map showing the subject property and surrounding properties. **See Section III, Exhibits IV.A.7. and IV.A.7.a.**
8. If applicant is not the owner, a letter from the owner of the property authorizing the applicant to represent the owner. **See Section I**

B. Public Facilities Impacts

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

1. Traffic Circulation Analysis

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

Long Range – 20-year Horizon:

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

See Section V

Short Range – 5-year CIP horizon:

- a. Besides the 20-year analysis, for those plan amendment proposals that include a specific and immediated development plan, identify the existing roadways serving the site and within a 3-mile radius (indicate laneage, functional classification, current LOS, and LOS standard);
- b. Identify the major road improvements within the 3-mile study area funded through the construction phase in adopted CIP's (County or Cities) and the State's adopted Five-Year Work Program;
Projected 2020 LOS under proposed designation (calculate anticipated number of trips and distribution on roadway network, and identify resulting changes to the projected LOS);
- c. For the five-year horizon, identify the projected roadway conditions (volumes and levels of service) on the roads within the 3-mile study area with the programmed improvements 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.

See Section V

2. Provide an existing and future conditions analysis for:
 - a. Sanitary Sewer
 - b. Potable Water
 - c. Surface Water/Drainage Basins
 - d. Parks, Recreation, and Open Space

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).

See Section IV

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 (**See Exhibit IV.B.3.d.**)
 - e. Schools - Not Applicable

See Section IV

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

C. Environmental Impacts

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

1. A map of the Plant Communities as defined by the Florida Land Use Cover and Classification system (FLUCCS). **See Section VII, Exhibit IV.C.1.**
2. A map and description of the soils found on the property (identify the source of the information). **See Section VII, Exhibit IV.C.2.**
3. A topographic map with property boundaries and 100-year flood prone areas indicated (as identified by FEMA). **See Section VII, Exhibit IV.C.3.a. and IV.C.3.b.**
4. A map delineating wetlands, aquifer recharge areas, and rare & unique uplands. **Not Applicable¹**
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 Section VII, Environmental Impacts and Exhibit IV.C.5.

D. Impacts on Historic Resources

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

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

See Section III, Exhibit IV.D. and Section VIII

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.
See Section IX
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. **See Section IX**
3. Describe how the proposal affects adjacent local governments and their comprehensive plans. **See Section X**
4. List State Policy Plan and Regional Policy Plan goals and policies which are relevant to this plan amendment. **See Section XI**

F. Additional Requirements for Specific Future Land Use Amendments

¹ Other Surface Water (OSW) delineated in FLUCCS map, see Section VII, Exhibit IV.C.1.

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.

See Section I

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.

See Section I

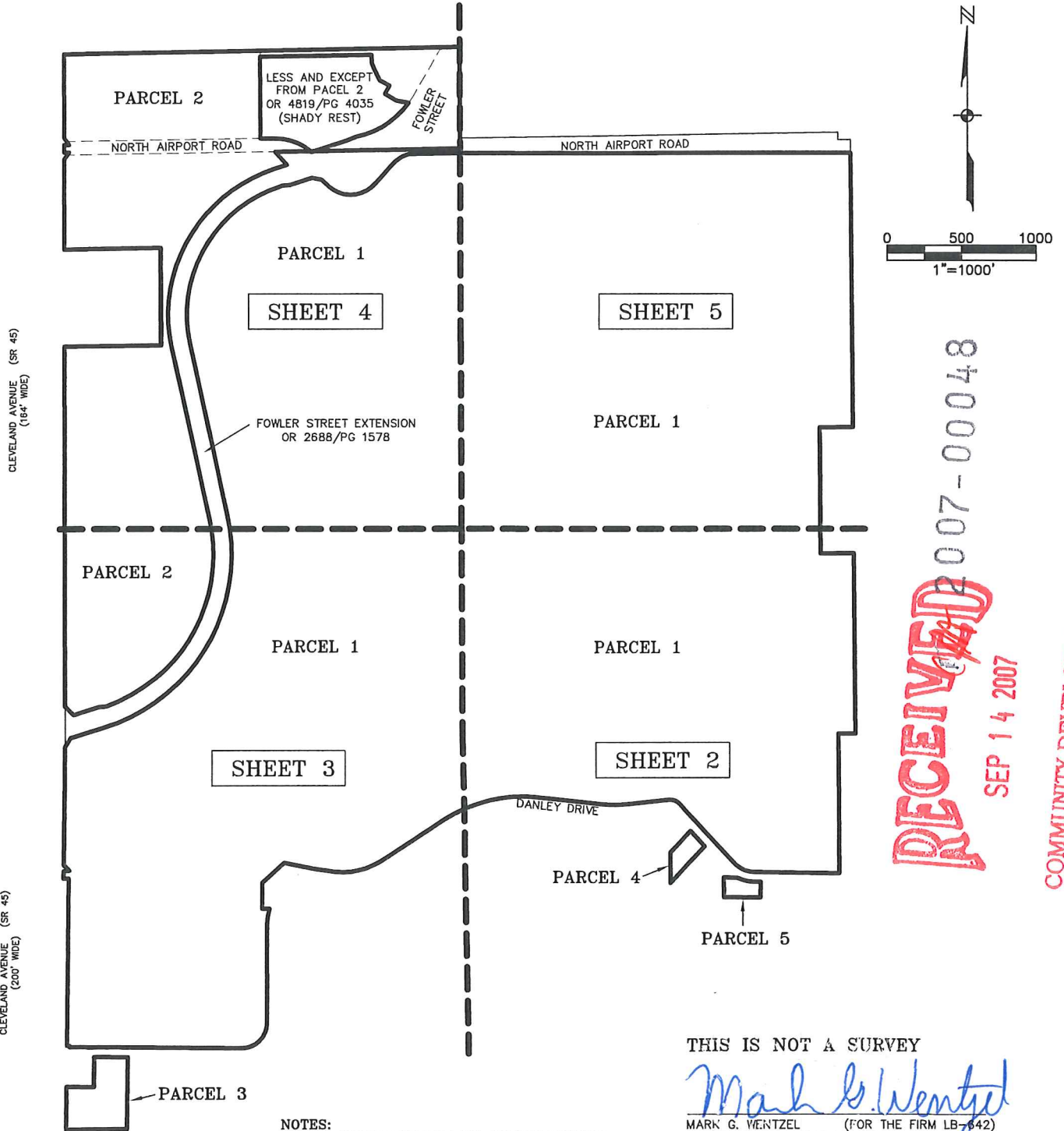
3. Requests involving lands in critical areas for future water supply must be evaluated based on policy 2.4.2. **See Section VI**
4. Requests moving lands from Density Reduction/Groundwater Resource must fully address Policy 2.4.3 of the Lee Plan Future Land Use Element. **See Section VI**

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

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

SHEET INDEX



NOTES:

1. THIS SKETCH DOES NOT MAKE ANY REPRESENTATION AS TO ZONING OR DEVELOPMENT RESTRICTIONS ON THE SUBJECT PARCEL.
2. DESCRIPTION ATTACHED
3. BEARINGS SHOWN HEREON ARE STATE PLANE COORDINATE FOR THE WEST ZONE OF FLORIDA.
4. NOT VALID WITHOUT SHEETS 1 THROUGH 13.
5. REVISED PARCEL 2 DESCRIPTION.
6. RENUMBERED PARCELS 3 THROUGH 5.

THIS IS NOT A SURVEY

Mark G. Wentzel
 MARK G. WENTZEL (FOR THE FIRM LB-642)
 PROFESSIONAL SURVEYOR AND MAPPER
 FLORIDA CERTIFICATE NO. 5247

DATE SIGNED: 9/13/07
 NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

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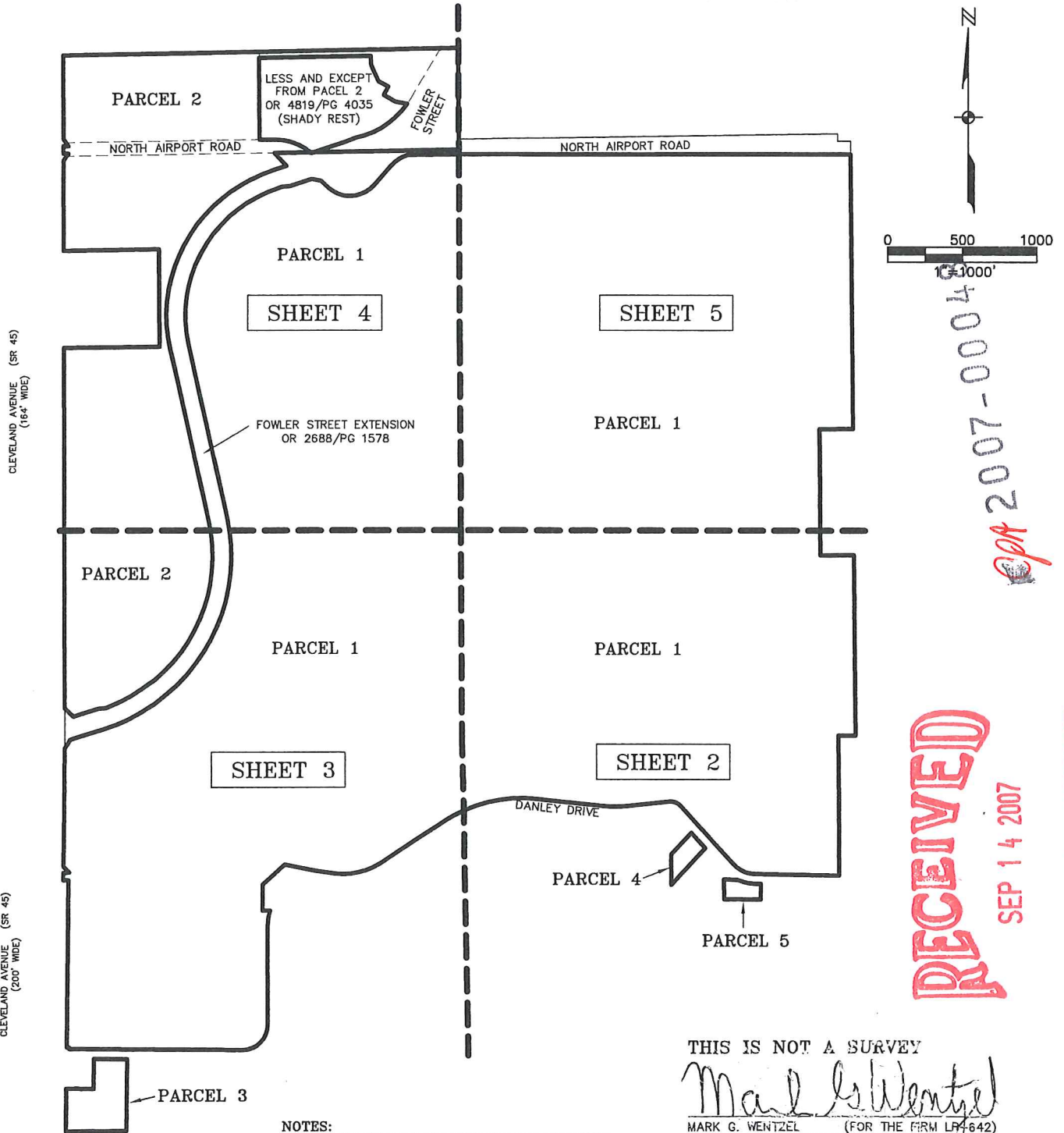
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COLONIAL BOULEVARD

SHEET INDEX



LESS AND EXCEPT
FROM PACEL 2
OR 4819/PG 4035
(SHADY REST)

PARCEL 2

NORTH AIRPORT ROAD

NORTH AIRPORT ROAD

PARCEL 1

SHEET 4

SHEET 5

FOWLER STREET EXTENSION
OR 2688/PG 1578

PARCEL 1

PARCEL 2

PARCEL 1

PARCEL 1

SHEET 3

SHEET 2

DANLEY DRIVE

PARCEL 4

PARCEL 5

PARCEL 3

NOTES:

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2. DESCRIPTION ATTACHED
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THIS IS NOT A SURVEY

Mark G. Wentzel
MARK G. WENTZEL (FOR THE FIRM LPA-642)
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA CERTIFICATE NO. 5247

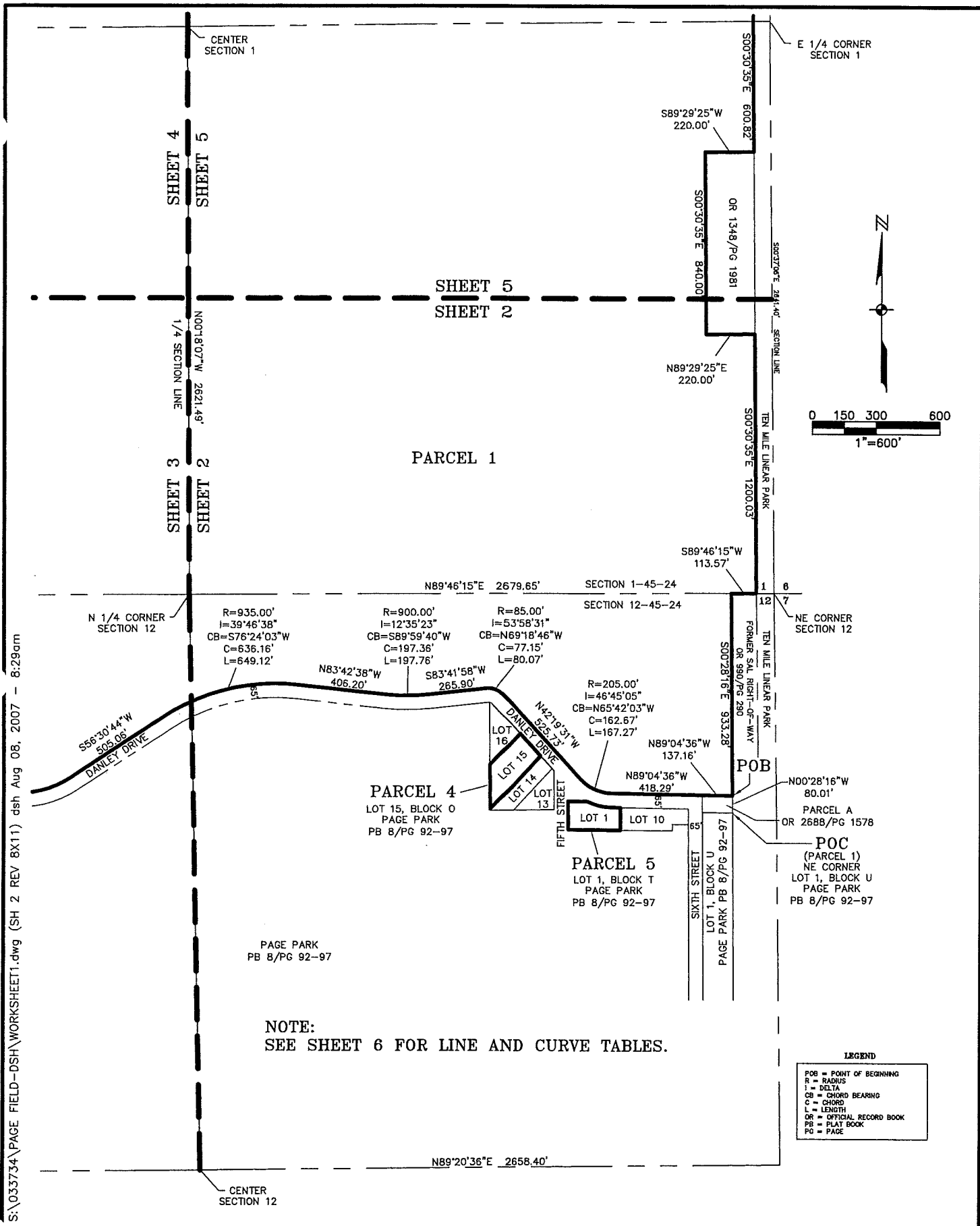
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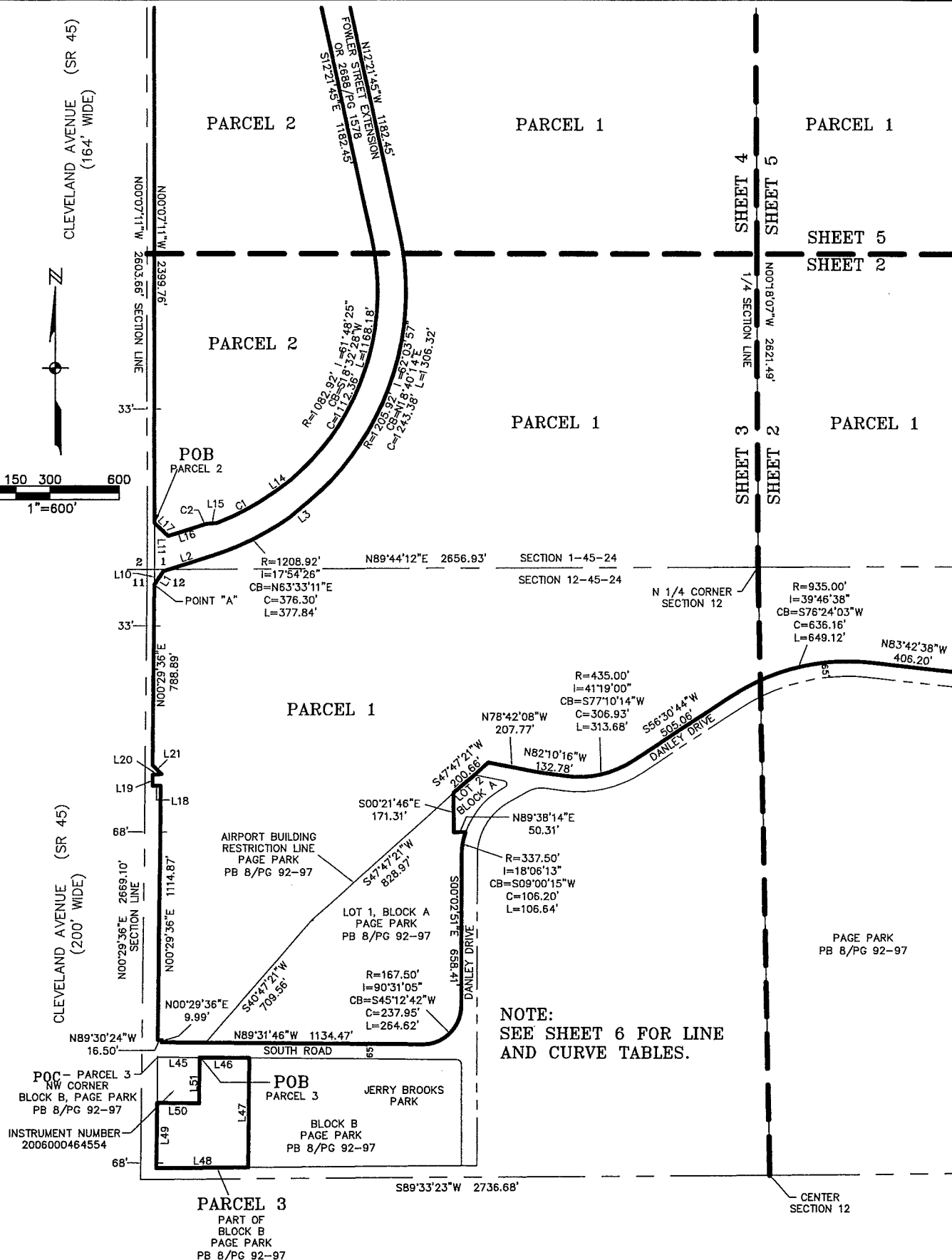
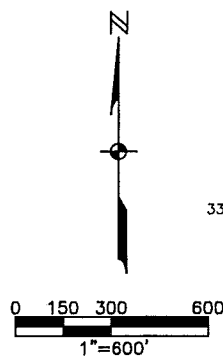
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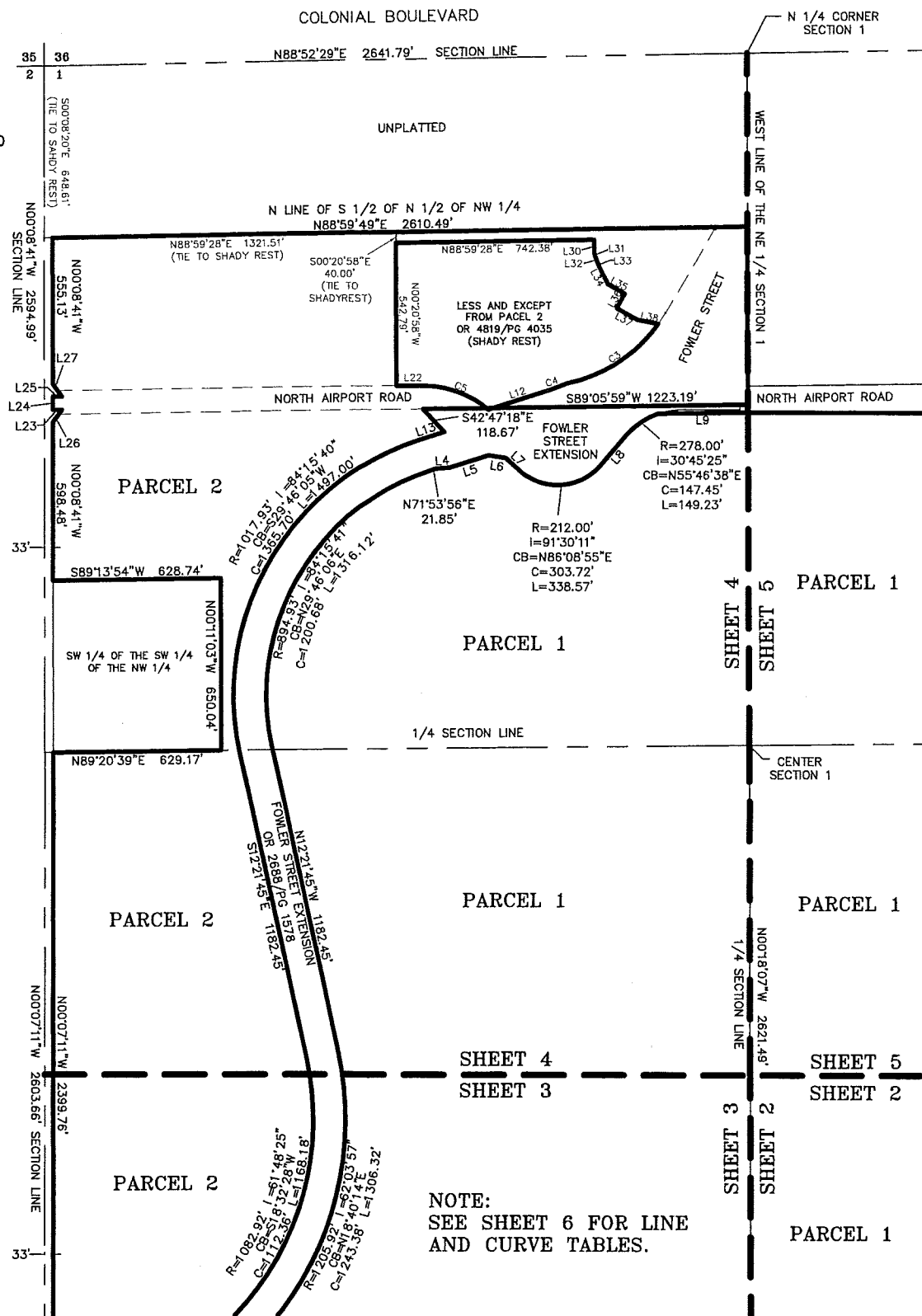


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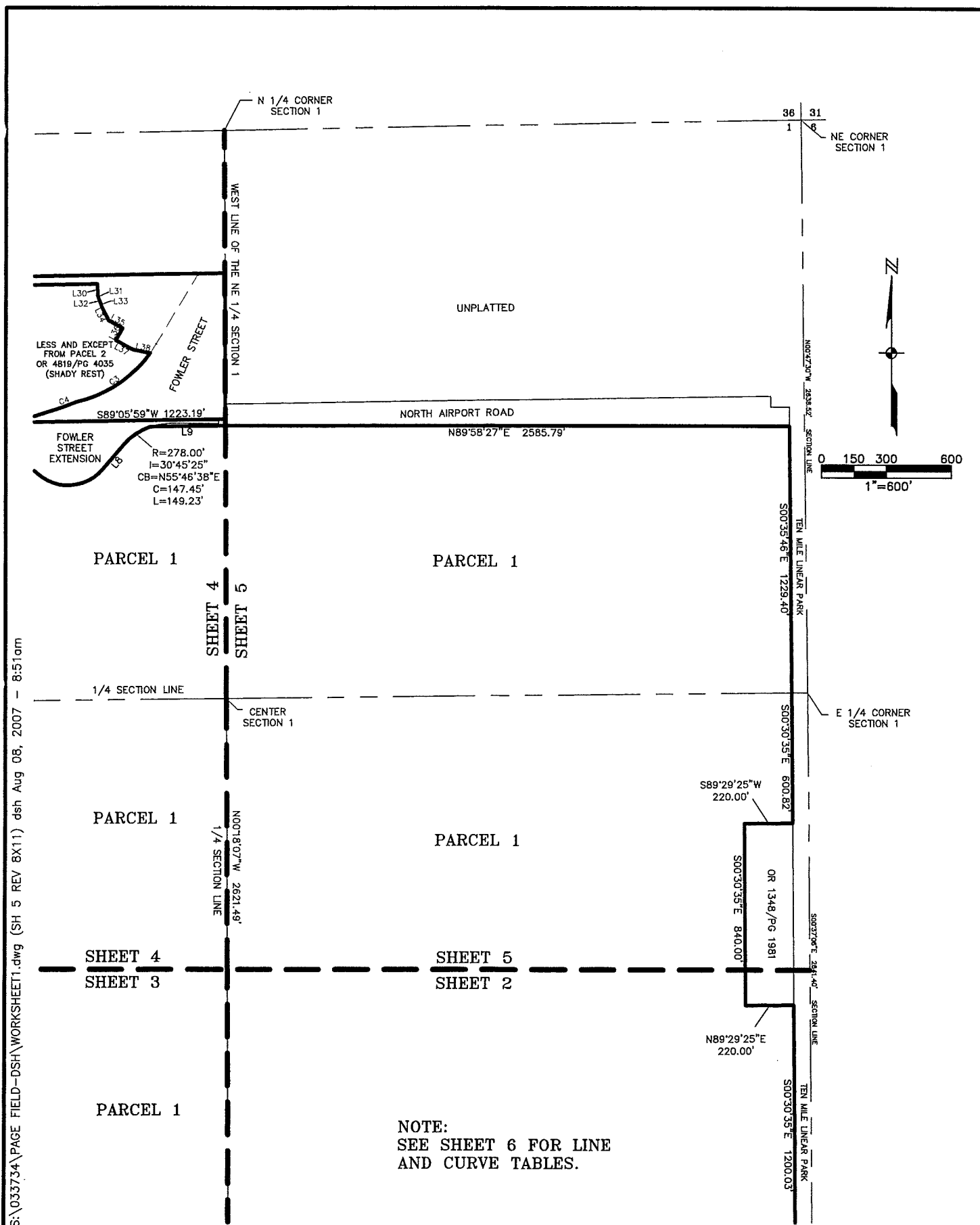
NOTE:
SEE SHEET 6 FOR LINE
AND CURVE TABLES.

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LINE TABLE		
LINE	BEARING	LENGTH
L1	N32°55'31"E	70.58
L2	N72°30'24"E	224.29
L3	N50°29'13"E	103.19
L4	N85°23'40"E	51.42
L5	N71°53'56"E	153.11
L6	S80°26'39"E	63.55
L7	S48°06'04"E	71.91
L8	N40°23'56"E	149.52
L9	N89°06'43"E	338.63
L10	N00°29'36"E	66.03
L11	N00°07'11"W	203.94
L12	S71°54'09"W	243.64
L13	S71°53'56"W	94.52
L14	S53°47'26"W	97.76
L15	S85°05'22"W	47.25
L16	S72°30'24"W	158.58
L17	N45°59'54"W	81.31
L18	S89°38'43"W	35.00
L19	N00°29'36"E	47.42
L20	N83°54'36"E	39.00
L21	N45°25'07"W	53.94
L22	N89°42'14"W	106.93
L23	S89°57'19"W	34.00
L24	N00°08'41"W	50.02
L25	N89°57'19"E	34.00
L26	N35°46'18"E	57.96
L27	N35°59'33"W	58.06
L30	S01°00'32"E	52.74
L31	S18°45'38"E	12.65
L32	S21°19'52"E	26.02
L33	S20°47'08"E	13.27
L34	S26°06'45"E	74.87
L35	S61°08'26"E	73.35
L36	S29°03'38"W	62.84
L37	S60°31'34"E	90.18
L38	S78°55'09"E	81.17
L39	N88°59'49"E	128.62
L40	S00°18'07"E	78.42
L45	S89°31'46"E	182.01
L46	S89°31'46"E	217.14
L47	S00°28'13"W	478.25
L48	S89°33'23"W	399.39
L49	N00°29'36"E	284.62
L50	S89°31'46"E	182.00
L51	N00°29'36"E	200.00

CURVE TABLE					
CURVE	RADIUS	DELTA	CHORD BEARING	CHORD	LENGTH
C1	1079.92	14°32'14"	S61°53'31"W	273.27	274.00
C2	1067.92	0°54'28"	S72°03'10"W	16.92	16.92
C3	565.00	42°30'16"	S56°24'47"W	409.60	419.14
C4	862.67	4°45'43"	S69°31'18"W	71.68	71.70
C5	360.00	41°04'44"	N69°09'52"W	252.61	258.11

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SKETCH AND DESCRIPTION
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DATE	PROJECT NO.	FILE NO.	SCALE	SHEET
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PAGE FIELD

PARCEL LYING IN
SECTIONS 1 AND 12, TOWNSHIP 45 SOUTH, RANGE 24 EAST
LEE COUNTY, FLORIDA

2007-00048
RECEIVED
SEP 14 2007

PARCEL 1

A tract or parcel of land lying in Sections 1 and 12, Township 45 South, Range 24 East, Lee County, Florida, being described as follows:

From the northeast corner of Lot 1, Block U, Page Park, recorded in Plat Book 8, pages 92 through 97, in the Public Records of Lee County, Florida, thence run N 00° 28' 16" W along the east line of a parcel of land described as Parcel A, in Official Record Book 2688, page 1578, in said public records for 80.01 feet to the Point of Beginning.

From said Point of Beginning, run N 89° 04' 36" W along the north line of said Parcel A for 137.16 feet to an intersection of the east right-of-way line of Sixth Street (65 feet wide) with the northeast corner of Danley Drive (65 feet wide) as shown on said plat; thence run along the north right-of-way line of said Danley Drive the following courses: continue N 89° 04' 36" W for 418.29 feet to a point of curvature; northwesterly along an arc of said curve to the right, having a radius of 205.00 feet (delta 46° 45' 05") (chord bearing N 65° 42' 03" W) (chord 162.67 feet) for 167.27 feet to a point of tangency; N 42° 19' 31" W for 525.73 feet to a point of curvature; westerly along an arc of said curve to the left, having a radius of 85.00 feet (delta 53° 58' 31") (chord bearing N 69° 18' 46" W) (chord 77.15 feet) for 80.07 feet to a point of tangency; S 83° 41' 58" W for 265.90 feet to a point of curvature; westerly along an arc of said curve to the right, having a radius of 900.00 feet (delta 12° 35' 23") (chord bearing S 89° 59' 40" W) (chord 197.36 feet) for 197.76 feet to a point of tangency; N 83° 42' 38" W for 406.20 feet to a point of curvature; westerly along an arc of said curve to the left, having a radius of 935.00 feet (delta 39° 46' 38") (chord bearing S 76° 24' 03" W) (chord 636.16 feet) for 649.12 feet to a point of tangency; S 56° 30' 44" W for 505.06 feet to a point of curvature; westerly along an arc of said curve to the right, having a radius of 435.00 feet (delta 41° 19' 00") (chord bearing S 77° 10' 14" W) (chord 306.93 feet) for 313.68 feet to a point of tangency; N 82° 10' 16" W for 132.78 feet; N 78° 42' 08" W for 207.77 feet to an intersection with the Air Port Building Restriction Line as shown on the aforesaid plat; thence run S 47° 47' 21" W along said line for 200.66 feet to the northwest corner of Lot 2, Block A of said plat; thence run S 00° 21' 46" E along the common line of Lot 1 and Lot 2 of said Block A for 171.31 feet; thence run N 89° 38' 14" E along said common line for 50.31 feet to an intersection with a non-tangent curve and the right-of-way line of said Danley Drive; thence run along said right-of-way line the following courses: southerly along an arc of said curve to the left, having a radius of 337.50 feet (delta 18° 06' 13") (chord bearing S 09° 00' 15" W) (chord 106.20 feet) for 106.64 feet to a point of tangency; S 00° 02' 51" E for 658.41 feet to a point of curvature; thence run southwesterly along said right-of-way line and an arc of said curve to the right, having a radius of 167.50 feet (delta 90° 31' 05") (chord bearing S 45° 12' 42" W) (chord 237.95 feet) for 264.62 feet to a point of tangency and an intersection with the north right-of-way line of South Road (65 feet wide) as shown on said plat; thence run N 89° 31' 46" W along said right-of-way line for 1,134.47 feet; thence departing said right-of-way line, run N 00° 29' 36" E for 9.99 feet; thence run N 89° 30' 24" W for 16.50 feet to an intersection with the east right-of-way line of Cleveland Avenue (State Road 45 – US 41, 200 feet wide), being a line 68

COMMUNITY DEVELOPMENT

feet east of (as measured on a perpendicular) and parallel with the west line of said Section 12; thence run N 00° 29' 36" E along said right-of-way line for 1,114.87 feet; thence run S 89° 38' 43" W for 35.00 feet; thence run N 00° 29' 36" E for 47.42 feet; thence run N 83° 54' 36" E for 39.00 feet; thence run N 45° 25' 07" W for 53.94 feet to an intersection with the east right-of-way line of said Cleveland Avenue (164 feet wide); thence run N 00° 29' 36" E for 788.89 feet to a point designated "A" and an intersection with the easterly right-of-way line of Fowler Street Extension as described in Official Record Book 2688, page 1578, in said public records; thence run along said easterly right-of-way line the following courses: N 32° 55' 31" E for 70.58 feet; N 72° 30' 24" E for 224.29 feet to a point of curvature; northeasterly along an arc of said curve to the left, having a radius of 1,208.92 feet (delta 17° 54' 26") (chord bearing N 63° 33' 11" E) (chord 376.30 feet) for 377.84 feet to an intersection with a non-tangent line; N 50° 29' 13" E for 103.19 feet to an intersection with a non-tangent curve; northerly along an arc of said curve to the left, having a radius of 1,205.92 feet (delta 62° 03' 57") (chord bearing N 18° 40' 14" E) (chord 1,243.38 feet) for 1,306.32 feet to a point of tangency; N 12° 21' 45" W for 1,182.45 feet to a point of curvature; northeasterly along an arc of said curve to the right, having a radius of 894.93 feet (delta 84° 15' 41") (chord bearing N 29° 46' 06" E) (chord 1,200.68 feet) for 1,316.12 feet to a point of tangency; N 71° 53' 56" E for 21.85 feet; N 85° 23' 40" E for 51.42 feet; N 71° 53' 56" E for 153.11 feet; S 80° 26' 39" E for 63.55 feet; S 48° 06' 04" E for 71.91 feet to an intersection with a non-tangent curve; easterly along an arc of said curve to the left, having a radius of 212.00 feet (delta 91° 30' 11") (chord bearing N 86° 08' 55" E) (chord 303.72 feet) for 338.57 feet to a point of tangency; N 40° 23' 56" E for 149.52 feet to an intersection with a non-tangent curve; northeasterly along an arc of said curve to the right, having a radius of 278.00 feet (delta 30° 45' 25") (chord bearing N 55° 46' 38" E) (chord 147.45 feet) for 149.23 feet to an intersection with a non-tangent line and the south right-of-way line for the east portion of North Airport Road; thence run N 89° 06' 43" E along said line for 338.63 feet to an intersection with the west line of the Northeast Quarter (NE-1/4) of said Section 1; thence run N 89° 58' 27" E for 2,585.79 feet to an intersection with the west line of Ten Mile Linear Park (formerly the west right-of-way line of the SAL Railroad); thence run S 00° 35' 46" E along said west line for 1,229.40 feet to an intersection with the East-West Quarter section line of said Section 1; thence run S 00° 30' 35" E continuing along the west line of said Ten Mile Linear Park for 600.82 feet to an intersection with the north line of a parcel of land described in Official Record Book 1348, page 1981, in said public records; thence run S 89° 29' 25" W along the north line of said parcel for 220.00 feet; thence run S 00° 30' 35" E along the west line of said parcel for 840.00 feet; thence run N 89° 29' 25" E along the south line of said parcel for 220.00 feet to an intersection with the west line of said Ten Mile Linear Park; thence run S 00° 30' 35" E along said west line for 1,200.03 feet to an intersection with the north line of said Section 12; thence run S 89° 46' 15" W along said section line for 113.57 feet to an intersection with the west line of a parcel of land described in Official Record Book 990, page 290, in said public records and being part of the aforesaid former SAL Railroad; thence run S 00° 28' 16" E along said west line for 933.28 feet an intersection with the north line of a parcel of land described in Official Record Book 2688, page 1578, in said public records and the Point of Beginning.

Containing 493.28 acres, more or less.

Bearings herein abovementioned are based on the west line of the Northwest Quarter (NW-1/4) of Section 12, Township 45 South, Range 24 East, Lee County, Florida, as bearing N 00° 29' 36" E.



PAGE FIELD

PARCELS LYING IN SECTION 1, TOWNSHIP 45 SOUTH, RANGE 24 EAST LEE COUNTY, FLORIDA

PARCEL 2

A tract or parcel of land lying in Section 1, Township 45 South, Range 24 East, Lee County, Florida, being described as follows:

From the aforesaid point designated "A" in the Parcel 1 description, being an intersection of the easterly right-of way line of Fowler Street Extension as described in Official Record Book 2688, page 1578, in the Public Records of Lee County, Florida, and the east right-of-way line of Cleveland Avenue (State Road 45 – US 41, 164 feet wide), being a line 33 feet east of (as measured on a perpendicular) and parallel with the west line of Section 12, Township 45 South, Range 24 East, thence run N 00° 29' 36" E along said line for 66.03 feet to an intersection with the north line of said Section 12; thence run N 00° 07' 11" W along said right-of-way line, being a line 33 feet east of (as measured on a perpendicular) and parallel with the west line of said Section 1, for 203.94 feet to the Point of Beginning.

From said Point of Beginning continue N 00° 07' 11" W along said right-of-way line for 2,399.76 feet to an intersection with the East-West Quarter section line of said Section 1; thence run N 89° 20' 39" E along said quarter section line for 629.17 feet to the southeast corner of the Southwest Quarter (SW-1/4) of the Southwest Quarter (SW-1/4) of the Northwest Quarter (NW-1/4) of said Section 1; thence run N 00° 11' 03" W along the east line of said fraction for 650.04 feet; thence run S 89° 13' 54" W along the north line of said fraction for 628.74 feet to an intersection with the aforesaid east right-of-way line of Cleveland Avenue; thence run N 00° 08' 41" W along said right-of-way line, being a line 33 feet east of (as measured on a perpendicular) and parallel with the west line of said Section 1 for 598.48 feet; thence run N 35° 46' 18" E for 57.96 feet; thence run S 89° 57' 19" W for 34.00 feet to an intersection with the east right-of-way line of Cleveland Avenue (State Road 45 – US 41, 164 feet wide), being a line 33 feet east of (as measured on a perpendicular) and parallel with the west line of the Northwest Quarter (NW-1/4) of said Section 1; thence run N 00° 08' 41" W along said right-of-way line for 50.02 feet; thence departing said right-of-way line, run N 89° 57' 19" E for 34.00 feet; thence run N 35° 59' 33" W for 58.06 feet to an intersection with the aforesaid east right-of-way line of Cleveland Avenue; thence run N 00° 08' 41" W along said right-of-way line for 555.13 feet to an intersection with the north line of the South Half (S-1/2) of the North Half (N-1/2) of the Northwest Quarter (NW-1/4) of said Section 1; thence run N 88° 59' 49" E along said north line for 2,610.49 feet to an intersection with the west line of the Northeast Quarter (NE-1/4) of said Section 1; thence run S 00° 18' 07" E along said west line for 674.15 feet to an intersection with the north right-of-way line of the eastern portion of North Airport Road; thence run S 89° 05' 59" W along said right-of-way line and the north line of Fowler Street Extension as recorded in Official Record Book 2688, page 1578, in the Public Records of Lee County, Florida, for 1,223.19 feet to an intersection with the westerly right-of-way line of said Fowler Street Extension; thence run the following courses along said westerly right-of-way line: S 42° 47' 18" E for 118.67 feet; S 71° 53' 56" W for 94.52 feet to an intersection with a non-tangent curve; southwesterly along an arc of said curve to the left, having a radius of 1,017.93 feet (delta 84° 15' 40") (chord bearing S 29° 46' 05" W) (chord 1,365.70 feet) for 1,497.00 feet to a point of tangency; S 12° 21' 45" E for 1,182.45 feet to a point of

curvature; southerly along an arc of said curve to the right, having a radius of 1,082.92 feet (delta 61° 48' 25") (chord bearing S 18° 32' 28" W) (chord 1,112.36 feet) for 1,168.18 feet to an intersection with a non-tangent line; S 53° 47' 26" W for 97.76 feet to an intersection with a non-tangent curve; southwesterly along an arc of said curve to the right, having a radius of 1,079.92 feet (delta 14° 32' 14") (chord bearing S 61° 53' 31" W) (chord 273.27 feet) for 274.00 feet to an intersection with a non-tangent line; S 85° 05' 22" W for 47.25 feet to an intersection with a non-tangent curve; westerly along an arc of said curve to the right, having a radius of 1,067.92 feet (delta 00° 54' 28") (chord bearing S 72° 03' 10" W) (chord 16.92 feet) for 16.92 feet to a point of tangency; S 72° 30' 24" W for 158.58 feet; N 45° 59' 54" W for 81.31 feet to the Point of Beginning.

Containing 102.21 acres, more or less.

SUBJECT TO the right-of-way of Fowler Street and the right-of-way of North Airport Road.

Bearings hereinabove mentioned are based on the west line of the Southwest Quarter (SW-1/4) of Section 1, Township 45 South, Range 24 East, Lee County, Florida, as bearing N 00° 07' 11" E.

LESS AND EXCEPT FROM PARCEL 2

SHADY REST

PARCEL DESCRIBED IN OFFICIAL RECORD BOOK 4819, PAGES 4035-4046 LYING IN SECTION 1, TOWNSHIP 45 SOUTH, RANGE 24 EAST LEE COUNTY, FLORIDA

A tract or parcel of land lying in Section 1, Township 45 South, Range 24 East, City of Fort Myers, Lee County, Florida, being more particularly described as follows:

Commencing at the northwest corner of the Northwest Quarter (NW-1/4) of said Section 1; run S 00° 08' 20" E along the west line of said fraction for 648.61 feet to the north line of the South Half (S-1/2) of the North Half (N-1/2) of the Northwest Quarter (NW-1/4) of said Section 1; thence run N 88° 59' 28" E along said north line for 1,321.51 feet; thence run S 00° 20' 58" E for 40.00 feet to an intersection with the south line of a 40 foot wide drainage and utility easement said point being the Point of Beginning.

From said Point of Beginning run N 88° 59' 28" E along said south line for 742.38 feet; thence run S 01° 00' 32" E for 52.74 feet; thence run S 18° 45' 38" E for 12.65 feet; thence run S 21° 19' 52" E for 26.02 feet; thence run S 20° 47' 08" E for 13.27 feet; thence run S 26° 06' 45" E for 74.87 feet; thence run S 61° 08' 26" E for 73.35 feet; thence run S 29° 03' 38" W for 62.84 feet; thence run S 60° 31' 34" E for 90.18 feet; thence run S 78° 55' 09" E for 81.17 feet to an intersection with the northwesterly right-of-way line of Fowler Street, said point being on a non-tangent curve; thence run southwesterly along said right-of-way line and an arc of said curve to the right, having a radius of 565.00 feet (delta 42° 30' 16") (chord bearing S 56° 24' 47" W) (chord 409.60 feet) for 419.14 feet to an intersection with a non-tangent curve; thence continue southwesterly along said right-of-way line along an arc of said curve to the right, having a radius of 862.67 feet (delta 04° 45' 43") (chord bearing S 69° 31' 18" W) (chord 71.68 feet) for 71.70 feet to a point of tangency; thence continue along said right-of-way line S 71° 54' 09" W for 243.64 feet to an intersection with the northerly right-of-way line of North Airport Road and a non-tangent curve; thence run northwesterly along said northerly right-of-way line and an arc of said curve to the left, having a radius of 360.00

feet (delta 41° 04' 44") (chord bearing N 69° 09' 52" W) (chord 252.61 feet) for 258.11 feet; thence run N 89° 42' 14" W along said northerly right-of-way line for 106.93 feet; thence run N 00° 20' 58" W leaving said north line for 542.79 feet to the Point of Beginning

Containing 10.846 acres, more or less.

Bearings hereinabove mentioned are based on the west line Northwest Quarter (NW-1/4) of Section 1, Township 45 South, Range 24 East, Lee County, Florida, as bearing S 00° 08' 20" E.



PAGE FIELD

**PARCEL LYING IN
BLOCK B, PAGE PARK
PLAT BOOK 8, PAGES 92 THROUGH 97
SECTION 12, TOWNSHIP 45 SOUTH, RANGE 24 EAST
LEE COUNTY, FLORIDA**

PARCEL 3

A tract or parcel of land lying in Block B, Page Park, recorded in Plat Book 8, pages 92 through 97, in the Public Records of Lee County, Florida, Section 12, Township 45 South, Range 24 East, Lee County, Florida, being described as follows:

From the northwest of said Block B, Page Park, run S 89° 31' 46" E along the north line of said block and along the north line of a parcel of land as described in Instrument Number 2006000464554, in said public records for 182.01 feet to the Point of Beginning.

From said Point of Beginning continue S 89° 31' 46" E along said north line of said Block B for 217.14 feet to an intersection with the west line of Jerry Brooks Park; thence run S 00° 28' 13" W along said west line for 478.25 feet to an intersection with the south line of said block; thence run S 89° 33' 23" W along said south line for 399.39 feet to an intersection with the east right-of-way line of Cleveland Avenue (State Road 45 – US 41, 200 feet wide), being a line 68 feet east of (as measured on a perpendicular) and parallel with the west line of the Northwest Quarter (NW-1/4) of said Section 12; thence run N 00° 29' 36" E along said right of way line for 284.62 feet to an intersection with the south line of said parcel described in Instrument Number 2006000464554; thence run S 89° 31' 46" E along the south line of said parcel for 182.00 feet; thence run N 00° 29' 36" E along the east line of said parcel for 200.00 feet to the Point of Beginning.

Containing 3.58 acres, more or less.

Bearings hereinabove mentioned are based on north line of Block B, Page Park, recorded in Plat Book 8, pages 92 through 97, in the Public Records of Lee County, Florida, as bearing S 89° 31' 46" E.

CDA 2007-00048
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COMMUNITY DEVELOPMENT



PAGE FIELD

PARCEL 4

Lot 15, Block O, Page Park, recorded in Plat Book 8, pages 92 through 97, in the Public Records of Lee County, Florida.

PARCEL 5

Lot 1, Block T, Page Park, recorded in Plat Book 8, pages 92 through 97, in the Public Records of Lee County, Florida.

①

14 pages
#120

Doc = # 324,866.08



This document has been prepared by, and upon recording please return to:

INLAND REAL ESTATE GROUP
2901 BUTTERFIELD ROAD
OAK BROOK, IL 60523

Attention: JEFFREY S. ROEHLING, ESQ.

INSTR # 6802218
OR BK 04717 Pgs 3131 - 3144; (14pgs)
RECORDED 05/20/2005 06:27:10 AM
CHARLIE GREEN, CLERK OF COURT
LEE COUNTY, FLORIDA
RECORDING FEE 120.50
DEED DOC 324,866.50
DEPUTY CLERK T Kortright

RECEIVED

SEP 14 2007

RETURN TO
Chicago Title Insurance Co.
5447 Nellie Davis Lane
Tampa, Florida 33634
200501055

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

ASSIGNMENT AND ASSUMPTION OF LEASE COMMUNITY DEVELOPMENT
AND MEMORANDUM OF LEASE

14
This Assignment and Assumption of Lease and Memorandum of Lease (this "Assignment") is made as of the 2nd day of MAY, 2005 by and among FC/WRE Realty Associates I, L.P., a Delaware limited partnership, having an address c/o Starwood Wasserman LLC, One Park Row, Providence, Rhode Island 02903 (the "Assignor"), Inland Western Fort Myers Page Field, L.L.C., a Delaware limited liability company, having an address c/o INLAND REAL ESTATE GROUP, 2901 BUTTERFIELD ROAD (the "Assignee"), and the Lee County Port Authority, a SPECIAL DISTRICT AND DEPENDENT, having an address of 16000 CHAMBERLIN PARKWAY (the "Landlord").
SUITE 8011
FORT MYERS FL 33913
POLITICAL SUBDIVISION OF THE STATE OF FLORIDA

Witnesseth That:

CPA 2007-00048

WHEREAS, the Assignor and the Landlord are parties to that certain Lease Agreement ("West Quadrant" Parcel at Page Field Airport) dated as of May 12, 1997 by and between Landlord and Assignor, as amended by that certain Amendment to Lease Agreement dated as of November 4, 1998, as amended by that certain Second Amendment to Lease Agreement dated as of July 8, 2002, and evidenced by that certain Memorandum of Lease dated as of May 12, 1997 by and between the Assignor and the Assignee and recorded in the Official Records of Lee County, Florida on November 19, 1998 in Book 3038, Page 3606 (as further amended, restated or modified from time to time, the "Lease"), pursuant to which the Landlord has leased to the Assignor those certain parcels of property situated on U.S. Route 1 at Page Field Airport in Lee County, Florida, and which real property is more particularly described on Exhibit A attached hereto and incorporated by reference herein. Capitalized terms used herein without definition shall have the meanings assigned to such terms in the Lease; and

WHEREAS, pursuant to certain agreements by and between the Assignor and the Assignee dated on or about even date herewith, the Assignor has agreed to assign its rights under the Lease to the Assignee, and the Assignee has agreed to assume the obligations of the Assignor under the Lease.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

1. The foregoing recitals are hereby incorporated by reference as if set forth at length herein.

2. Assignment. Effective as of the date hereof, and subject to any and all covenants, restrictions, easements and encumbrances of record, the Assignor hereby grants, transfers, assigns and conveys to the Assignee all of the Assignor's right, title and interest in and to the Lease.

3. Assumption. The Assignee hereby accepts the foregoing assignment and the Assignee hereby assumes and agrees to pay, perform and discharge, from and after the date hereof, all of the terms, conditions, covenants and agreements under the Lease to be paid, performed and discharged by the tenant/lessee during the remaining term of the Lease, including, but not limited to, the rent obligations contained in the Lease.

4. Indemnification.

(a) The Assignor hereby agrees to indemnify the Assignee against and hold the Assignee harmless from and release the Assignee from any and all costs, obligations, liabilities, losses, damages or expenses including, without limitation, reasonable attorneys' fees, with respect to all matters occurring prior to the date hereof in connection with the Lease.

(b) The Assignee hereby agrees to indemnify the Assignor against and hold the Assignor harmless from and release the Assignor from any and all costs, obligations, liabilities, losses, damages or expenses including, without limitation, reasonable attorneys' fees, with respect to all matters occurring after the date hereof in connection with the Lease.

5. Acknowledgement of Assignment and Release of Assignor. Pursuant to the provisions of the Lease, the Landlord hereby consents to the foregoing assignment of the Lease by the Assignor to the Assignee and acknowledges that the Landlord releases and forever discharges Assignor (including any parent, affiliate or subsidiary of Assignor) and any and all agents and employees thereof, of and from all debts, demands, actions, suits, damages, claims and liabilities of every name and nature, both in law and in equity, which Landlord may now have or ever had against Assignor with respect to the Lease or any matter arising thereunder, including, without limitation, any guarantees thereof.

6. No Modification. Landlord, Assignor and Assignee hereby confirm all of the terms, covenants and provisions of the Lease. Except as specifically set forth herein, nothing in this Assignment shall be construed so as to modify or amend the Lease or be deemed to be a waiver by Landlord of any of the terms and conditions of the Lease.

7. Miscellaneous. This Assignment: (a) may be executed in counterparts, each of which shall be deemed an original and all of which together shall constitute one and the same instrument; and (b) shall be governed by and construed under the laws of the State of California

applicable to contracts made, accepted, and performed wholly within such state, without application of principles of conflicts of law.

(The Next Page is the Signature Page)

IN WITNESS WHEREOF, the parties hereto have caused this Assignment to be duly executed as of the day and year first above written.

Assignor

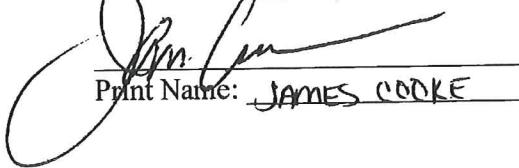
FC/WRE Realty Associates I, L.P.,
a Delaware limited partnership

By: Starwood Wasserman Fort Myers LLC,
a Delaware limited liability company,
its general partner

Attest:

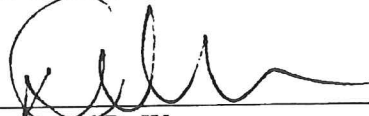


Print Name: Kathleen A. Ferri



Print Name: JAMES COOKE

By: Starwood Wasserman LLC,
a Delaware limited liability company,
its sole member

By: 
David D. Wasserman
Vice President

Assignee:

**Inland Western Fort Myers Page Field,
L.L.C.,** a Delaware limited liability company

By: Inland Western Retail Real Estate Trust,
Inc., a Maryland corporation, its sole
member

Attest:

Print Name: _____

Print Name: _____

By: _____
Print Name: _____
Title: _____

(The Next Page is the Signature Page)

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SEP 14 2007

COMMUNITY DEVELOPMENT

CPA 2007-00048

IN WITNESS WHEREOF, the parties hereto have caused this Assignment to be duly executed as of the day and year first above written.

Assignor

FC/WRE Realty Associates I, L.P.,
a Delaware limited partnership

By: Starwood Wasserman Fort Myers LLC,
a Delaware limited liability company,
its general partner

By: Starwood Wasserman LLC,
a Delaware limited liability company,
its sole member

Attest:

Print Name: _____

Print Name: _____

By: _____
David D. Wasserman
Vice President

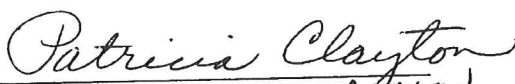
Assignee:

**Inland Western Fort Myers Page Field,
L.L.C.,** a Delaware limited liability company

By: Inland Western Retail Real Estate Trust,
Inc., a Maryland corporation, its sole
member

Attest:

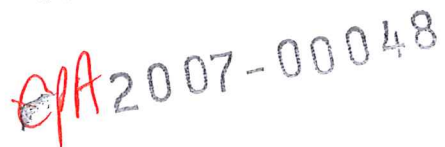

Print Name: DORIS E. AHERN


Print Name: PATRICIA CLAYTON

By: 
Print Name: DEBRA A. PALMER
Title: ASSISTANT SECRETARY

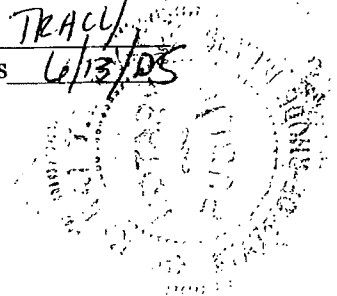
RECEIVED
SEP 14 2007

(The Next Page is the Signature Page) **COMMUNITY DEVELOPMENT**



STATE OF RHODE ISLAND)
)
) ss.
COUNTY OF PROVIDENCE)

Notary Public
Print Name KERRI TRACY
My Commission Expires 6/13/08

[illegible]

Notary Public
Print Name _____
My Commission Expires _____

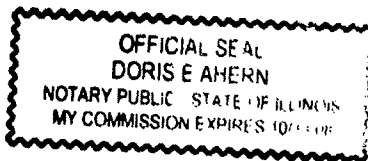
Page 6 of 14

STATE OF RHODE ISLAND)
 ss.
COUNTY OF PROVIDENCE)

Notary Public
Print Name _____
My Commission Expires _____

STATE OF ILLINOIS)
)
) SS.
COUNTY OF DE PAGE)

Notary Public
Print Name Doris E. AHERN
My Commission Expires 10-13-08



Page 7 of 14

LEGAL
EXHIBIT A

A tract or parcel of land lying in Section 1, Township 45 South, Range 24 East, City of Fort Myers, Lee County, Florida, which tract or parcel is described as follows:

From the Southwest corner of said Section 1; run North 89° 44'31" East along the South line of said Section for 33.01 feet to an intersection with the East line of State Road 45 (US 41) (Tamiami Trail); thence run North 00° 06'40" West along said East line for 203.65 feet to the Point of Beginning of the herein described parcel. From said Point of Beginning continue North 00° 06'40" West along said East line for 2399.68 feet; thence run North 89° 20'39" East for 696.09 feet to a West line of Fowler Street extension; thence run Southerly along said West line along the arc of a curve to the left of radius 1017.93 feet (delta 00° 38'34") (chord bearing South 12° 01'52" East) (chord 11.42 feet) for 11.42 feet to a point of tangency; thence run South 12° 21'09" East along said West line of Fowler Street for 1182.45 feet to a point of curvature; thence run Southerly and Southwesterly along the arc of a curve to the right of radius 1082.92 feet (delta 61° 48'25") (chord bearing South 18° 33'04" West) (chord 1112.35 feet) for 1168.18 feet to a point of tangency; thence run South 53° 48'02" West, for 97.76 feet to a point of curvature; thence run Southwesterly along the arc of curve to the right of radius 1079.92 feet (delta 14° 32'14") (chord bearing South 61° 54'07" West) (chord 273.26 feet) for 274.00 feet; thence run South 85° 05'58" West for 47.25 feet; thence run Southwesterly along the arc of a curve to the right of radius 1067.92 feet (delta 00° 54'28") (chord bearing South 72° 03'46" West) (chord 16.92 feet) for 16.92 feet to a point of tangency; thence run South 72° 31'00" West for 158.58 feet; thence run North 45° 59'18" West, for 81.29 feet to the Point of Beginning.

Bearings herein above mentioned are based on assuming the South line of Section 1, Township 45 South, Range 24 East bears North 89° 44'31" East.

GROUND LESSOR CONSENT AND ESTOPPEL CERTIFICATE

Ground Lessor: Lee County Port Authority

Ground Lessee: FC/WRE Realty Associates I, L.P.

Property: an approximately 45 acre parcel of land located on U.S. Route 41 at Page Field Airport in Lee County, Florida

Please refer to the documents (the "Lease Documents") described in Part E of Exhibit A hereto (including the "Lease" therein described). The undersigned (the "Ground Lessor") certifies that it is the ground lessor under the Lease and that Ground Lessee is the ground lessee under the Lease.

Ground Lessor acknowledges that it has been advised that all right, title and interest of the Ground Lessee in and to the Lease and the Lease Documents will be transferred by the Ground Lessee to Inland Western Fort Myers Page Field, L.L.C., a Delaware limited liability company (the "Transferee"), the sole member of which Transferee is Inland Western Retail Real Estate Trust, Inc., a Maryland corporation (the foregoing transactions are hereinafter referred to as, the "Transactions").

Ground Lessor consents to the Transactions and agrees that the consummation of such transactions will not constitute a default under the Lease Documents.

Ground Lessor certifies to each of the Ground Lessee, the Transferee and any and all successors in interest to the Ground Lessee (and successors to the interests in the Ground Lessee) and to any and all prospective mortgagees of the Property or pledgees of such interests, including any trustee on behalf of any holders of notes or other similar instruments, any holders from time to time of such notes or other instruments, and their respective successors and assigns (collectively, the "Mortgagees"), that as of the date hereof:

1. The information set forth on Exhibit A hereto is true, complete and correct.
2. The Lease is in full force and effect and, except by such writings as are identified on Exhibit A hereto, has not been modified, assigned, supplemented, superceded or amended since its original execution and contains the entire agreement between the Ground Lessor and the Ground Lessee, nor are there any other agreements between Ground Lessor and Ground Lessee concerning the premises demised under the Lease, whether oral or written.
3. All conditions and agreements under the Lease to be satisfied or performed by Ground Lessor and Ground Lessee as of the date of this Certificate have been satisfied and performed.
4. Ground Lessor is not in default under the Lease Documents, Ground Lessor has not received any notice of default under the Lease Documents, and, to Ground Lessor's

4/26/05 a14a

knowledge, there are no events which have occurred that, with the giving of notice or the passage of time or both, would result in a default or termination of the Lease.

5. Ground Lessee has not paid any rents or other sums due under the Lease more than thirty (30) days in advance of the date due under the Lease and Ground Lessee has no rights of setoff, counterclaim, concession or other rights of diminution of any rent or sums due and payable under the Lease. Ground Lessee has paid all rent and other charges due under the Lease in full through April 24, 2005.

6. Ground Lessor has not sent any notice of default under the Lease Documents to Ground Lessee, to Ground Lessor's knowledge, there are no uncured defaults on the part of the Ground Lessee under the Lease Documents, and to the best of Ground Lessor's knowledge and belief there are no events which have occurred that, with the giving of notice or the passage of time or both, would result in a default by Ground Lessee thereunder, and at the present time Ground Lessor has no claim against Ground Lessee under the Lease Documents.

7. Ground Lessee has rights with respect to renewal or extension of the initial term of the Lease as expressly set forth in Part H of Exhibit A.

8. If Ground Lessee has the right to obtain leasehold financing, then Ground Lessor represents that Ground Lessee has no right to obtain fee subordination or otherwise to encumber the estate of the Ground Lessor in the demised premises. Ground Lessor is the owner of the fee simple interest in and to the Property and the lessor's interest in the Lease. Ground Lessor has not received written notice of any pending eminent domain proceedings or other governmental actions or any judicial actions of any kind against Ground Lessor's interest in the Property.

9. To the best of Ground Lessor's knowledge and belief, Ground Lessee is in compliance with any environmental covenants set forth in the Lease Documents.

10. Ground Lessor has not received written notice that there is any violation of any laws, rules or regulations applicable to the Property or the operation thereof, including, without limitation, environmental laws, and the Ground Lessor has no knowledge of facts which could give rise to any such violation.

11. Ground Lessor is not on notice of any action, voluntary or involuntary, pending against Ground Lessor or Ground Lessee under federal or state bankruptcy or insolvency law.

12. The undersigned has the authority to execute and deliver this Certificate on behalf of the Ground Lessor and acknowledges that the Ground Lessee, the Transferee and all Mortgagees will rely upon this Certificate.

13. Ground Lessor consents to the Transactions and the assignment of the Lease to the Transferee.

14. This Certificate shall be binding upon the successors, assigns and representatives of the undersigned and any party claiming through or under the undersigned and shall inure to

the benefit of the Ground Lessee, the Transferee and all Mortgagees and their respective successors and assigns.

(The Next Page is the Signature Page.)

IN WITNESS WHEREOF, Ground Lessor has duly executed this Certificate as of this
24th day of April, 2005.

Attest:
Charlie Green, Clerk

LEE COUNTY PORT AUTHORITY
BOARD OF PORT COMMISSIONERS

By: *Joia Sherice*
Deputy Clerk

By: *[Signature]*
Chairman or Vice Chairman

Name: Douglas R. St. Cerny

APPROVED AS TO FORM:

By: *Gregory S. Hagen*
Office of the Port Attorney

Exhibit A

- | | | |
|----|---|---|
| A. | Date of Lease: | May 12, 1997 |
| B. | Landlord: | Lee County Port Authority |
| C. | Tenant: | FC/WRE Realty Associates I, L.P. |
| D. | Leased Premises: | An approximately 45 acre parcel of land located on U.S. Route 41 at Page Field Airport in Lee County, Florida |
| E. | Dates of Lease and Amendments to Lease: | Lease dated May 12, 1997
Memorandum of Lease dated May 12, 1997
Letter Extension Agreement dated November 5, 1997
Joinder & Consent dated November 18, 1997
Letter Agreement dated February 16, 1998
Amendment to Lease Amendment dated November 4, 1998
Agreement dated November 23, 1999
Administrative Amendment dated July 3, 2000
Second Amendment to Lease Agreement dated July 8, 2002 |
| F. | Rental Commencement Date: | June 1, 2002 |
| G. | Expiration of Initial Term: | May 31, 2032 |
| H. | Rights to renew, to extend, to terminate, to rent or occupy additional space or to purchase any portion of the shopping center: | Three (3) twenty (20) year options to renew |
| I. | Security Deposit Paid to Landlord: | \$150,000 Letter of Credit was posted (See Section 13(B) of the Lease) |

J. Current Fixed Minimum Rent
(Annual):

Starting on the Rental Commencement Date,
minimum annual Base Rent shall be paid as
follows:

<u>Lease Year</u>	<u>Annual Rent</u>	<u>Monthly Payment</u>
1-10	\$400,000	\$33,333.34
11-20	\$435,000	\$36,250.00
21-30	\$475,000	\$39,583.34
First 20 year option	\$525,000	\$43,750.00
Second 20 year option	\$575,000	\$47,917.67
Third 20 year option	\$625,000	\$52,083.34

K. Percentage Rent (Annual):

As described in Section 3.5 of the Lease

L. Rent Adjustments:

See J above

M. Square Feet Demised:

See D above

N. Pending Tenant's Bankruptcy or
Other Insolvency Actions:

None

received
3/21/06



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

ORLANDO AIRPORTS DISTRICT OFFICE
5950 Hazeltine National Dr., Suite 400
Orlando, Florida 32822-5003
Phone: (407) 812-6331 Fax: (407) 812-6978

March 17, 2006

Ms. Debra Lemke
Department Director – Government Affairs
Lee County Port Authority
11000 Terminal Access Road, Suite 8671
Fort Myers, Florida 33913-8899

Dear M. Lemke:

RE: Page Field General Aviation Airport; Fort Myers, Florida
Letter of Release
302 Danley Drive

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SEP 14 2007

COMMUNITY DEVELOPMENT

CPA 2007-00048

We refer to a written request dated February 15, 2006, wherein Ms. Debra Lemke, on behalf of the Lee County Port Authority, hereafter referred to as Airport Owner, requested that Page Field General Aviation Airport be released from the terms of Grant Agreements between the Federal Aviation Administration (FAA) and the Airport Owner.

The requested release is for the purpose of permitting the Airport Owner to sell and convey title of this property for residential purposes.

We have concluded that this property, as described below, is no longer needed for aeronautical purposes and that the release and use of such land for the stated purpose will not interfere with the operation, maintenance or future development of Page Field General Aviation Airport.

Lot 3 and the East 5 feet of Lot 2, Block "H", in that certain subdivision known as Page Park, according to the plat thereof recorded in the office of the Clerk of the Circuit Court of Lee County, Florida, in Plat Book 8, at pages 92 to 97, inclusive.

By accepting this release, the Airport Owner agrees to:

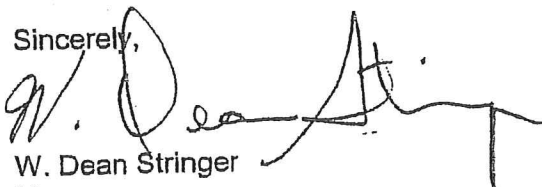
1. Insure that they and their successors and assigns retain, for the use and benefit of the public, the right of flight for the passage of aircraft in the airspace above the surface of the subject property, the right for existing and future aircraft to generate noise in that airspace, and the right to use the airspace to land on or take off from the airport.
2. Insure that they and their successors and assigns restrict the height of structures, objects of natural growth and another obstructions on the subject property to such a height so as to comply with Federal Aviation Regulations, Part 77.

3. Insure that they and their successors and assigns prevent any use of the subject property which would interfere with landing or taking off of aircraft at Page Field General Aviation Airport or otherwise constitute an airport hazard.
4. Retain or reserve necessary interests or rights to ensure that the subject property will only be used for purposes which are compatible with the noise levels generated by aircraft using the airport.
5. Deposit the net proceeds of the appraised Fair Market Value (FMV) of \$85,000 in an interest bearing account currently paying the highest interest rate immediately after consummation of the sale, where it shall remain until utilized for payment of an FAA approved use at Page Field General Aviation Airport.
6. Expend, within five (5) years of the Deed of Release execution date, the sum of \$85,000 plus accumulated interest for purposes pre-approved by the FAA. It is understood and agreed that this amount will not be eligible as sponsor matching funds for Federally assisted airport development.
7. Maintain accurate records of the above listed expenditures in accordance with accepted business practices, and for three (3) years after the approve project is completed, keep the records open for inspection by the FAA at any time.
8. Update the Airport Layout Plan upon acceptance of the release and revise the Exhibit "A" property map to reflect the new airport boundaries.

In consideration of these premises, the FAA agrees to release the Airport Owner from the obligations, terms, and conditions of the existing grant agreements as of the date of this agreement as they may relate to the subject property.

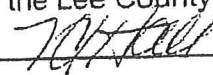
Please indicate your acceptance of these conditions by signing and completing the bottom portion of this letter and its enclosed duplicate and returning one copy to our office.

Sincerely,


W. Dean Stringer
Manager

1 Enclosure

Accepted for the Lee County Port Authority

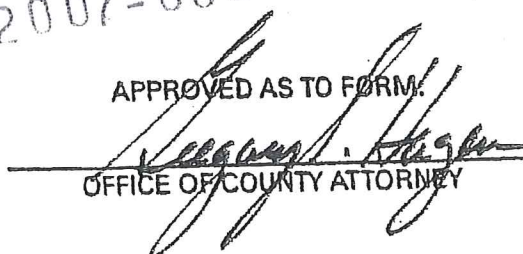
By: 
Title: Chairwoman
Date: 5-8-06

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SEP 14 2007

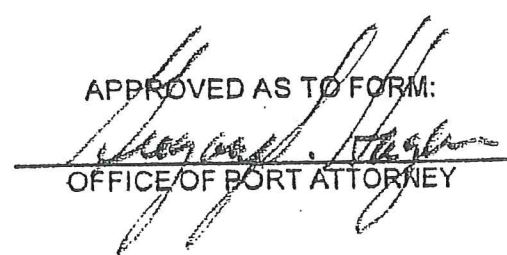
COMMUNITY DEVELOPMENT

CPA 2007-00048

APPROVED AS TO FORM:


OFFICE OF COUNTY ATTORNEY

APPROVED AS TO FORM:


OFFICE OF PORT ATTORNEY

9/14/06

MEMO TO: Marsha M. Bavin Popkey, Department of
Human Services
Debbie Curran, Department of Human
Services



FROM: Gregory S. Hagen *Gregory S. Hagen*
Chief Assistant Port Authority Attorney

DATE: September 14, 2006

SUBJECT: 302 Danley Drive
PAA-033.013(2)

Attached for your immediate review and comment are copies of the FAA Deed of Release and a draft County Deed for your department's use in conveying the parcel to a third party.

After reviewing the file it appears there was some discussion between your office and Port Authority staff about using a memorandum of understanding or closing statement to memorialize the transaction, but it is not clear how that discussion was resolved. Let me know if you would like to supplement the transaction with such an agreement, and any terms you deem necessary to your department's conveyance of the parcel for affordable housing.

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

GSH

S:\AIR\My Files\LS Memos\2006 Memos\LS06-271-MEM.wpd

Attachments

via facsimile 533-7955

cc: Benjamin Siegel, Administration
Peter B. Modys, Aviation
Debra Lemke, Government Affairs

This Instrument Prepared by:

Lee County Port Authority Attorney's Office
11000 Terminal Access Road, Suite 8671
Fort Myers, FL 33913

STRAP No. 12-45-24-01-0000H.0030

THIS SPACE FOR RECORDING

COUNTY DEED
(Statutory)

THIS DEED, executed this _____ day of _____, A.D., 20 ____, by LEE COUNTY, FLORIDA, A POLITICAL SUBDIVISION OF THE STATE OF FLORIDA, whose address is Post Office Box 398, Fort Myers, Florida 33902-0398, to _____

_____ whose address is _____
_____, Grantee.

WITNESSETH: That the County, for and in consideration of the sum of Ten (\$10.00) Dollars to it in hand paid by the Grantee, receipt whereof is hereby acknowledged, has granted, bargained and sold to the Grantee, its heirs and assigns forever, the following described land, lying and being in Lee County, Florida:

SEE ATTACHED EXHIBIT "A"

This grant conveys only the interest of the County and its Board of County Commissioners in the property herein described, and shall not be deemed to warrant the title or to represent any state of facts concerning the same.

This conveyance is Subject to the covenants, restrictions and reservations in EXHIBIT "B".

By acceptance of this deed the Grantee accepts and agrees to comply with these covenants, restrictions and reservations.

This transfer expressly includes any right or interest the County may hold under Florida Statute S. 270.11 with respect to petroleum, phosphate, metal, or minerals in, on, or under the subject parcel.

IN WITNESS WHEREOF the said first party has caused these presents to be executed in its name by its Board of County Commissioners acting by the Chairwoman or Vice Chairman of said Board, the day and year aforesaid.

ATTEST:
CHARLIE GREEN, CLERK

By: _____
Deputy Clerk

LEE COUNTY, FLORIDA, BY ITS
BOARD OF COUNTY COMMISSIONERS

By: _____
Chairwoman or Vice Chairman

Office of County Attorney

EXHIBIT "A"

Lot 3 and the East 5 feet of Lot 2, Block "H", in that certain subdivision known as Page Park, according to the plat thereof recorded in the office of the Clerk of the Circuit Court of Lee County, Florida, in Plat Book 8, at pages 92 to 97, inclusive.

EXHIBIT "B"

1. Reserving for the use and benefit of the public, a right of flight for the passage of aircraft in the airspace above the surface of the subject property, the right for existing and future aircraft to generate noise in that airspace, and the right for aircraft to use the airspace to land on or take off from the Page Field General Aviation Airport.
2. Grantee shall restrict the height of structures, objects of natural growth and other obstructions on the subject property to such a height so as to comply with Federal Aviation Regulations, Part 77.
3. Grantee shall insure that they and their successors and assigns prevent any use of the subject property that would interfere with landing or taking off of aircraft at Page Field General Aviation Airport or otherwise constitute and airport hazard.

LEE COUNTY PROPERTY APPRAISER

PROPERTY DATA FOR PARCEL 12-45-24-01-0000H.0030
TAX YEAR 2006

Parcel data is available for the following tax years:

[[2001](#) | [2002](#) | [2003](#) | [2004](#) | [2005](#) | [2006](#)]

[[Next Lower Parcel Number](#) | [Next Higher Parcel Number](#) | [Display Building Permits on this Parcel](#) | [Display Tax Bills on this Parcel](#) | [Tax Estimator](#)]

OWNERSHIP, LEGAL, SALES AND DISTRICT DATA ARE FROM THE CURRENT DATABASE. LAND, BUILDING, VALUE AND EXEMPTION DATA ARE FROM THE 2006 ROLL.

PROPERTY DETAILS

OWNER OF RECORD

LEE COUNTY
PO BOX 398
FORT MYERS FL 33902

SITE ADDRESS

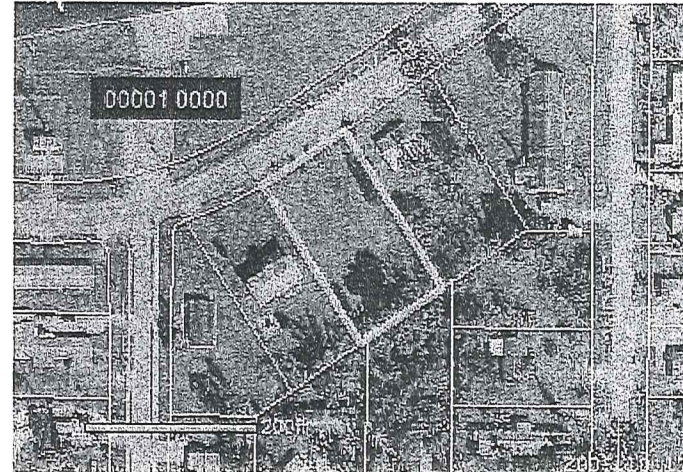
302 DANLEY DR
FORT MYERS FL 33907

LEGAL DESCRIPTION

PAGE PARK
BLK.H PB 8 PG 92
LOT 3 + E 5 FT OF LOT 2

TAXING DISTRICT

[[VIEWER](#)] TAX MAP [[PRINT](#)]



[[PICTOMETRY](#)]

DOR CODE

003 - PAGE PARK/SOUTH TRAIL FIRE DISTRICT

86 - COUNTIES - OTHER

PROPERTY VALUES (TAX ROLL 2006)

[\[HISTORY CHART \]](#)

EXEMPTIONS

ATTRIBUTES

JUST	82,550	HOMESTEAD	0	UNITS OF MEASURE	UT
ASSESSED	82,550	AGRICULTURAL	0	NUMBER OF UNITS	1.00
ASSESSED SOH	82,550	WIDOW	0	FRONTAGE	120
TAXABLE		0 WIDOWER	0	DEPTH	210
BUILDING		0 DISABILITY	0	BEDROOMS	
LAND	82,550	WHOLLY	82,550	BATHROOMS	
BUILDING FEATURES		0 SOH DIFFERENCE	0	TOTAL BUILDING SQFT	
LAND FEATURES	2,050			1ST YEAR BUILDING ON TAX ROLL	1955
				HISTORIC DISTRICT	No

SALES/TRANSACTIONS

SALE PRICE	DATE	OR NUMBER	TYPE	TRANSACTION DETAILS	VACANT / IMPROVED
				DESCRIPTION	
55,000	2/1/1995	<u>2578/2725</u>	03	Disqualified (Interest Sales / Court Docs / Government)	I
0	11/1/1971	<u>757/753</u>			

SOLID WASTE (GARBAGE) ROLL DATA

SOLID WASTE DISTRICT	ROLL TYPE	CATEGORY	UNIT/AREA	TAX AMOUNT
003 - Service Area 3	-			0.00
COLLECTION DAYS				
GARBAGE	RECYCLING	HORTICULTURE		
Monday	Monday	Friday		

ELEVATION INFORMATION

STORM SURGE CATEGORY	FLOOD INSURANCE (<u>FIRM FAQ</u>)				
	RATE CODE	COMMUNITY	PANEL	VERSION	DATE
Category 3	B	125124	0350	B	091984

[\[Show \]](#)**APPRAISAL DETAILS**[\[Show 2007 Details \]](#)

TRIM (*proposed* tax) Notices are available for the following tax years:
[[1997](#) | [1998](#) | [1999](#) | [2000](#) | [2001](#) | [2002](#) | [2003](#) | [2004](#) | [2005](#) | [2006](#)]

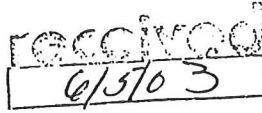
[[Next Lower Parcel Number](#) | [Next Higher Parcel Number](#)]

[[New Query](#) | [New Browse](#) | [Parcel Queries Page](#) | [Lee PA Home](#)]

This site is best viewed with [Microsoft Internet Explorer 5.5+](#) or [Netscape Navigator 6.0+](#).
Page was last modified on Friday, May 18, 2007 3:37:44 PM.



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



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

May 30, 2003

Ms. Debra A. Lemke
Senior Manager – Governmental Affairs
Lee County Port Authority
16000 Chamberlin Parkway, Suite 8671
Fort Myers, Florida 33913-8899

RECEIVED
SEP 14 2007

COMMUNITY DEVELOPMENT

Dear Ms. Lemke:

RE: Page Field Airport ; Fort Myers, Florida
Letter of Release (Surplus Property Land)
FMY Shady Rest and Jerry Brooks Parcels

EPA 2007-00048

We refer to a written request dated March 22, 2003, wherein the Lee County Port Authority, hereafter referred to as Airport Owner, requested that Shady Rest Nursing Home parcel (11.53 acres) and the Jerry Brooks Park parcel (9.87 acres) of Page Field Airport be released from the terms of Grant Agreements between the Federal Aviation Administration (FAA) and the Airport Owner.

The requested release is for the purpose of permitting the Airport Owner to sell and convey title of the referenced parcels.

We have concluded that this property, as legally described in the enclosed Deed of Release, is no longer needed for aeronautical purposes, and that the release and use of such land for the stated purpose will not interfere with the operation, maintenance or future development of Page Field Airport.

By accepting this release, the Airport Owner agrees to:

1. Receive the installation and perpetual maintenance of landscaping and street lighting for the new 4 mile entrance road that will serve the new RSW midfield terminal at no cost to the Airport Owner. The Airport Owner also certifies that the contributory services and/or projects exceed the Fair Market Value (FMV) of \$3,815,000.
2. Maintain accurate records of the above listed contributory services and/or projects in accordance with accepted business practices and keep the records open for inspection by the FAA at any time.
3. The August 23, 1989 Compliance Agreement between the FAA and Lee County shall become null and void. As a result of this action, the Children's Home and

This Instrument Prepared by:
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Orlando Airports District Office
5950 Hazeltine National Drive, Suite 400
Orlando, Florida 32822-5024

Parcel Strap Nos.: 12-45-24-01-0000B.0000
01-45-24-P1-00060.0080

THIS SPACE FOR RECORDING

DEED OF RELEASE

This instrument, a Deed of Release, made by the United States of America, Acting by and through the Administrator of the Federal Aviation Administration, Department of Transportation, under and pursuant to the powers and authority contained in the provisions of Public law 81-311 (63 Stat. 700), as amended, to the Lee County Port Authority, a body politic, created, operating, and doing business under the laws of the Florida, WITNESSETH:

WHEREAS, the United States of America, acting by and through the Federal Aviation Administration under and pursuant to authority contained in the provisions of the Surplus Property Act as amended, and applicable rules, regulations, and orders by an instrument of transfer entitled "Quitclaim Deed" dated the 4th day of June 1947 did remise, release and forever quitclaim to the Lee County Port Authority, its successors and assigns, all rights, title and interest in and to that certain property located and situated in Fort Myers, Florida, subject to certain terms, conditions, reservations and restrictions, said Quitclaim Deed being recorded in the public records of Lee County, Florida, Miscellaneous Deed Book No. 25, page 250 reference being hereto made as if fully set herein; and

WHEREAS, the Airport Owner has requested the United States of America to release the hereinafter described real property from all of those terms, conditions, reservations and restrictions of the said instrument(s) of transfer; and

WHEREAS, the Administrator of the Federal Aviation Administration is authorized to grant releases pursuant to the powers and authority contained in Public Law 81-311 (63 Stat. 700), as amended; and

WHEREAS, by virtue of delegation of authority, the Manager, Orlando Airports District Office, Airports Division, Southern Region, Federal Aviation Administration, under and pursuant to the powers and authority contained in Public Law 81-311 (63 Stat. 700) is authorized to make determinations on requests for Deed of Release and to execute said Deeds of Release to convey, quitclaim or release any right or interest reserved to the United States of America by an instrument of disposal; and

WHEREAS, the Manager, Orlando Airports District Office, Airports Division, Southern Region, Federal Aviation Administration, has determined that the release of such real property as is hereinafter described, from all of the said terms, conditions, reservations and restrictions set forth in the above identified instrument of transfer will not prevent accomplishment of the purpose for which the property was made subject to such terms, conditions, reservations and restrictions and is necessary to protect or advance the interests of the United States of America in civil aviation.

NOW THEREFORE, for and in consideration of the above expressed recitals and of the benefits to accrue to the United States and to civil aviation, the United States of America, upon inclusion by the Lee County Port Authority in the Instrument of Transfer conveying title to the hereinafter described real property of provisions as follows:

(1) That the Lee County Port Authority reserves unto itself, its successors and assigns, for the use and benefit of the public a right of flight for the passage of aircraft in the airspace above the surface of the real property hereinafter described, together with the right to cause in said airspace such noise as may be inherent in the operations of aircraft, now known or hereafter used, for navigation of or flight in the said airspace, for use of said airspace for landing on, or taking off from or operating on Page Field.

(2) That the Lee County Port Authority expressly agrees for itself, its successors and assigns, to restrict the height of structures, objects of natural growth and other obstructions on the hereinafter described real property to such a height so as to comply with Federal Aviation Regulations, Part 77.

(3) That the Lee County Port Authority expressly agrees for itself, its successors and assigns, to prevent any use of the hereinafter described real property which would interfere with the landing or takeoff of aircraft at Page Field Airport or interfere with air navigation and or communication facilities serving Page Field, or otherwise constitute an airport hazard.

HEREBY, releases the said real property from the terms, conditions, reservations, and restrictions as contained in the above-mentioned Instrument of Transfer from the United States of America to the Lee County Port Authority dated 4th day of June 1947 which real property is described as follows:

Jerry Brooks Park Lease Parcel

A tract or parcel of land lying in Block B, Page Park, Section 12, Township 45 South, Range 24 East, as shown on plat recorded in Plat Book 8, at Pages 92 through 97 of the Public Records of Lee County, Florida, which tract or parcel is described as follows:

Beginning at the southeast corner of said Block B; thence S 89°32'48" W along the south line of said Block B for 925.83 feet; thence N 00°27'56" E leaving said south line for 479.30 feet to the south right of way line of South Road (65 feet wide); thence S 89°32'03" E along said south line for 901.64 feet to a point of curvature; thence southeasterly along the arc of a curve concave to the southwest having a radius of 20.00 feet, an interior angle of 89°28'26", a chord bearing and distance of S 44°47'50" E, 28.15 feet for 31.23 feet to a point of tangency on the west right of way line of Danley Drive (65 feet wide); thence S 00°03'37" E along said west line for 444.65 feet to the Point of Beginning. Containing 10.00 acres, more or less.

Subject to easements, restrictions, and reservations of record.

Shady Rest Lease Parcel

A tract or parcel of land lying in Section 1, Township 45 South, Range 24 East, in the City of Fort Myers, Lee County, Florida, being more particularly described as follows:

Commence at the northwest corner of said Section 1; thence S 00°08'20" E along the west line of the northwest quarter (NW ¼) of said Section 1 for 648.61 feet to the north line of the south half (S ½) of the north half (N ½) of the northwest quarter (NW ¼) of said Section 1; thence N 88°59'28" E along said north line for 1321.51 feet to the Point of Beginning; thence continue N 88°59'28" E along said north line for 741.92 feet; thence S 01°00'32" E leaving said north line for 92.74 feet; thence S 18°45'38" E for 12.65 feet; thence S 21°19'52" E for 26.02 feet; thence S 20°47'08" E for 13.27 feet; thence S 26°06'45" E for 74.87 feet; thence S 61°08'26" E for 73.35 feet; thence S 29°03'38" W for 62.84 feet; thence S 60°31'34" E for 90.18 feet; thence S 78°55'09" E for 81.17 feet to a non-tangent point of curvature on the westerly right of way line of Fowler Street; thence southwesterly along said westerly line and along the arc of a curve concave to the northwest having a radius of 565.00 feet, an interior angle of 42°30'16", a chord bearing and distance of S 56°24'47" W. 409.60 feet for 419.14 feet to a non-tangent point of curvature; thence southwesterly leaving said west line of Fowler Street along the arc of a curve concave to the northwest having a radius of 862.67 feet, an interior angle of 4°45'43", a chord bearing and distance of S 69°31'18" W, 71.68 feet for 71.70 feet to a point of tangency; thence S 71°54'09" W for 243.64 feet to a non-tangent point of curvature; thence northwesterly along the arc of curve concave to the southwest having a radius of 360.00 feet, an interior angle of 41°04'44", a chord bearing and distance of N 69°09'52" W, 252.61 feet for 258.11 feet to a point of tangency on the north right of way line of North Airport Road (90 feet wide); thence N 89°42'14" W along said north line for 106.93 feet; thence N 00°20'58" W leaving said north line for 582.79 feet to the Point of Beginning. Containing 11.53 acres, more or less. Subject to a drainage and utility easement over the north 40 feet thereof. Subject to easements, restrictions, and reservations of records.

This release is for the specific purpose of permitting the Lee County Port Authority to sell and convey title to the above-described properties

By its acceptance of this Deed of Release the Lee County Port Authority also covenants and agrees for itself, its successors and assigns, to comply with and observe all of the conditions and limitations hereof, which are expressly limited to the above described real property.

IN WITNESS WHEREOF, the United States of America has caused these presents to be executed in its name and on its behalf by the Manager, Orlando Airports District Office, Airports Division, Southern Region, Federal Aviation Administration, all as of the 30th day of May, 2003.

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION

By 
Acting Manager, Orlando Airports District Office
Airports Division, Southern Region
Federal Aviation Administration

APPROVED AS TO FORM:


OFFICE OF COUNTY ATTORNEY

RECEIVED
SEP 14 2007

COMMUNITY DEVELOPMENT

 2007-00048

PROPERTY DATA FOR PARCEL 01-45-24-P1-00060.0080
TAX YEAR 2006

Parcel data is available for the following tax years:

[[2001](#) | [2002](#) | [2003](#) | [2004](#) | [2005](#) | [2006](#)][[Next Lower Parcel Number](#) | [Next Higher Parcel Number](#) | [Display Building Permits on this Parcel](#) | [Display Tangible Accounts on this Parcel](#)
| [Display Tax Bills on this Parcel](#) | [Tax Estimator](#)]

OWNERSHIP, LEGAL, SALES AND DISTRICT DATA ARE FROM THE CURRENT DATABASE. LAND, BUILDING, VALUE AND EXEMPTION DATA ARE FROM THE 2006 ROLL.

PROPERTY DETAILS ^{CPA} 2007-00048

OWNER OF RECORD

SHADY REST FOUNDATION INC
2310 N AIRPORT RD
FORT MYERS FL 33907

SITE ADDRESS

2310 N AIRPORT RD
FORT MYERS FL 33907

LEGAL DESCRIPTION

THAT PT OF S 1/2 OF N 1/2
OF NW 1/4 W OF FOWLER ST +
N AIRPORT RD DESC IN
OR 4819 PG 4035[[VIEWER](#)] TAX MAP [[PRINT](#)][[PICTOMETRY](#)]

IMAGE OF STRUCTURE



Photo Date: November of 2005

TAXING DISTRICT

DOR CODE

264 - CITY OF FT MYERS/S SEWER/CLEVELAND REDEV 4 78 - SANITARIUM, CONVALESCENT & REST HOME

PROPERTY VALUES (TAX ROLL 2006)		EXEMPTIONS	ATTRIBUTES	
[HISTORY CHART]				
JUST	5,536,970	HOMESTEAD	0 UNITS OF MEASURE	SF
ASSESSED	5,536,970	AGRICULTURAL	0 NUMBER OF UNITS	472,213.00
ASSESSED SOH	5,536,970	WIDOW	0 FRONTAGE	0
TAXABLE		0 WIDOWER	0 DEPTH	0
BUILDING	3,351,820	DISABILITY	0 BEDROOMS	0
LAND	2,185,150	WHOLLY	5,536,970 BATHROOMS	316
BUILDING FEATURES	119,860	SOH DIFFERENCE	0 TOTAL BUILDING SqFt	91,058
LAND FEATURES	296,300		1ST YEAR BUILDING ON TAX ROLL	0
			HISTORIC DISTRICT	No

SALES/TRANSACTIONS

SALE PRICE	DATE	OR NUMBER	TYPE	TRANSACTION DETAILS DESCRIPTION	VACANT / IMPROVED
5,700,000	7/28/2005	4819/4035	03	Disqualified (Interest Sales / Court Docs / Government)	I
100	6/1/1947	25/260	03	Disqualified (Interest Sales / Court Docs / Government) There are 8 additional parcel(s) with this document (may have been split after the transaction date)... 01-45-24-00-00007.0000,01-45-24-00-00007.0030, 01-45-24-00-00007.0040,01-45-24-00-00007.0050, 01-45-24-00-00007.0060,01-45-24-P1-00060.008A, 01-45-24-P1-00060.008B,01-45-24-P1-00060.008C	V

PARCEL NUMBERING HISTORY

PRIOR STRAP

01-45-24-P1-00060.008C

01-45-24-P1-00060.008B

01-45-24-0C-08158.0000

CREATION DATE - UNAVAILABLE**RENUMBER REASON**

Split (From another Parcel)

Split (From another Parcel)

Reserved for Renumber ONLY

RENUMBER DATE

Thursday, August 25, 2005

Friday, April 30, 2004

Unspecified

SOLID WASTE (GARBAGE) ROLL DATA

SOLID WASTE DISTRICT	ROLL TYPE	CATEGORY	UNIT/AREA	TAX AMOUNT
009 - City of Fort Myers	C - Commercial Category	C	89,992	2,738.59
GARBAGE	COLLECTION DAYS			
	RECYCLING			
	HORTICULTURE			

ELEVATION INFORMATION**STORM SURGE CATEGORY**

Category 3

FLOOD INSURANCE (FIRM FAQ)**RATE CODE**

B

COMMUNITY

125106

PANEL

0020

VERSION

B

DATE

111584

[\[Show \]](#)**APPRAISAL DETAILS**[\[Show 2007 Details \]](#)

TRIM (*proposed* tax) Notices are available for the following tax years:
[\[1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 \]](#)

[\[Next Lower Parcel Number | Next Higher Parcel Number \]](#)

[\[New Query | New Browse | Parcel Queries Page | Lee PA Home \]](#)

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Page was last modified on Friday, May 18, 2007 3:37:44 PM.

LEE COUNTY PROPERTY APPRAISER

PROPERTY DATA FOR PARCEL 12-45-24-01-0000B.0000
TAX YEAR 2006

Parcel data is available for the following tax years:

[[2001](#) | [2002](#) | [2003](#) | [2004](#) | [2005](#) | [2006](#)][[Next Lower Parcel Number](#) | [Next Higher Parcel Number](#) | [Display Building Permits on this Parcel](#) | [Display Tangible Accounts on this Parcel](#)
| [Display Tax Bills on this Parcel](#) | [Tax Estimator](#)]

OWNERSHIP, LEGAL, SALES AND DISTRICT DATA ARE FROM THE CURRENT DATABASE. LAND, BUILDING, VALUE AND EXEMPTION DATA ARE FROM THE 2006 ROLL.

PROPERTY DETAILS

CPA 2007-00048

OWNER OF RECORD

LEE COUNTY
PO BOX 398
FORT MYERS FL 33902

SITE ADDRESS

20/50 SOUTH RD
FORT MYERS FL 33907

LEGAL DESCRIPTION

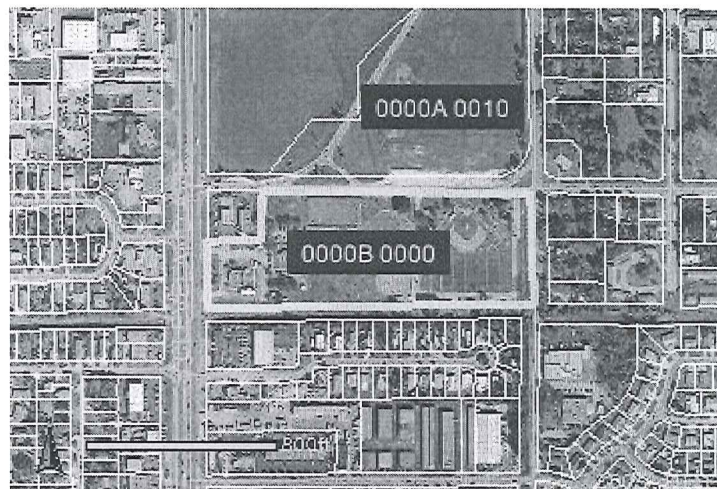
PAGE PARK
BLK.B
ALL BLK.B LESS PAR B.00A[[VIEWER](#)] TAX MAP [[PRINT](#)][[PICTOMETRY](#)]

IMAGE OF STRUCTURE



Photo Date: July of 2003

TAXING DISTRICT

DOR CODE

003 - PAGE PARK/SOUTH TRAIL FIRE DISTRICT

86 - COUNTIES - OTHER

PROPERTY VALUES (TAX ROLL 2006)		EXEMPTIONS	ATTRIBUTES	
[HISTORY CHART]				
JUST	3,201,220	HOMESTEAD	0 UNITS OF MEASURE	SF
ASSESSED	3,201,220	AGRICULTURAL	0 NUMBER OF UNITS	522,720.00
ASSESSED SOH	3,201,220	WIDOW	0 FRONTAGE	0
TAXABLE	0	WIDOWER	0 DEPTH	0
BUILDING	334,450	DISABILITY	0 BEDROOMS	0
LAND	2,866,770	WHOLLY	3,201,220 BATHROOMS	16
BUILDING FEATURES	9,530	SOH DIFFERENCE	0 TOTAL BUILDING SqFT	8,934
LAND FEATURES	253,170		1ST YEAR BUILDING ON TAX ROLL	1992
			HISTORIC DISTRICT	No

SALES/TRANSACTIONS

SALE PRICE	DATE	OR NUMBER	TYPE	TRANSACTION DETAILS DESCRIPTION	VACANT / IMPROVED
100	8/1/1941	<u>143/577</u>	04	Disqualified (Multiple STRAP # - 01,03,07) There are 10 additional parcel(s) with this document (may have been split after the transaction date)... <u>12-45-24-00-00001.0000,12-45-24-01-00001.0150,</u> <u>12-45-24-01-000J0.0050,12-45-24-01-000N0.0090,</u> <u>12-45-24-01-000O0.0060,12-45-24-01-000O0.0070,</u> <u>12-45-24-01-000O0.007A,12-45-24-01-000O0.0080,</u> <u>12-45-24-01-000O0.008A,12-45-24-01-000O0.00CE</u>	V

SOLID WASTE (GARBAGE) ROLL DATA

SOLID WASTE DISTRICT	ROLL TYPE	CATEGORY	UNIT/AREA	TAX AMOUNT
003 - Service Area 3	C - Commercial Category	C	5,379	165.95
COLLECTION DAYS				
GARBAGE	RECYCLING	HORTICULTURE		
Monday	Monday	Friday		

ELEVATION INFORMATION

STORM SURGE CATEGORY	RATE CODE	FLOOD INSURANCE (FIRM FAQ)			
		COMMUNITY	PANEL	VERSION	DATE
Category 3	B	125124	0350	B	091984

[[Show](#)]

APPRAISAL DETAILS

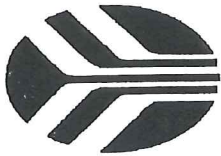
[[Show 2007 Details](#)]

TRIM (*proposed* tax) Notices are available for the following tax years:
 [[1997](#) | [1998](#) | [1999](#) | [2000](#) | [2001](#) | [2002](#) | [2003](#) | [2004](#) | [2005](#) | [2006](#)]

[[Next Lower Parcel Number](#) | [Next Higher Parcel Number](#)]

[[New Query](#) | [New Browse](#) | [Parcel Queries Page](#) | [Lee PA Home](#)]

This site is best viewed with [Microsoft Internet Explorer 5.5+](#) or [Netscape Navigator 6.0+](#).
 Page was last modified on Friday, May 18, 2007 3:37:44 PM.



LEE COUNTY
PORT AUTHORITY

From the Office of:
PLANNING

FILE
Fmy usgl

Date: April 5, 1996
To: See Distribution List Below
From: Barbara Barnes-Buchanan, AAE, AICP
Planning Director *Barbara*
Ref: 96137M.b
Subject: Deed of Release - Page Field Right of Way

For your records please find enclosed a copy of the above referenced document previously received in this office.

BBB/dkz

Enclosed

Distribution:

Mark R. Fisher, AAE, Division Director Development
Debra Lemke, Division Manager Government Affairs
Diane Butcher, Administrative Assistant I

RECEIVED
SEP 14 2007

COMMUNITY DEVELOPMENT

CPA 2007-00048

PREPARER:

Lee County Port Authority
16000 Chamberlin Parkway SE
Fort Myers, FL 33913
(941)-786-1000

Page 1 of 3

DEED OF RELEASE

3933801

37.5
This instrument, a Deed of Release, made by the United States of America, Acting by and through the Administrator of the Federal Aviation Administration, Department of Transportation, under and pursuant to the powers and authority contained in the provisions of Public law 81-311 (63 Stat. 700), as amended, to the County of Lee acting by and through its Board of County Commissioners, a political subdivision of the State of Florida, hereinafter referred to as the Airport Owner, WITNESSETH:

WHEREAS, the United States of America, acting by and through the War Assets Administrator, under and pursuant to authority contained in the provisions of Executive order 9689, dated January 31, 1946, and the powers and authority contained in the provisions of the Surplus Property Act of 1944, (58 Stat. 765), as amended, and applicable rules, regulations, and orders by instruments of transfer entitled "Quitclaim Deed" dated June 4, 1947, did remise, release and forever quitclaim to County of Lee acting by and through its Board of County Commissioners, a political subdivision of the State of Florida, Florida, its successors and assigns, all rights, title and interest in and to that certain property located and situated in Lee County, Florida, subject to certain terms, conditions, reservations and restrictions, said Quitclaim Deed being recorded in the public records of Lee County, Florida, Miscellaneous Deed Book No. 25, Page 260, reference being hereto made as if fully set out herein; and

WHEREAS, the Airport Owner, through the Lee County Port Authority, has requested the United States of America to release the hereinafter described real property from all of those terms, conditions, reservations and restrictions of the said instrument(s) of transfer; and

WHEREAS, the Administrator of the Federal Aviation Administration is authorized to grant releases pursuant to the powers and authority contained in Public Law 81-311 (63 Stat. 700), as amended; and

WHEREAS, by virtue of delegation of authority, the Manager, Orlando Airports District Office, Airports Division, Southern Region, Federal Aviation Administration, under and pursuant to the powers and authority contained in Public Law 81-311 (63 Stat. 700) is authorized to make determinations on requests for Deed of Release and to execute said Deeds of Release to convey, quitclaim or release any right or interest reserved to the United States of America by an instrument of disposal; and

WHEREAS, the Manager, Orlando Airports District Office, Airports Division, Southern Region, Federal Aviation Administration, has determined that the release of such real property as is hereinafter described, from all of the said terms, conditions, reservations and restrictions set forth in the above identified instrument of transfer will not prevent accomplishment of the purpose for which the property was made subject to such terms, conditions, reservations and restrictions and is necessary to protect or advance the interests of the United States of America in civil aviation.

RECORD VERIFIED - CHARLIE GREEN, CLERK
BY: HELEN CARROLL, D.C.

DR2688 Pg1578

11/13/95 C13a

NOW THEREFORE, for and in consideration of the above expressed recitals and of the benefits to accrue to the United States and to civil aviation, the United States of America, upon inclusion by Lee County in the Instrument of Transfer conveying title to the hereinafter described real property of provisions as follows:

(1) That the Airport Owner reserves unto itself, its successors and assigns, for the use and benefit of the public a right of flight for the passage of aircraft in the airspace above the surface of the real property hereinafter described, together with the right to cause in said airspace such noise as may be inherent in the operations of aircraft, now known or hereafter used, for navigation of or flight in the said airspace, for use of said airspace for landing on, or taking off from or operating on Page Field.

(2) That the Airport Owner expressly agrees for itself, its successors and assigns, to restrict the height of structures, objects of natural growth and other obstructions on the hereinafter described real property to such a height so as to comply with Federal Aviation Regulations, Part 77.

(3) That the Airport Owner expressly agrees for itself, its successors and assigns, to prevent any use of the hereinafter described real property which would interfere with the landing or takeoff of aircraft at Page Field or interfere with air navigation and or communication facilities serving Page Field, or otherwise constitute an airport hazard.

HEREBY, releases the said real property from the terms, conditions, reservations, and restrictions as contained in the above-mentioned Instrument of Transfer from the United States of America to the Airport Owner dated June 4, 1947, which real property is described on the attached Exhibit A as Parcel A and Parcel 7-1.

This release is for the specific purpose of permitting the Airport Owner to obtain clear title to the above described property for construction of roadways and their associated right-of-ways.

By its acceptance of this Deed of Release the Airport Owner also covenants and agrees for itself, its successors and assigns, to comply with and observe all of the conditions and limitations hereof, which are expressly limited to the property described in the attached Exhibit A.

IN WITNESS WHEREOF, the United States of America has caused these presents to be executed in its name and on its behalf by the Manager, Orlando Airports District Office, Airports Division, Southern Region, Federal Aviation Administration, all as of the 25th day of October, 1995.

0R2688 Pg 1579

OR2688 PG1580

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION

By Charles E. Blair
Manager, Orlando Airports District Office
Airports Division, Southern Region
Federal Aviation Administration

STATE OF FLORIDA)
)ss
COUNTY OF ORANGE)

On this 25th day of October, 1995, before me a Notary Public in and for the County of Orange, State of Florida, personally appeared Charles E. Blair, known to me to be the Manager, Orlando Airports District Office, Airports Division, Southern Region, Federal Aviation Administration, and known to me to be the person whose name is subscribed to the within instrument and acknowledge that he executed the same on behalf of the Administrator of the Federal Aviation Administration and the United States of America.



ALLA LEE L. BLANEY
My Comm Exp. 1/27/99
Bonded By Service Ins
No. CC415327
☒ Personally Known ☐ Other ID

WITNESS my hand and official seal.

Alla Lee L. Blaney
Notary Public in and for said County and State

(SEAL)

My commission expires January 27, 1999

Accepted:

BOARD OF COUNTY COMMISSIONERS,
LEE COUNTY, FLORIDA, AIRPORT OWNER
By: [Signature]
Chairman or Vice Chairman

Date: November 13, 1995

Approved As To Form:
[Signature]
LEE COUNTY ATTORNEY'S OFFICE

RECEIVED

SEP 14 2007

COMMUNITY DEVELOPMENT

Attest:
Charlie Green, Ex Officio Clerk

By: [Signature]
Deputy Clerk

2007-00048

EXHIBIT A

SEP 14 2007

COMMUNITY DEVELOPMENT

HMA PROJECT #94.43
JULY 19, 1995
REF.DWG. #B-1736
PAGE 1 OF 2

0R2688 Pg1581

DESCRIPTION OF
PROPOSED RIGHT-OF-WAY TAKE
PARCEL 7-1

A PARCEL OF LAND LYING IN THE WEST ONE-HALF OF SECTIONS 1 AND 12, TOWNSHIP 45 SOUTH, RANGE 24 EAST, LEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF SECTION 12, TOWNSHIP 45 SOUTH, RANGE 24 EAST, THE SAME BEING THE SOUTHWEST CORNER OF SECTION 1, TOWNSHIP 45 SOUTH, RANGE 24 EAST, LEE COUNTY, FLORIDA; THENCE RUN S. 00°31'15" W., ALONG THE WEST LINE OF THE NORTHWEST 1/4 OF SAID SECTION 12, FOR A DISTANCE OF 65.85 FEET; THENCE RUN S. 89°28'45" E., PERPENDICULAR TO THE WEST LINE OF THE NORTHWEST 1/4 OF SAID SECTION 12, FOR A DISTANCE OF 33.00 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 41 (STATE ROAD NO. 45) AND THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED; THENCE RUN N. 32°55'27" E. FOR A DISTANCE OF 70.57 FEET; THENCE RUN N. 72°31'00" E. FOR A DISTANCE OF 224.29 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE NORTHWESTERLY; THENCE RUN NORTHEASTERLY, ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 1208.92 FEET, THROUGH A CENTRAL ANGLE OF 17°54'26", SUBTENDED BY A CHORD OF 376.30 FEET AT A BEARING OF N. 63°33'47" E., FOR A DISTANCE OF 377.83 FEET TO THE END OF SAID CURVE; THENCE RUN N. 50°29'49" E. FOR A DISTANCE OF 103.19 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENTIAL CIRCULAR CURVE, CONCAVE WESTERLY, WHOSE RADIUS POINT BEARS N. 40°17'12" W. A DISTANCE OF 1205.92 FEET THEREFROM; THENCE RUN NORTHEASTERLY AND NORTHERLY, ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 1205.92 FEET, THROUGH A CENTRAL ANGLE OF 62°03'57", SUBTENDED BY A CHORD OF 1243.37 FEET AT A BEARING OF N. 18°40'50" E., FOR A DISTANCE OF 1306.31 FEET TO A POINT OF TANGENCY; THENCE RUN N. 12°21'09" W. FOR A DISTANCE OF 1182.45 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE SOUTHEASTERLY; THENCE RUN NORTHERLY AND NORTHEASTERLY, ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 894.93 FEET, THROUGH A CENTRAL ANGLE OF 84°15'40", SUBTENDED BY A CHORD OF 1200.68 FEET AT A BEARING OF N. 29°46'41" E., FOR A DISTANCE OF 1316.12 FEET TO A POINT OF TANGENCY; THENCE RUN N. 71°54'32" E. FOR A DISTANCE OF 21.85 FEET; THENCE RUN N. 85°24'16" E. FOR A DISTANCE OF 51.42 FEET; THENCE RUN N. 71°54'32" E. FOR A DISTANCE OF 153.11 FEET; THENCE RUN S. 80°26'03" E. FOR A DISTANCE OF 63.55 FEET; THENCE RUN S. 48°05'28" E. FOR A DISTANCE OF 71.91 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE NORTHERLY; THENCE RUN SOUTHEASTERLY, EASTERLY AND NORTHEASTERLY, ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 212.00 FEET, THROUGH A CENTRAL ANGLE OF 91°30'15", SUBTENDED BY A CHORD OF 303.72 FEET AT A BEARING OF N. 86°09'31" E., FOR A DISTANCE OF 338.57 FEET TO A POINT OF TANGENCY; THENCE RUN N. 40°24'32" E. FOR A DISTANCE OF 149.52 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE SOUTHEASTERLY; THENCE RUN NORTHEASTERLY AND EASTERLY, ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 278.00 FEET, THROUGH A CENTRAL ANGLE OF 49°22'43", SUBTENDED BY A CHORD OF 232.24 FEET AT A BEARING OF N. 65°05'53" E., FOR A DISTANCE OF 239.59 FEET TO A POINT OF TANGENCY; THENCE RUN N. 89°47'14" E. FOR A DISTANCE OF 219.38 FEET; THENCE RUN N. 00°18'07" W. FOR A DISTANCE OF 19.83 FEET TO A POINT 20.00 FEET SOUTHERLY OF, AS MEASURED AT RIGHT ANGLES TO, THE NORTH LINE OF THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION 1, THE SAME BEING A POINT ON THE SOUTHERLY BOUNDARY OF THAT PARCEL OF LAND DESCRIBED IN DEED BOOK 143 OF PAGE 576 OF THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA; THENCE RUN S. 89°06'35" W., PARALLEL WITH THE NORTH LINE OF THE

HMA PROJECT #94.43
JULY 19, 1995
REF.DWG. #B-1736
PAGE 2 OF 2

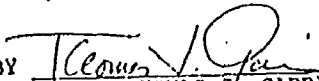
0R2688 Pg1582

SOUTH 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION 1 AND ALONG THE SOUTHERLY BOUNDARY OF SAID PARCEL OF LAND DESCRIBED IN SAID DEED BOOK 143 AT PAGE 576, FOR A DISTANCE OF 1193.27 FEET; THENCE RUN S. 42°46'43" E. FOR A DISTANCE OF 119.45 FEET; THENCE RUN S. 71°54'32" W. FOR A DISTANCE OF 94.52 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE SOUTHEASTERLY; THENCE RUN SOUTHWESTERLY AND SOUTHERLY, ALONG THE ARC OF SAID CURVE TO THE LEFT, HAVING A RADIUS OF 1017.93 FEET, THROUGH A CENTRAL ANGLE OF 84°15'40", SUBTENDED BY A CHORD OF 1365.70 FEET AT A BEARING OF S. 29°46'41" W., FOR A DISTANCE OF 1497.00 FEET TO A POINT OF TANGENCY; THENCE RUN S. 12°21'09" E. FOR A DISTANCE OF 1102.45 FEET TO THE BEGINNING OF A TANGENTIAL CIRCULAR CURVE, CONCAVE NORTHWESTERLY; THENCE RUN SOUTHERLY AND SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 1082.92 FEET, THROUGH A CENTRAL ANGLE OF 61°48'25", SUBTENDED BY A CHORD OF 1112.35 FEET AT A BEARING OF S. 18°33'04" W., FOR A DISTANCE OF 1168.18 FEET TO THE END OF SAID CURVE; THENCE RUN S. 53°48'02" W. FOR A DISTANCE OF 97.76 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENTIAL CIRCULAR CURVE, CONCAVE NORTHWESTERLY, WHOSE RADIUS POINT BEARS N. 35°22'00" W. A DISTANCE OF 1079.92 FEET THEREFROM; THENCE RUN SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 1079.92 FEET, THROUGH A CENTRAL ANGLE OF 14°32'14", SUBTENDED BY A CHORD OF 273.26 FEET AT A BEARING OF S. 61°54'07" W., FOR A DISTANCE OF 274.00 FEET TO THE END OF SAID CURVE; THENCE RUN S. 85°05'50" W. FOR A DISTANCE OF 47.25 FEET TO A POINT OF INTERSECTION WITH A NON-TANGENTIAL CIRCULAR CURVE, CONCAVE NORTHWESTERLY, WHOSE RADIUS POINT BEARS N. 18°23'28" W. A DISTANCE OF 1067.92 FEET THEREFROM; THENCE RUN SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 1067.92 FEET, THROUGH A CENTRAL ANGLE OF 00°54'28", SUBTENDED BY A CHORD OF 16.92 FEET AT A BEARING OF S. 72°03'46" W., FOR A DISTANCE OF 16.92 FEET TO A POINT OF TANGENCY; THENCE RUN S. 72°31'00" W. FOR A DISTANCE OF 150.58 FEET; THENCE RUN N. 45°59'18" W. FOR A DISTANCE OF 81.31 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY 41; THENCE RUN S. 00°06'55" E., ALONG SAID EASTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 207.94 FEET; THENCE RUN S. 00°31'15" W., ALONG SAID EASTERLY RIGHT-OF-WAY LINE, FOR A DISTANCE OF 66.03 FEET TO THE POINT OF BEGINNING, CONTAINING 17.234 ACRES, MORE OR LESS.

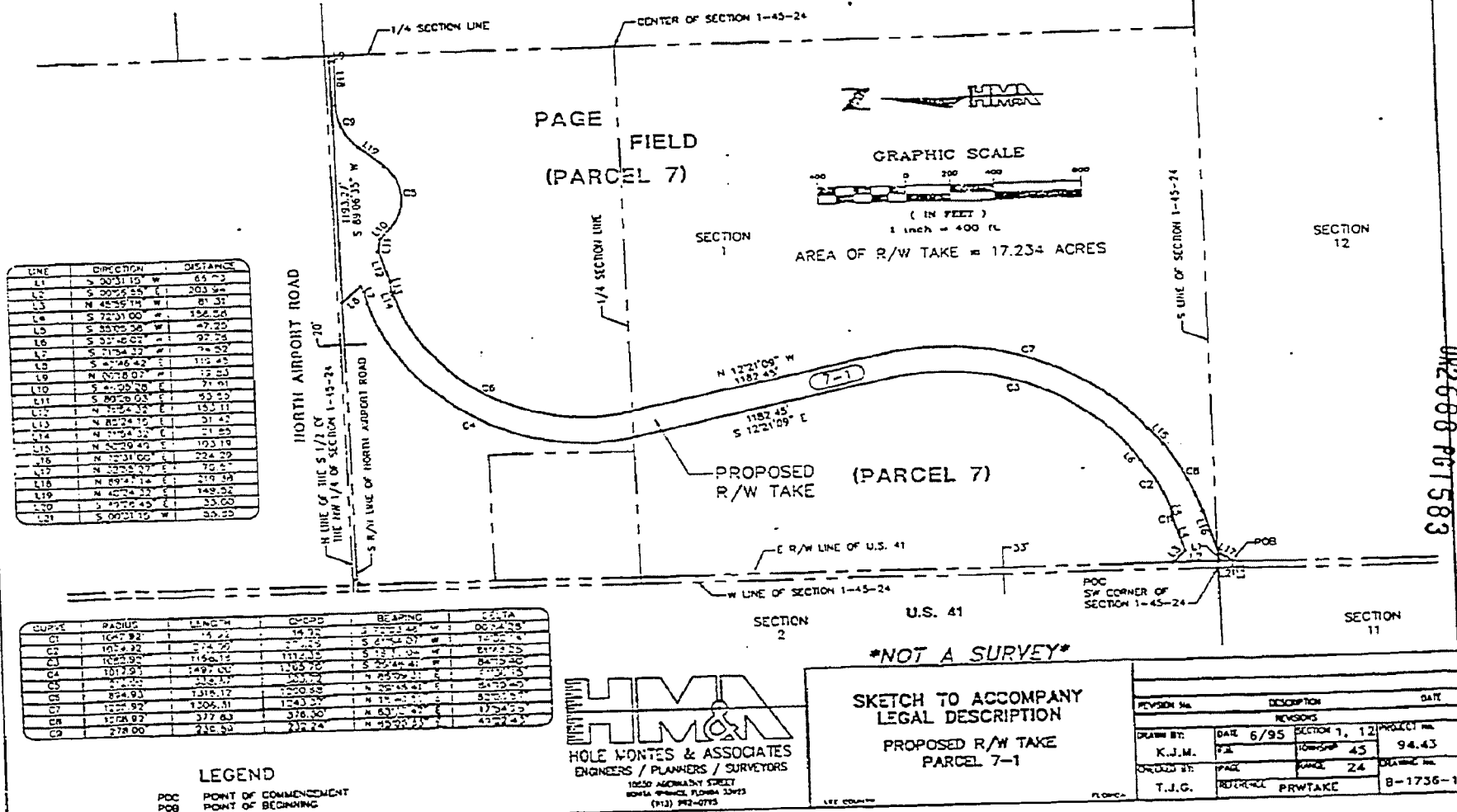
SUBJECT TO EASEMENTS, RESERVATIONS OR RESTRICTIONS OF RECORD.

BEARINGS REFER TO THE WEST LINE OF THE SOUTHWEST 1/4 OF SECTION 1, TOWNSHIP 45 SOUTH, RANGE 24 EAST, LEE COUNTY, FLORIDA, AS BEING S. 00°06'55" E.

HOLE, MONTES & ASSOCIATES, INC.

BY 
THOMAS J. GARRIS

P.L.S. #3741
STATE OF FLORIDA



082608 P01583

(PARCEL A)

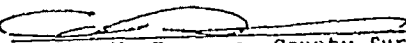
DESCRIPTION
OF

OR2688 PG1584

A tract or parcel of land lying in and being a part of Lee County Airport (Page Field) bounded on the south by Lot 1, Block U, on the west by the east right of way line of Sixth Street, on the north by the easterly prolongation of the north right of way line of Danley Drive, all of which are shown on the Plat of Page Park, a Subdivision recorded in Plat Book 8 at Pages 92 through 97, Public Records of Lee County, Florida, and on the east by a parcel recorded in Official Record Book 990 at Pages 290 and 291 Public Records of Lee County, Florida, Section 12, Township 45 South, Range 24 East being more particularly described as follows:

Commencing at the northeast corner of Lot 1, Block U at the northeast corner of Page Park Subdivision as recorded in Plat Book 8 at Pages 92 through 97, Public Records of Lee County, Florida, said northeast corner being the point of beginning of the tract or parcel described herein; thence N89°04'46"W (N89°04'20"W-Plat) along the north line of said Lot 1, Block U for 137.20 feet (137.16 feet-Plat) to the northwest corner of said Lot 1 and the east right of way line of Sixth Street (65 feet in width); thence N00°28'27"W (N00°28'01"W-Plat) for 79.94 feet (80.01 feet-Plat) to the north right of way line of Danley Drive; thence S89°04'46"E (S89°04'20"E-Plat) along the easterly prolongation of the north right of way line of Danley Drive for 137.20 feet to the westerly line of the former S.A.L. Railroad right of way as recorded in Official Record Book 990 at Pages 290 and 291, Public Records of Lee County, Florida, thence S00°28'30"E along said right of way line for 79.94 feet to the northeast corner of said Lot 1, Block U of aforesaid Page Park Subdivision and the point of beginning, containing 10,964.72 square feet (0.2517 acres) more or less.

Bearings mentioned hereinabove are based on The Florida Coordinate System, West Zone (NAD 83) 1990 Adjustment with the north line of the northeast quarter (NE 1/4) of Section 12, Township 45 south, 24 east as bearing N89°46'15"E.

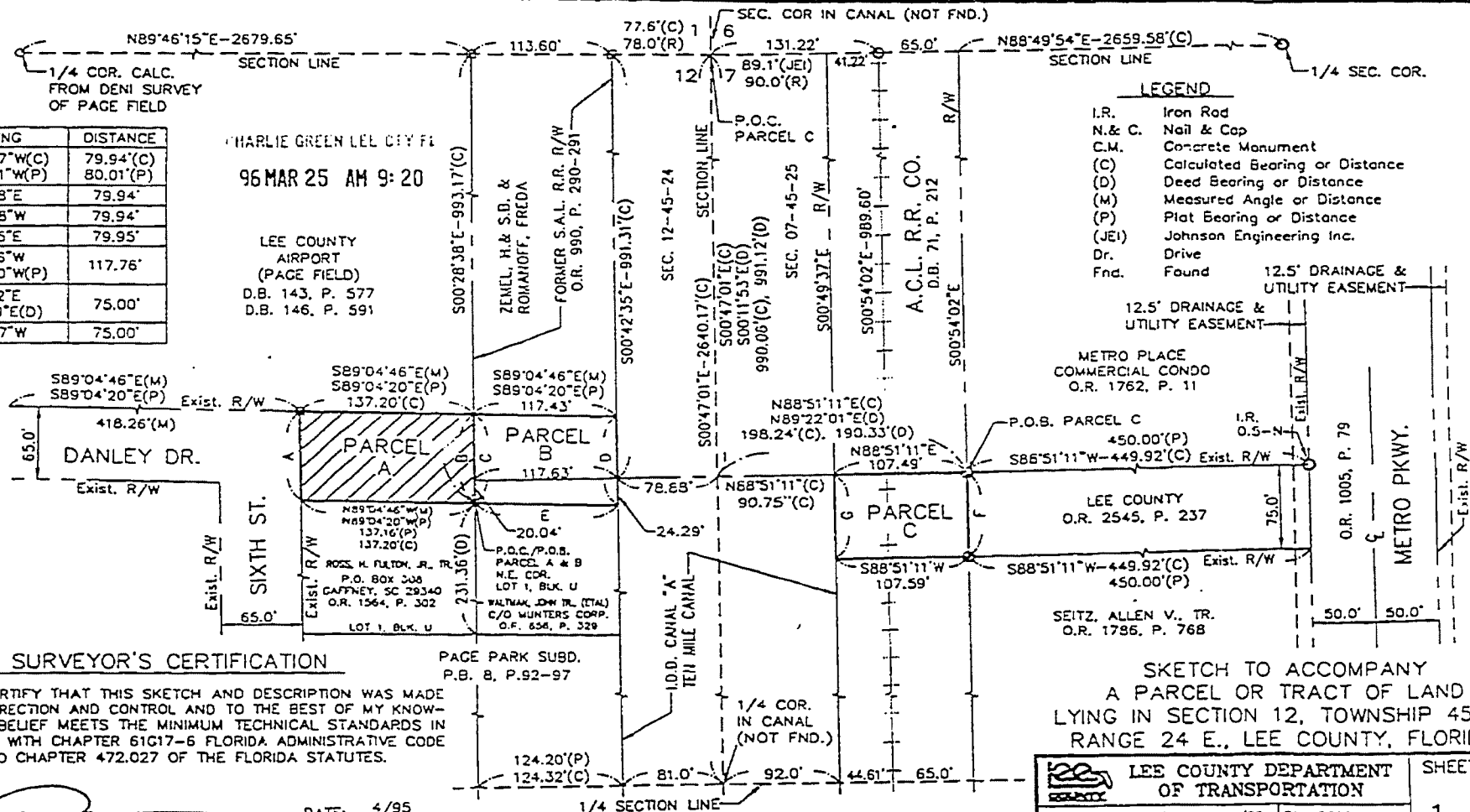

Arthur W. Parsons, County Surveyor
Professional Surveyor and Mapper
Florida Certificate No. 2987

(dottpce/14725)

	BEARING	DISTANCE
A	N00°28'27"W(C) N00°28'01"W(P)	79.94'(C) 80.01'(P)
B	S00°28'38"E	79.94'
C	N00°28'38"W	79.94'
D	S00°42'35"E	79.95'
E	N89°04'46"W N89°04'20"W(P)	117.76'
F	S00°54'02"E S00°18'49"E(D)	75.00'
G	N00°49'37"W	75.00'

HARLIE GREEN LEL CITY FL
96 MAR 25 AM 9:20

LEE COUNTY
AIRPORT
(PAGE FIELD)
D.B. 143, P. 577
D.B. 146, P. 591



SURVEYOR'S CERTIFICATION

I HEREBY CERTIFY THAT THIS SKETCH AND DESCRIPTION WAS MADE UNDER MY DIRECTION AND CONTROL AND TO THE BEST OF MY KNOWLEDGE AND BELIEF MEETS THE MINIMUM TECHNICAL STANDARDS IN ACCORDANCE WITH CHAPTER 61G17-6 FLORIDA ADMINISTRATIVE CODE PURSUANT TO CHAPTER 472.027 OF THE FLORIDA STATUTES.

Arthur W. Parsons, County Surveyor
Professional Surveyor and Mapper
Florida Certificate No. 2987

DATE: 4/95

SKETCH IS TO ACCOMPANY
A LEGAL DESCRIPTION

LEGEND

I.R. Iron Rod
N. & C. Nail & Cap
C.M. Concrete Monument
(C) Calculated Bearing or Distance
(D) Deed Bearing or Distance
(M) Measured Angle or Distance
(P) Plat Bearing or Distance
(JEL) Johnson Engineering Inc.
Dr. Drive
Fnd. Found

12.5' DRAINAGE & UTILITY EASEMENT

METRO PLACE
COMMERCIAL CONDO
O.R. 1762, P. 11

P.O.B. PARCEL C
450.00'(P)
N88°51'11"E-449.92'(C) Exist. R/W
LEE COUNTY
O.R. 2545, P. 237

SEITZ, ALLEN V., TR.
O.R. 1796, P. 768

SKETCH TO ACCOMPANY
A PARCEL OR TRACT OF LAND
LYING IN SECTION 12, TOWNSHIP 45 S.,
RANGE 24 E., LEE COUNTY, FLORIDA

LEE COUNTY DEPARTMENT OF TRANSPORTATION			SHEET NO.
Designed by: A.W.P.	Date: 4/95	Disk 95001	1 of 1
Drawn by: L.L.C.	Date: 4/95	Scale: 1"=100'	
Chk'd: A.W.P.	Date: 4/95	41092701.DWG	

0R2688 PG1585



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

10/17/06

Airports District Office
[Enter ADO Address]

October 11, 2006

Mr. Mark R. Fisher
Director of Development
Lee County Port Authority
11000 Terminal Access Road, Suite 8671
Fort Myers Florida 33913-8899

RECEIVED
2007-00048
SEP 14 2007
COMMUNITY DEVELOPMENT

Page Field General Aviation Airport; Fort Myers, Florida
Release of Federal Surplus Property Obligations
North Airport Road

Dear Mr. Fisher:

This is in response to your letter dated September 7, 2006, requesting that 6.48 acres of federally obligated land be released from conditions of the Surplus Property Quitclaim Deed dated June 4, 1947. This property was transferred to the Lee County Port Authority under the authority of the Surplus Property Act of 1944.

A release permitting the sale and disposal of real property transferred to the airport owner under the Surplus Property Act or 49 U.S.C. §47151 is only granted when it is clearly shown such property is no longer needed to directly support an airport purpose or activity and sale of such property will benefit civil aviation by producing an equal or greater benefit to the airport than continued retention of the land. Conversion of a real property asset into another form of asset, such as cash or physical improvements, can better serve the airport. This objective is not met unless an amount equal to the net sale proceeds based on the current fair market value (FMV) of the property is realized as a consequence of the release and such amount is committed to airport purposes.

We have concluded that this property, as legally described in the enclosed Deed of Release, meets the conditions mentioned previously for release. We have also concluded that the release and use of such land for commercial purposes will not interfere with the operation, maintenance or future development of the airport.

By accepting this release, the Airport Owner agrees to:

1. Deposit, immediately after the sale, the net sale proceeds based on its current FMV or an equivalent amount, into an identifiable interest bearing account currently paying the highest interest rate. The proceeds should remain in this account until utilized in accordance with FAA Order 5190.6A, paragraph 7-9.c, copy enclosed.

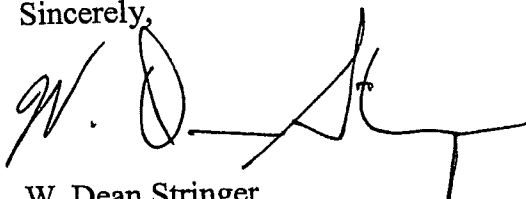
2. Expend, within five (5) years of the Deed of Release execution date, the sum of \$109,895 for purposes in accordance with FAA Order 5190.6A, paragraph 7-9.c. It is understood and agreed that this amount will not be eligible as sponsor-matching funds for Federally assisted airport development.
3. Maintain accurate records of the above listed expenditures in accordance with accepted business practices, and for three (3) years after the approved project is completed, keep the records open for inspection by the FAA at any time.
4. Insure that whoever the land is initially and subsequently conveyed to including the airport owner, they and their successors and assigns protect the rights and interests of the public in Page Field Airport and prevent any use of subject property that would constitute an airport hazard.
5. Update the Airport Layout Plan and Exhibit "A" Property Map upon acceptance of the release to reflect the new airport boundaries.
6. Insure that they and their successors and assigns retain, for the use and benefit of the public, the right of flight for the passage of aircraft in the airspace above the surface of the subject property, the right for existing and future aircraft to generate noise in that airspace, and the right to use the airspace to land on or take off from the airport.
7. Insure that they and their successors and assigns shall not permit/afford access from the subject property onto Page Field General Airport property for aeronautical purposes.
8. Insure that if the property is used or converted to a non-aeronautical, municipal use, an amount equal to the fair market value will be deposited into an identifiable interest bearing account prior to disposal for municipal use. The proceeds should remain in this account until utilized in accordance with FAA Order 5190.6A, paragraph 7-9.c, copy enclosed.

In consideration of these premises, the FAA agrees to release the Airport Owner from the obligations, terms, and conditions of the existing grant agreements as of the date of this agreement as they may relate to the subject property.

Please indicate your acceptance of these conditions by signing and completing the bottom portion of this letter and its enclosed duplicate and returning one copy to our office.

In addition, please have the original and two copies of the Deed of Release (enclosed) executed on behalf of the Airport Owner and return one copy to us.

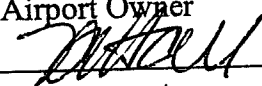
Sincerely,



W. Dean Stringer
Manager

4 Enclosures

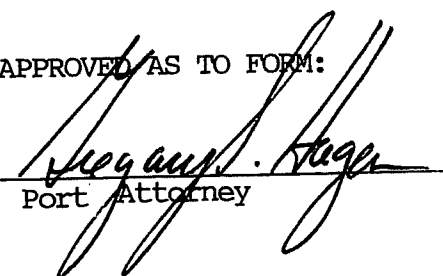
Accepted for Airport Owner

By:  _____

Title: CHAIRWOMAN _____

Date: 11-13-06 _____

APPROVED AS TO FORM:



Port Attorney

10/2/89

al improvements have been added without Federal financing, the value of such improvements need not be included for purposes of determining the financial commitment of a release granted under the guidance in this paragraph.

(3) Appraisals. With the exceptions noted in this subparagraph, a release authorizing the sale and disposal of airport land shall not be granted unless the FMV has been supported by at least one independent appraisal report determined to be acceptable by the FAA. Appraisals shall be made by noninterested and qualified real estate appraiser. If any appraiser is involved in negotiations for the purchase or sale of the property or if there is evidence of collaboration between appraisers, such appraisal reports are invalid and shall not be considered by FAA in determining the FMV of the land. The cost of obtaining appraisals shall be borne by the airport owner but may be considered as an offset in determining net proceeds (Appendix 5) realized from the sale. The requirement for an appraisal may be waived if the FAA determines that:

(a) The approximate fair market or salvage value of the property released is less than \$25,000, or

(b) The property released is a utility system to be sold to a utility company and will accommodate the continued airport use and operational requirements, or

(c) It would be in the public interest to require public advertising and sale to the highest responsible bidder in lieu of appraisals.

(4) FAA employees must be sensitive to local economic conditions in the airport's geographical area when they are reviewing FMV issues. The fluctuation in economic conditions can cause considerable variation in FMV at a given time and in a given location.

e. Consent to Divert Excess Revenue from Surplus Property. See discussion of Income Accountability under paragraph 4-20c and d.

7-9. APPLICATION OF PROCEEDS.

a. FAR Part 155.7(d) requires that any release of airport land to permit its sale or disposal shall be subject to a written commitment obligating the airport owner with respect to an amount equal to the net proceeds of a sale of the property at its current FMV. FAA shall not issue a release without this commitment.

Following a release by FAA based on such a commitment, the airport owner may discount the selling price or give the land away as a subsidy or inducement to attract industrial development or other purposes, provided they are compatible with the airport operations.

b. The net proceeds realized for the sale of surplus property, or the equivalent amount, must be placed in an identifiable interest bearing account to be used for the purposes listed in c. below. The interest and dividends can be used for the operation and maintenance of the aeronautical portion of the airport or, with the concurrence of FAA, the revenue producing property, if it can be clearly shown to enhance the revenue production capability of that property.

c. The obligated amount itself must be used for one or more of the following purposes as agreed to by FAA and reflected in the supporting documentation for the deed of release:

(1) Eligible items of airport development set forth in the current Airport Grant Program and reflected in the airport's Capital Improvement Program (CIP).

(2) Any aeronautical items of airport development ineligible under the grant program.

(3) Retirement of airport bonds which are secured by pledges of airport revenue, including repayment of loans from other Federal agencies for such development

(4) Development of common use facilities, utilities, and other improvements on dedicated revenue production property that clearly enhance the revenue production capabilities of the property.

d. All aeronautical improvements funded by proceeds from such sale will be accomplished in accordance with current applicable FAA design criteria or such State standards that have been approved by the FAA.

7-10. RELEASES INVOLVING PERSONAL PROPERTY, STRUCTURES OR FACILITIES.

a. General Requirements. Surplus airport property in these categories may be released from all inventory accountability (whether or not the airport at which it is located is included in Chapter 13 of the current edition of Order 5190.2) when it has been determined that such property:

(1) has outlived its useful life.

(2) has deteriorated beyond economical repair or rehabilitation.

(3) is no longer needed.

(4) has been replaced.

(5) is to be traded to obtain similar or other property needed for the airport; or

LEGAL DESCRIPTION OF ACQUISITION AREA (SUBJECT):**DESCRIPTION**

RIGHT-OF-WAY FOR EAST PORTION OF NORTH AIRPORT ROAD SECTION 1,
T. 45 S., R. 24 E. CITY OF FORT MYERS, LEE COUNTY, FLORIDA.

A TRACT OR PARCEL OF LAND LYING IN SECTION 1, TOWNSHIP 45 SOUTH, RANGE 24
EAST, LEE COUNTY, FLORIDA, FOR RIGHT-OF-WAY PURPOSES, SAID TRACT OR
PARCEL BEING DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT AT THE INTERSECTION OF THE NORTH LINE OF THE SOUTH
ONE-HALF (S-1/2) OF THE NORTHEAST ONE-QUARTER (NE-1/4) OF SAID SECTION 1
AND THE WEST LINE OF THE NORTHEAST ONE-QUARTER (NE-1/4) OF SAID SECTION
1, RUN NORTH 00°18'07" WEST, ALONG SAID WEST LINE FOR A DISTANCE OF 50.00
FEET TO AN INTERSECTION WITH THE NORTH LINE OF PAGE FIELD AS DESCRIBED IN
MISCELLANEOUS BOOK 25, AT PAGE 260 OF THE PUBLIC RECORDS OF LEE COUNTY,
FLORIDA; THENCE RUN NORTH 89°06'29" EAST, ALONG SAID NORTH LINE, PARALLEL
WITH AND 50 FEET NORTHERLY OF SAID NORTH LINE OF THE SOUTH HALF (S-1/2) OF
THE NORTHEAST ONE-QUARTER (NE-1/4), FOR A DISTANCE OF 2,499.48 FEET TO AN
INTERSECTION WITH THE WEST LINE OF TEN MILE LINEAR PARK (FORMERLY THE
WEST RIGHT-OF-WAY LINE OF THE S.A.L. RAILROAD); THENCE RUN SOUTH 00°25'44"
EAST ALONG SAID WEST LINE FOR A DISTANCE OF 50.00 FEET TO A POINT ON SAID
FRACTIONAL SECTION LINE; THENCE RUN NORTH 89°06'29" EAST, ALONG SAID
FRACTIONAL SECTION LINE FOR A DISTANCE OF 85.85 FEET TO AN INTERSECTION
WITH SAID WEST LINE OF TEN MILE LINEAR PARK; THENCE RUN SOUTH 00°35'46"
EAST ALONG SAID WEST LINE, A DISTANCE OF 89.10 FEET; THENCE RUN SOUTH
89°58'27" WEST, A DISTANCE OF 2,585.79 FEET TO AN INTERSECTION WITH THE
WEST LINE OF THE NORTHEAST ONE-QUARTER (NE-1/4) OF SAID SECTION 1; THENCE
RUN SOUTH 89°06'43" WEST, PARALLEL WITH AND 50 FEET SOUTHERLY OF THE
NORTH LINE OF THE SOUTH ONE-HALF (S-1/2) OF THE NORTHWEST ONE-QUARTER
(NW-1/4) OF SAID SECTION 1, FOR A DISTANCE OF 335.67 FEET TO AN INTERSECTION
WITH THE SOUTHERLY RIGHT-OF-WAY TAKE FOR FOWLER STREET EXTENSION AS
RECORDED IN OFFICIAL RECORD BOOK 2688, AT PAGE 1581 OF SAID PUBLIC
RECORDS, ALSO BEING A ON A NON-TANGENT CURVE, THENCE RUN THE
FOLLOWING FIVE (5) COURSES ALONG THE SOUTHERLY AND EASTERLY LINES OF
SAID RIGHT-OF-WAY: NORTHEASTERLY ALONG AN ARC OF A CURVE TO THE RIGHT
OF RADIUS 278.00 FEET, (CHORD BEARING NORTH 80°48'30" EAST) (CHORD 88.79
FEET) (DELTA 17°57'32") FOR A DISTANCE OF 87.14 FEET TO A POINT OF TANGENCY;
NORTH 89°47'14" EAST, FOR A DISTANCE OF 219.38 FEET; NORTH 00°18'07" WEST, A
DISTANCE OF 20.06 FEET; NORTH 89°06'43" EAST, A DISTANCE OF 30.54 FEET TO AN
INTERSECTION WITH SAID WEST LINE OF THE NORTHEAST ONE-QUARTER (NE-1/4)
OF SAID SECTION 1; NORTH 00°18'07" WEST ALONG SAID WEST FRACTION LINE AND
SAID EAST RIGHT-OF-WAY LINE A DISTANCE OF 20.01 FEET TO THE POINT OF
BEGINNING.

CONTAINING 308,932 SQUARE FEET OR 7.09 ACRES, MORE OR LESS.

DEED OF RELEASE

This instrument, a Deed of Release, made by the United States of America, Acting by and through the Administrator of the Federal Aviation Administration, Department of Transportation, under and pursuant to the powers and authority contained in the provisions of 49 U.S.C. §47153, to the Lee County Port Authority, a body politic, created, operating, and doing business under the laws of the State of Florida, WITNESSETH:

WHEREAS, the United States of America, acting by and through the Federal Aviation Administration under and pursuant to authority contained in the provisions of 49 U.S.C. §47153, and applicable rules, regulations, and orders by an instrument of transfer entitled "Quitclaim Deed" dated June 4, 1947 did remise, release and forever quitclaim to the Lee County Port Authority, its successors and assigns, all rights, title and interest in and to that certain property located and situated in Fort Myers, Florida, subject to certain terms, conditions, reservations and restrictions, said Quitclaim Deed being recorded in the public records of Lee County, Florida, Miscellaneous Book No. 25, Page 260 reference being hereto made as if fully set out herein; and

WHEREAS, the Airport Owner has requested the United States of America to release the hereinafter described real property from all of those terms, conditions, reservations and restrictions of the said instrument(s) of transfer; and

WHEREAS, the Administrator of the Federal Aviation Administration is authorized to grant releases pursuant to the powers and authority contained in 49 U.S.C. §47153; and

WHEREAS, by virtue of delegation of authority, the Manager, Orlando Airports District Office, Airports Division, Southern Region, Federal Aviation Administration, under and pursuant to the powers and authority contained in 49 U.S.C. §47153 is authorized to make determinations on requests for Deed of Release and to execute said Deeds of Release to convey, quitclaim or release any right or interest reserved to the United States of America by an instrument of disposal; and

WHEREAS, the Manager, Orlando Airports District Office, Airports Division, Southern Region, Federal Aviation Administration, has determined that the release of such real property as is hereinafter described, from all of the said terms, conditions, reservations and restrictions set forth in the above identified instrument of transfer will not prevent accomplishment of the purpose for which the property was made subject to such terms, conditions, reservations and restrictions and is necessary to protect or advance the interests of the United States of America in civil aviation.

NOW THEREFORE, for and in consideration of the above expressed recitals and of the benefits to accrue to the United States and to civil aviation, the United States of America, upon inclusion by the Lee County Port Authority in the Instrument of Transfer conveying title to the hereinafter described real property of provisions as follows:

- (1) That the Lee County Port Authority reserves unto itself, its successors and assigns, for the use and benefit of the public a right of flight for the passage of

aircraft in the airspace above the surface of the real property hereinafter described, together with the right to cause in said airspace such noise as may be inherent in the operations of aircraft, now known or hereafter used, for navigation of or flight in the said airspace, for use of said airspace for landing on, or taking off from or operating on Page Field Airport.

- (2) That the Lee County Port Authority expressly agrees for itself, its successors and assigns, to restrict the height of structures, objects of natural growth and other obstructions on the hereinafter described real property to such a height so as to comply with Federal Aviation Regulations, Part 77.
- (3) That the Lee County Port Authority expressly agrees for itself, its successors and assigns, to prevent any use of the hereinafter described real property which would interfere with the landing or takeoff of aircraft at Page Field Airport or interfere with air navigation and or communication facilities serving Page Field Airport, or otherwise constitute an airport hazard.
- (4) Insure that the Lee County Port Authority and their successors and assigns shall not permit/afford access from the subject property onto Page Field Airport property for aeronautical purposes.
- (5) Insure that if the property is used or converted to a municipal use, an amount equal to the fair market value will be deposited into an identifiable interest bearing account prior to conversion of the property to the municipal use. The proceeds should remain in this account until utilized in accordance with FAA Order 5190.6A, paragraph 7-9.c, copy enclosed.
- (6) Insure that the Lee County Port Authority has unlimited access to North Airport Road in perpetuity at no cost to the airport as long as such access is in compliance with local development standards.

HEREBY, releases the said real property from the terms, conditions, reservations, and restrictions as contained in the above-mentioned Instrument of Transfer from the United States of America to the Lee County Port Authority dated June 4, 1947 which real property is described in Attachment 1.

This release is for the specific purpose of permitting the Lee County Port Authority to sell and convey title to the above-described property for commercial purposes.

By its acceptance of this Deed of Release, the Lee County Port Authority also covenants and agrees for itself, its successors and assigns, to comply with and observe all of the conditions and limitations hereof, which are expressly limited to the above described real property.

IONA CORPORATION, a Corporation
existing under the Laws of the
State of Florida, having its princi-
pal place of business in Fort Myers,
Lee County, State of Florida,

to

COUNTY OF LEE, a political subdivision
of the State of Florida.

Grant, bargain, sell, convey and confirm:

Its successors and assigns, forever:

That certain piece, parcel, lot or tract of land situate, lying and being
in Lee County, Florida, more particularly described as follows, to-wit:

North Half (N $\frac{1}{2}$) of Section Twelve (12) Township Forty-five
(45) South, Range Twenty-four (24) East,

LESS:

Seaboard Air Line right-of-way through said land and SUBJECT
TO all rights-of-way existing in or over said land, and ex-
pecially for right-of-way for Iona Drainage District canals,
and to all installments of Iona Drainage District taxes or
assessments due and payable on and after January 1, 1938, and
to all unpaid State and County taxes, and other taxes and
assessments of whatsoever nature now existing against said land.

(CORPORATE SEAL)

IONA CORPORATION

By J. A. Franklin
As President

Two witnesses.

ATTEST: R. A. Henderson Jr.
As Secretary

Acknowledged by J. A. FRANKLIN and R. A. HENDERSON, JR., as President and
Secretary, respectively, of IONA CORPORATION, a Corporation, before a Notary
Public in the County of Lee, State of Florida, on August 29th, 1941.
N. P. SEAL. Commission expires March 8, 1943.

RELEASE

Dated February 10th, 1948
Filed Feb. 27, 1948

S/Mtge. Book 18, page 363
Clerk's File #118751
\$ Payment

KNOW ALL MEN BY THESE PRESENTS, That pursuant to a Plan of Liquidation heretofore adopted by Iona Drainage District, and approved by the present holders of all of the bonds of Iona Drainage District, and in consideration of the payment by Lee County, Florida, the owner of the land hereinafter mentioned, of an amount at least equal to the pro rata part of the remaining assessed benefits, as set forth in said Plan of Liquidation, the following described land be and the same is hereby released from future debt service levies in Iona Drainage District, which said land is located in Lee County, Florida, and more particularly described as follows, to-wit:

N $\frac{1}{2}$ of Section 12-45-24

(CORPORATE SEAL)

IONA DRAINAGE DISTRICT

By M. Hauk
President of the Board of Supervisors

Two witnesses.

Attest: R. V. Lee
Secretary of the District

Acknowledged by M. Hauk and R. V. Lee, respectively President of the Board of Supervisors of Iona Drainage District and Secretary of Iona Drainage District, before a Notary Public in the County of Lee, State of Florida, on February 10th, 1948. N. P. SEAL. Commission expires July 6, 1951.

STATE OF FLORIDA by and through its
component agency, the STATE ROAD
DEPARTMENT of the STATE OF FLORIDA,
a corporate body,

to

Lee County, a political Subdivision
of Florida.

QUIT CLAIM DEED

Dated August 21st, 1942
Filed August 27th, 1942

Deed Book 146, page 591
\$1.00 and O.G.V.C.

WHEREAS, The party of the first part was granted bargained, sold
and conveyed a parcel of land for Borrow Pit purposes, in order to con-
struct a part of State Road No. 27 in Lee County, Florida by Iona Corpora-
tion, which is recorded in Deed Book 139, page 263 of the public records
of Lee County, Florida; and,

WHEREAS, The land covered by the above said deed as hereinafter des-
cribed, is no longer necessary for borrow pit purposes, and the party of
the first part desires to quit claim the above said right of way to the
party of the second part.

NOW, THEREFORE, WITNESSETH:.....

Remise, release and forever quit claim:

Its successors and assigns forever:

The following described land lying and being in the County of Lee, State
of Florida, to-wit:

Beginning at the Northwest corner of Section 12, in Township
45 South of Range 24 East, thence run Southerly along the
center line of State Road 27, known as Tamiami Trail, a dis-
tance of eighteen hundred fifty one and 53/100 feet (1851.53),
thence run Easterly at right angle to the center line of said
road a distance of three hundred feet the point of beginning
of the land hereby conveyed, thence run Northerly and parallel
with the center line of said road a distance of four hundred
feet, thence run Easterly on a line perpendicular to the center
line of said road a distance of four hundred feet, thence run
Southerly parallel to the center line of said road a distance
of four hundred feet, and thence run Westerly four hundred feet
to the point of beginning of the land here conveyed; together
with the right of ingress and egress to and from said land here
conveyed to and from said road over the lands of the party of
the first part, by the nearest practical route.

(Deed Book 146, page 591, cont'd)

#2

(SEAL)

STATE ROAD DEPARTMENT OF FLORIDA

BY: Thos A Johnson

CHAIRMAN

Two witnesses.

ATTEST: H H Baskin

SECRETARY

Acknowledged by THOS. A. JOHNSON and H. H. BASKIN, respectively Chairman and Secretary of the State Road Department of Florida, before a Notary Public in the County of Leon, State of Florida, on August 21, 1942. N. P. SEAL. Commission expires Aug. 22, 1945.

115893

QUITCLAIM DEED AND SURRENDER OF LEASE

THIS INDENTURE, made this 24 day of August, 1947, between the UNITED STATES OF AMERICA, acting by and through the War Assets Administrator, under and pursuant to Executive Order 9689, dated January 31, 1946, and the powers and authority contained in the provisions of the Surplus Property Act of 1944, as amended, and applicable rules, regulations and orders, party of the first part, and the County of Lee acting by and through its Board of County Commissioners, a political subdivision of the State of Florida, party of the second part.

WITNESSETH: That the said party of the first part, for and in consideration of the assumption by the party of the second part of all the obligations and its taking subject to certain reservations, restrictions and conditions and its consent to abide by and agreement to certain other reservations, restrictions and conditions all as set out hereinafter, has remise, released, sold, assigned, transferred, delivered and quitclaimed but without representations or warranty whatsoever, and by these presents does remise, release, sell, assign, transfer, deliver and quitclaim, but without representations or warranty whatsoever, to the said party of the second part, its successors and assigns under the subject to the reservations, restrictions and conditions exceptions and reservation of property and rights hereinafter set out, all the right, title, interest, claim and demand which the said party of the first part has in and to the following described property situate, lying and being in the County of Lee, State of Florida, to-wit:

The south half of the Northeast Quarter, Sect. 1, TWP 45 S., R 24 E., less the East 357.95 feet and less a parcel of land described as follows;

BEGINNING at a point on the South line of the S $\frac{1}{2}$ of the NE $\frac{1}{4}$, 357.95 feet West of the SE corner of the NE $\frac{1}{4}$; thence North parallel to the East section line 809 feet; thence West 1200 feet; thence South 809 feet; thence East 1200 ft., to the Beginning; the S $\frac{1}{2}$ of the E $\frac{1}{2}$ of the NW $\frac{1}{4}$, the NW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of the NW $\frac{1}{4}$; the NW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$ less the North 20 feet thereof; Lots 1, 2, 3, 9, 10, 11, 12, 13, 14th of the subdivision of the E $\frac{1}{2}$ of the SW $\frac{1}{4}$ according to a plat recorded in Plat Book 3, p. 45 of Public Records of Lee County, Florida; the North 453 feet of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ lying East of U. S. Highway No. 41, and a parcel described as follows: BEGINNING AT THE intersection of the East right of way of the US Highway No. 41, with the North line of the Section line road, which is North 25 feet from the south line of Section 1; thence North along the East right of way of US Highway No. 41, a distance of 824 feet; thence East 320 feet; thence Southerly parallel to the East right of way line of U. S. Highway No. 41, 453 feet; thence continuing Southerly 371 feet to a point on the North line of the Section line road; said point being 35 feet North of the South line of Section 1; thence West along the North line of the Section line road 327 feet to the Beginning; said land containing 173.02 acres, more or less,

Also the following easements and rights-of-way, said easements being located in the area known as Page Field, Lee County, Florida, and more particularly described as follows:



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Avigation easement obtained by the United States Government under indenture dated 2d day of December 1943 and recorded in Deed Book 153, p. 252, Lee County Records;

Avigation easement obtained by the Government by indenture dated 2d day of December 1943 and recorded in Deed Book 153, p. 214 of Lee County Records;

Avigation easement obtained by the Government by indenture dated 2d day of December 1943 and recorded in Miscellaneous Book 21, p. 249, Lee County Records;

Avigation easement obtained by the Government by indenture dated 2d day of December 1943 and recorded in Miscellaneous Book 21, p. 248, Lee County Records;

Avigation easement dated June 2, 1942, recorded in Deed Book, 155 p. 137; and,

Perpetual easement for an outfall canal, obtained by the Government by indenture dated February 26, 1945 and recorded in Deed Book 159, p. 137;

Perpetual easement for an outfall canal, obtained by the Government by indenture dated December 27, 1944, recorded in Deed Book 157, p. 311;

Perpetual easement for an outfall canal, obtained by the Government by indenture dated January 16, 1945, recorded in Deed Book 159, p. 130, Lee County Records.

TOGETHER the following buildings and improvements located on all land hereinabove expressly described, and on land leased from Lee County, Florida, as hereinafter set forth:

All of the runways, taxiways, parking aprons, field marking and lighting, drainage system, control tower, water system, sewage disposal system, telephone system, and buildings listed as follows:

T-1314 T-1304 T-1306 T-1308-1 T-906 T-712 T-712-1 T-315
T-1303 T-1309 T-1305 T-1114 T-907 T-717 T-511 T-211

And also the following described equipment:

DESCRIPTION	DECLARATION DATA	FILE NO.
Grader, Motor, Adams, Ser. 871 W-54247, 12' blade, semi-Diesel RAU OM-133	FF-FE-RFC-3 12/27/46, Item 1 Post Eng. PAAF	99-19527
Concrete Mixer, RKI, on wheels Ser. #SKF-323 RAU OM-79	FF-FE-RFC-3 12/27/46, Item 2 Post Eng. PAAF	99-19527
Crane (Dragline) Truck, USA, 416954 RAU, DE-32, Model T60, Hercules Mfr. #1311073, w/1 Clim Bucket 3/8 cu. yds. RAU OM-50, One Drag Bucket 3/8 cu. yds. Bendrix #1771, RAU DE-51	FF-FE-RFC-5 1/9/46 Crane, Page 1, Item 8 Clim Bucket, p. 1 Item 11, Drag Bucket P. 2, Item 10 Post Eng. PAAF	677419
Hover, Gang, 7 Sections, North- ington Ocean Bliizer	FF-FE-RFC-6 1/9/46 Page 1, Item 3 Post Eng. PAAF	99-20622
Air Compressor, Bohrium, Portable Rubber Pipe, Trailer, #0632530 Model-40, Ser. 93146, RAU AC-46	FF-FE-RFC-7 1/9/46, Item 1, Page 1 Post Eng. PAAF	16849
Electricity, 300 gals. Electricity, 300 gals. Electricity, 300 gals.	FF-FE-RFC-5 1/9/46, Item 1 Post Eng. PAAF	687 677410

Roller, Road, Gas Engine Tandem
US-828008, Wisconsin Engine, PAF 404

PF-PE-RFC-5
1/9/46, Page 1, Item 4
Post Eng. PAAF

677419

Sweeper, Grace 2 Way, Ser. #825
One Extra Brush & Br. Filler
RAU SR-56, U.S. Reg. W-744467

S-RFC-90
8/1/46, Page 1, Item 2

Unrecorded

PF-PE-RFC-5
1/9/46, Page 1, Item 6
Brush & Brush Filler
Page 2, Item #12
Post Eng. PAAF

677419

Mower, Gang, 7 Sect., Northington
Grass Blitzer #A-5847, A-5767-A45R90
A-5807, A-4799, A-5847, & A-5854

S-RFC-90
8/1/46, Page 1, Item 3

Unrecorded

PF-PE-RFC-6
1/9/46, Item 1, P. 1
Post Eng. PAAF

99-20622

Tractor, Case, Mower, w/51
Side Mower, blade # 825939
Model VAI 14700406, Ser. #1462
RAU MO 45

S-RFC-91
8/1/46, Item 1, P. 1.

Unrecorded

PF-PE-RFC-6
1/9/46, Item 8, P. 11
Post Eng. PAAF

99-20622

S-RFC-91
8/1/46, Item 1, P. 1

Unrecorded

Tractor, Case, Mower, w/51
Side Mower Blade, # 825939
Model VAI 14700406, Ser. Eng.
12453, RAU MO-45

PF-PE-RFC-6
1/9/46, Item 7, P. 1
Post Eng. PAAF

99-20622

S-RFC-91
8/1/46, Item 3, P. 1

Unrecorded

S-RFC-90
8/1/46, Page 1, Item 4

Unrecorded

Brush, Filling Machine Mod. T-17A
RAU #SR-56

S-RFC-91
8/1/46, Page 1, Item 2

Unrecorded

Distributor, Fertilizer
Ser. #15242, Model 3

Unknown (now being used
for protection of field)

Unrecorded

Fire Truck, Glads. 500 Pump, OPG
Serial 21-563652

The above described premises are transferred subject to existing encumbrances for roads, highways, public utilities, railways and pipelines.

EXCEPTING, HOWEVER, from this conveyance all right, title and interest in and to all property in the nature of equipment, furnishings and other personal property located on the premises expressly hereinbefore described and on the leased premises hereinbefore mentioned, and on the leased premises hereinafter described, which can be removed from the land without material injury to the land or structures located thereon, other than property of such nature located on such premises which is required for the efficient operation for air port purposes of the structures and improvements specifically listed hereinabove, as being transferred hereby; and further excepting from this conveyance all structures on such premises other than structures specifically described or enumerated above as being conveyed hereunder, and reserving to the party of the first part the right of removal from the premises of the property and structures excepted hereby, within a reasonable period of time after the date hereof, which shall not be construed to mean any period less than one (1) year after the date of this instrument.



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By accepting this instrument or any rights hereunder, the said party of the second part hereby releases the party of the first part from any and all liability for all claims for losses or damage arising out of the exceptions and the reservations above. Further, the party of the first part, for the considerations expressed, does hereby surrender, subject to the terms and conditions of this instrument the interest of the party of the first part in that certain lease dated the 19th day of February 1942, as modified by Supplemental Agreements dated July 15, 1942 and March 5, 1945, from the party of the second part to the party of the first part, covering the properties generally described and referred to as Page Field, containing 628 acres of land, more or less, and located in the County of Lee, State of Florida, and more particularly described as follows:

Beginning at a point on the South line of Section 1, TWP 45 South, Range 24 E, at a point where the West right-of-way line of the Seaboard Air Line Railroad intersects said Section line 182.7 feet, more or less West of the SE corner of said Section; run thence West along the South line of Section 1, TWP 45 South, Range 24 E, to a point 320 feet East of the SW corner of said section; run thence N. 824 feet; thence East 1000 feet; thence North 476 feet; thence East 642 feet; thence North 660 feet; thence West 311 feet; thence North 660 feet; thence West 991 feet; thence North 1320 feet; thence East 1320 feet; thence South 660 feet; thence East 600 feet; thence South 660 feet; thence East 1070 feet; thence North 809 feet; thence East 1400 feet, more or less, to the West right-of-way line of the Seaboard Air Line Railroad; thence Southerly along the West right-of-way line of said Railroad to the point of Beginning.

ALSO - the W. half (W $\frac{1}{2}$) of Section 12, TWP 45 S, Range 24 E, less right-of-way of Seaboard Air Line Railroad on East side and paved Highway (U.S. 41) on West side.

All of said lands being in Lee County, Florida, and containing in all 616 acres, more or less.

ALSO - Tracts 4 and 5 of the subdivision in the North half (N $\frac{1}{2}$) of Southwest Quarter (SW $\frac{1}{4}$) of Section 1, TWP 45 S, Range 24 E, as shown on Plat of said subdivision, recorded in Plat Book 3, page 45, of the Public Records of Lee County, Florida, and containing 10 acres, more or less.

which Lease, as modified, would otherwise continue in full force and effect until six (6) months from the date of the termination of the unlimited emergency as declared by the President of the United States on May 23, 1961, Proclamation 3487 or June 30, 1967, whichever shall occur first, subject to the provisions thereof.

The party of the second part does hereby release the party of the first part from any and all claims which exist or may arise under the provisions of the aforesaid lease, except claims, as to the airport property, which may be submitted under Section 17 of the Federal Airport Act.

Said property transferred hereby was duly declared surplus and was assigned to the War Assets Administrator for disposal, acting pursuant to the provisions of the above mentioned Act, as amended, Executive Order 9689, and applicable rules, regulations and orders.

By the acceptance of this deed or any rights hereunder, the said party of the second part, for itself, its successors and assigns, agrees that transfer of the property transferred by this instrument is accepted subject to the following restrictions set forth in sub-paragraphs (1) and (2) of this paragraph, which shall run with the land, imposed pursuant to the authority of Article 4, Section 3, Clause 2 of the Constitution of the United States of America, the Surplus Property Act of 1944, as amended, Executive Order 9689 and applicable rules, regulations and orders, provided that said reservations and restrictions shall not apply to that portion of the leasehold south of Danley Road as shown on the map marked Exhibit "A", attached hereto and made a part hereof.

(1) That all of the property transferred hereby, including the premises hereinabove expressly described, the leased premises and structures, buildings and improvements on all the above mentioned premises, hereafter in this instrument called the "airport", shall be used for public airport purposes, and only for such purposes, on reasonable terms and without unjust discrimination and without grant or exercise of any exclusive right for use of the airport within the meaning of Section 303 of the Civil Aeronautics Act of 1938. As used herein, "public airport purposes" shall be deemed to exclude use of the structures conveyed hereby, or any portion thereof, for manufacturing or industrial purposes. However, until, in the opinion of Civil Aeronautics Administration or its successor Government agency, it is needed for public airport purposes, any particular structure transferred hereby may be utilized for non-manufacturing or non-industrial purposes in such manner as the party of the second part deems advisable, provided that such use does not interfere with operation of the remainder of the airport as a public airport.

(2) That the entire landing area, as defined in WAA Regulation 16, dated June 26, 1946, and all structures, improvements, facilities and equipment of the airport shall be maintained at all times in good and serviceable condition to assure its efficient operation; provided, however, that such maintenance shall be required as to structures, improvements, facilities and equipment only during the remainder of their estimated life, as determined by the Civil Aeronautics Administration or its successor Government agency. In the event materials are required to rehabilitate or repair certain of the aforementioned structures, improvements, facilities or equipment, they may be procured by demolition of other structures, improvements, facilities or equipment transferred hereby and located on the above described premises, which have out-

lived their use as airport property in the opinion of the Civil Aeronautics Administration or its successor Government agency.

By the acceptance of this deed or any rights hereunder, the said party of the second part for itself, its successors and assigns, also assumes the obligations of, covenants to abide by and agrees to, and this transfer is made subject to, the following reservations and restrictions as set forth in sub-paragraphs (1) to (6) of this paragraph, which shall run with the land, imposed pursuant to the authority of Article 4, Section 3, Clause 2 of the Constitution of the United States of America, the Surplus Property Act of 1944, as amended, Executive Order 9689 and applicable rules, regulations and order, provided that said reservations and restrictions shall not apply to that portion of the airport south of Danley Road as shown on Exhibit "A" attached hereto.

(1) That insofar as is within its power and reasonably possible, the party of the second part and all subsequent transferees shall prevent any use of land either within or outside the boundaries of the airport, including the construction, erection, alteration or growth of any structure or other object thereon, which use would be a hazard to the landing, taking-off, or maneuvering of aircraft at the airport, or otherwise limit its usefulness as an airport.

(2) That the building areas and non-aviation facilities, as such terms are defined in FAA Regulation 16, dated June 26, 1946, of or on the airport shall be used, altered, modified or improved only in a manner which does not interfere with the efficient operation of the landing area and of the airport facilities, as defined in FAA regulation 16, as amended.

(3) That itinerant aircraft owned by the United States of America (hereinafter sometimes referred to as the "Government"), or operated by any of its employees or agents on Government business shall at all times have the right to use the airport in common with others; Provided, however, that such use may be limited as may be determined at any time by the Civil Aeronautics Administration or the successor Government agency to be necessary to prevent interference with use by other authorized aircraft, so long as such limitation does not restrict Government use to less than twenty-five (25) per centum of capacity of the landing area of the airport. Government use of the airport by virtue of the provisions of this sub-paragraph shall be without charge of any nature other than payment for damage caused by such itinerant aircraft.

(4) That during the existence of any emergency declared by the President of the United States of America or the Congress thereof, the Government shall have the right without charge, except as indicated below, to the full, unrestricted possession, control and use of the landing area, building areas, and airport facilities as such terms are defined in FAA Regulation 16, dated June 26, 1946, or any part thereof, including any additions or improvements thereto made subsequent to the declaration of any part of the airport as surplus; provided, however, that the

Government shall be responsible during the period of such use for the entire cost of maintaining all such areas, facilities and improvements, or the portions used, and shall pay a fair rental for the use of any installations or structures which have been added thereto without Federal Aid.

(5) That no exclusive right for the use of any landing area or air navigation facilities, as such terms are defined, in WAA Regulation 16, dated June 26, 1946, included in or on the airport shall be granted or exercised.

(6) That the property transferred hereby may be successively transferred only with the approval of the Civil Aeronautics Administration or the successor Government agency and with the proviso that any such subsequent transferee assumes all the obligations imposed upon the party of the second part by the provisions of this instrument.

By the acceptance of this instrument or any rights hereunder, the party of the second part further agrees with the party of the first part as follows:

(1) That upon a breach of any of the aforesaid reservations or restrictions by the party of the second part, or any subsequent transferee, whether caused by the legal inability of said party of the second part or subsequent transferee to perform any of the obligations herein set out, or otherwise, the title, right of possession and all other rights transferred to the party of the second part, or any portion thereof, shall at the option of the party of the first part revert to the party of the first part upon demand made in writing by the War Assets Administration, or its successor Government agency at least sixty (60) days prior to the date fixed for the reversion of such title, right of possession and other rights transferred, or any portion thereof: Provided, that as to installations or structures which have been added to the premises without Federal aid, the Government shall have the option to acquire title to or use of the same at the then fair market value of the rights therein to be acquired by the Government. Provided that said reverter shall not apply to that said portion of the airport lying South of Danley Road.

(2) That if the construction as covenants of any of the foregoing reservations and restrictions recited herein as covenants or the application of the same as covenants in any particular instance is held invalid, the particular reservations or restrictions in question shall be construed instead merely as conditions upon the breach of which the Government may exercise its option to cause the title, right of possession and all other rights transferred to the party of the second part, or any portion thereof, to revert to it, and the application of such reservations or restrictions as covenants in any other instance and the construction of the remainder of such reservations and restrictions as covenants shall not be affected thereby.

TO HAVE AND TO HOLD the said premises, together with all and singular the appurtenances thereto belonging or in any wise appertaining and all the estate, right, title, interest or claim whatsoever of the said party of the first part, either in law or equity, except the property and rights excepted and reserved above, and under and subject to the aforesaid reservations, restrictions and conditions, to the only proper use, benefit and behoof of the said party of the second part, its successors and assigns.

IN WITNESS WHEREOF, the party of the first part, the United States of America, acting by and through the War Assets Administrator, has caused these presents to be executed in its name and on its behalf by Lyle T. Fritchard, Deputy Regional Director, Office of Real Property Disposal, War Assets Administration, and the party of the second part, the County of Lee, has caused these presents to be executed in its name and on its behalf by the Chairman of its Board of County Commissioners and its Seal to be hereunto affixed, all of the 14 day of June 1947.

UNITED STATES OF AMERICA
Acting by and through
War Assets Administration

By: Lyle T. Fritchard (SEAL)
Deputy Regional Director for
Real Property Disposal
War Assets Administration

WITNESSES

Carl W. Self
Carol Annis Lane

COUNTY OF LEE
Acting by and through its
Board of County Commissioners

By: [Signature]
Chairman
Attest: B. J. Zarabe (SEAL)
Secretary

[Signature]
W. H. [Signature]



This Instrument Prepared by: Liz Starnes, CLC
An Officer of Associated Land Title Group, Inc. (210),
7370 College Parkway, Suite 104, Ft. Myers, FL 33907,
For Purposes of Title Ins.
File # 210-95-0080
Parcel ID # 12-45-24-01-00000.0150
AND #12-45-24-02-00300.0010

3762434

Warranty Deed

(The terms "grantor" and "grantee" herein shall be construed to include all genders and singular or plural as the context indicates.)

10.50
1806.00
1816.50

Made this 13th day of April 1995
Cyril Courtenay Dickinson, a married man

Documentary Tax Pd. \$ 1806.00

BETWEEN

whose post office address is: 3501 S.E. 18th Avenue
Cape Coral, Florida 33904

of the County of LEE, State of FLORIDA
Lee County, A Political Subdivision of The State of Florida

, grantor, and

whose post office address is: 16000 Chamberlin Parkway, Suite 8671
Fort Myers, Florida 33913-8899

of the County of LEE, State of FLORIDA

, grantee,

WITNESSETH: That said grantor, for and in consideration of the sum of Ten (\$10.00) Dollars, and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained and sold to the said grantee, and grantee's heirs, successors and assigns forever, the following described land, situate, lying and being in Lee County, Florida, to-wit:

See Schedule "A" attached hereto and by this reference made a part hereof.

Subject to easements and restrictions of record, if any, which are specifically not extended or reimposed hereby. Subject to 1995 taxes and assessments.

Acquisition approved by the Lee County Board of Commissioners' action on January 10, 1995 and accepted on behalf of the Board by Peter Modys on April 13, 1995 in accordance with Board Action.

Approved as to form:
Suzanne S. Hagen
Lee County Attorney's Office

and said grantor does hereby fully warrant the title to said land, and will defend the same against the lawful claims of all persons whomsoever.

IN WITNESS WHEREOF Grantor has hereunto set grantor's hand and seal the day and year first above written.
Signed, Sealed and Delivered in Our Presence:

Peter A. Gargano
PETER A. GARGANO
Liz Starnes
LIZ STARNES

Cyril Courtenay Dickinson
Cyril Courtenay Dickinson

STATE OF Florida

COUNTY OF Lee

I HEREBY CERTIFY that on the day of April 13, 1995
Cyril Courtenay Dickinson, a married man

before me personally appeared

who is personally known to me or who has produced the identification shown below, who is the person described in and who executed the foregoing instrument, and who, after being duly sworn, says that the execution hereof is his/her free act and deed for the uses and purposes herein mentioned and an oath was/was not (mark one out) taken.

SWORN TO AND SUBSCRIBED before me the undersigned Notary Public by my hand and official seal, the day and year last aforesaid.

☐ To me personally known

☒ Identified by Driver's License

My Commission Expires: _____

Commission No.: _____

FORM 150 (12/92)

Elizabeth L. Starnes
ELIZABETH L. STARNES
Notary Public, State of Florida
Commission Expires: April 15, 1998
Commission No. CC 359699

OR2593 PG2558

Schedule A

PARCEL #1

Lot 15, Block O, of that certain subdivision known as PAGE PARK SUBDIVISION, according to the map or plat thereof on file and recorded in the office of the Clerk of the Circuit Court in Plat Book 8, Pages 92 through 97, of the Public Records of Lee County, Florida;

and

PARCEL #2

Lot 1, Block T, of that certain subdivision known as PAGE PARK, according to the map of plat thereof on file and recorded in the office of the Clerk of the Circuit Court, Lee County, Florida, in Plat Book 8, Page 92.

THIS LAND IS NOT NOW NOR HAS IT EVER BEEN THE HOMESTEAD PROPERTY OF THE GRANTOR HEREIN, NOR IS THIS LAND CONTIGUOUS TO THE HOMESTEAD PROPERTY OF THE GRANTOR HEREIN.

0R2593 PG2559

CHARLIE GREEN LEE CIV FL
95 APR 20 PM 4:34

IV.F.2.a. The proposed Comprehensive Plan Amendment does not constitute Urban Sprawl.

Florida Law discourages urban sprawl, pursuant to Chapter 163, F.S. and Rule 9J-5, F.A.C. Urban sprawl is the uncontrolled, premature, or untimely expansion and spreading out of urban levels of density or intensity into outlying non-urban areas. Further, Rule 9J-5.006(5)(g) delineates 13 primary indicators that a plan or plan amendment does not discourage the proliferation of urban sprawl; thereby, decreasing the efficiency of the land use. The proposed incorporation of the Page Field Airport Master Plan into the Lee County Comprehensive Plan is consistent with local and state goals discouraging urban sprawl.

Page Field is an existing facility which has been developed within property suitable for general aviation purposes. Those properties currently undergoing initial development or re-development constitute infill. The Airport is situated within a dynamic and well-established section of Lee County. Accordingly, Page Field avoids development in isolated or rural areas at substantial distances from existing urban areas. As an established Airport, the Page Field Master Plan maximizes the use of existing public facilities and services, and does not result in the loss of significant amounts of functional open space.

In addition to the active setting surrounding Page Field, the Lee County Port Authority has encouraged an attractive and functional mix of uses through the development of Page Field Commons, Page Field Medical Village, and the diverse utilization of many of the Airport facilities by various lessees. The Airport is easily accessible among linked land uses and is served by mass transit.

IV.F.1 Additional Requirements for Specific Land Use Amendments

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.

Page Field General Aviation Airport is accessible to two arterial roadways, Cleveland Avenue and Fowler Street Extension. Also, although the Airport is not directly served by rail transport, it does have air cargo terminal capacity and is well integrated into the County's multi-modal transportation system.

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

The proposed amendments for Page Field will be consistent with the requirements of Policy 2.4.4. Page Field is an existing light industrial, commercial retail and office facility and has been designated for such uses by the Board of County Commissioners.

- c. The effect of the proposed change on county's industrial employment goal specifically policy 7.1.4.

The proposed amendments for Page Field will support the County's industrial employment goal under Policy 7.1.4. Airport-related employment at Page Field consists of approximately 580 full-time positions, making the Airport a valuable contributor to the overall industrial job base in Lee County.

Volume I of III

Page Field General Aviation Airport

Section II

Table of Contents

Summary of Requests

	Application Reference
Proposed Map Amendments	Exhibit II.A.2.
Proposed Text, Goals, Objectives, and Policies	IV.A.1.
Existing Land Uses of Subject and Surrounding Properties	IV.A.3.
Existing Zoning of Subject and Surrounding Properties	IV.A.4.
Justification of Proposed Amendments	IV.G.

RECEIVED

SEP 14 2007

COMMUNITY DEVELOPMENT

CDA 2007-00048

SUMMARY OF REQUESTS

1. Proposed Map Amendments

- a. Amend the Lee Plan Future Land Use Map (Map 1, Page 1) to change the Future Land Use designation of the Page Field General Aviation Airport from Public Facilities to Airport. (Exhibit II.A.2.)
- b. Replace existing Lee Plan Map 3G, Page Field General Aviation Airport Airport Layout Plan, to reflect the most recently updated and adopted plan. (Exhibit IV.A.7.b.)

2. Proposed Text Amendments

- a. Amend the Lee Plan to create Objective 1.9 and supporting policies to incorporate Page Field General Aviation Airport into the Future Land Use Element.
- b. Amend Lee Plan Objective 47.1 and supporting Policy 47.1.1 to incorporate Page Field General Aviation Airport into the Transportation Element.
- c. Amend Lee Plan Objective 151.4 and supporting policies to incorporate Page Field General Aviation Airport into the Intergovernmental Coordination Element.

FUTURE LAND USE MAP

(Lee Plan Map 1 Page 1 of 5)

This map generally represents the future land use map of the Lee County area. The map is a general representation of the future land use map as adopted by the Board of County Commissioners on September 11, 2007.

ADOPTED ORDINANCE	DATE OF ADOPTION	EFFECTIVE DATE
80-02	1/17/1980	3/1/1980
80-08	3/17/1980	3/1/1980
80-03	5/27/1980	5/27/1980
80-04	6/12/1980	5/27/1980
81-10	4/27/1981	4/27/1981
81-18	1/28/1981	1/28/1981
81-15	6/17/1981	6/17/1981
81-01	6/15/1981	6/23/1981
81-07	8/22/1981	1/18/1982
81-08	8/23/1981	1/18/1982
81-01	1/28/1982	1/28/1982
81-05	3/22/1982	3/22/1982
81-25	6/22/1982	1/28/1984
84-20	6/28/1984	1/1/1984
84-28	8/28/1984	1/28/1985
84-30	11/15/1984	1/28/1985
85-27	1/28/1985	1/28/1985
85-18	6/27/1985	1/28/1985
85-05	3/27/1985	4/28/1987
85-12	6/28/1985	6/28/1987
85-13	6/28/1985	6/28/1987
87-22	11/25/1987	1/28/1987
86-02	1/12/1988	2/18/1988
86-08	6/27/1988	6/28/1988
86-02	6/12/1988	2/18/1988
86-28	11/28/1988	1/28/1988
86-15	11/28/1988	1/28/1988
86-18	11/28/1988	1/28/1988
86-12	11/28/1988	1/28/1988
86-18	11/28/1988	1/28/1988
86-18	11/28/1988	1/28/1988
86-08	6/28/1988	6/28/1988
86-18	6/28/1988	6/28/1988
86-22	11/15/1988	1/28/1988
81-24	1/17/1989	1/17/1989
03-02, 03-04, 03-05, 03-06	1/15/2002	3/27/2002
03-02	6/27/2002	1/28/2003
03-01, 03-02, 03-04, 03-05, 03-06	1/28/2003	6/28/2003
03-12	6/28/2003	6/28/2003
03-10, 03-20, 03-21	6/28/2003	1/27/2004
03-20	1/17/2004	3/27/2004
04-14	6/28/2004	1/27/2004
04-15	6/28/2004	1/27/2004
05-10, 05-21	6/17/2005	6/17/2005
05-20	6/17/2005	1/17/2006

Please see the Lee Plan for additional information regarding special regulations, standards, or additions in addition to the requirements of the Lee County Ordinance.



- FUTURE URBAN AREAS**
 - Intensive Development
 - Central Urban
 - Urban Community
 - Suburban
 - Outlying Suburban
 - Industrial 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**
 - Tradeport
 - Airport
- NON-URBAN AREAS**
 - Rural
 - Rural Community Preserve
 - Coastal Rural
 - Outer Island
 - Open Lands
 - Density Reduction/Groundwater Resource
 - Conservation Lands - Uplands
 - Wetlands
 - Conservation Lands - Wetlands
- Chapter XII of this plan contains an administrative process, including a field check, to precisely define the boundaries of a wetland area, and to correct any such boundaries that are based on clear factual error.

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COMMUNITY DEVELOPMENT
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Map Generated February 2007
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EXHIBIT NO. IIA.2

IV.A.1. Proposed Text Amendments

- a. Amend the Lee Plan to create Objective 1.9 and supporting policies to incorporate Page Field General Aviation Airport into the Future Land Use Element.

OBJECTIVE 1.9: PAGE FIELD GENERAL AVIATION AIRPORT. Designate on the Future Land Use Map adequate land in appropriate locations to accommodate the projected growth needs of the Page Field General Aviation Airport and the industrial, commercial and office uses related to it, as well as 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.

POLICY 1.9.1: Airport lands include Page Field General Aviation Airport's existing facility and projected growth areas through the year 2030. These areas will include airport and airport-related development as well as non-aviation land uses as proposed in the approved 2002 Airport Master Plan update and as depicted on the Airport Layout Plan sheet (Map 3G). This mix of uses is intended to support the continued development of the Page Field General Aviation Airport. Future development at the Page Field General Aviation Airport will also include non-aviation related land uses such as retail, light industrial, and office development. Any future Airport expansion or development of aviation-related and non-aviation uses will offset environmental impacts through appropriate mitigation acceptable to the permitting agencies and to Lee County. Airport expansion beyond the present boundaries will be subject to necessary amendments to the Lee Plan. All development on Airport lands must be consistent with Map 3G. Map 3G depicts the planned expansion of the Page Field General Aviation Airport through 2020. If the airport master planning process precipitates a substantive change to the Airport Layout Plan (Map 3G), then the Port Authority must amend Map 3G prior to obtaining local development approval. The non-aviation related development areas have been depicted on the approved Airport Layout Plan sheet (Map 3G). These uses will be constructed upon Airport lands with long-term leases. All non-aviation land use development will meet the requirements set forth in the Lee County Land Development Code.

POLICY 1.9.2: Future non-aviation areas depicted on the Airport Layout Plan (Map 3G) will be developed, to the greatest extent possible, within existing upland areas. Impacts to wetlands in the future non-aviation areas will be minimized by site design, whenever possible, in compliance with the Lee County Land Development Code.

- b. Amend Lee Plan Objective 47.1 and supporting Policy 47.1.1 to incorporate Page Field General Aviation Airport into the Transportation Element.

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, and for the Page Field General Aviation Airport the capacity and long term development will be in compliance with Map 3G, 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 for Southwest Florida International Airport (Map 3F) and Page Field General Aviation Airport (Map 3G). 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)

POLICY 47.1.1: The Port Authority will coordinate the implementation of scheduled infrastructure and facility improvements for the Southwest Florida International Airport consistent with the approved Airport Layout Plan sheet (Map 3F) and the Southwest Florida International Airport Proposed Development Schedule (Table 5), and for the Page Field General Aviation Airport consistent with the approved Airport Layout Plan sheet (Map 3G). (Amended by Ordinance No. 98-09, 99-15, 04-16).

POLICY 47.6.1: The Port Authority will coordinate and obtain approval for airport development from the County through the annual capital improvement planning and programming process; local permitting process; Airport Master Plan Update process; and, the Lee Plan amendment process to ensure compatibility with other County programs. The Port Authority will provide Lee County copies of the annual Capital Improvement Plan or other similar document for the Southwest Florida International Airport and Page Field General Aviation Airport. Additional specific coordination requirements are contained in Objective 151.4 and subsequent policies. (Amended by Ordinance No. 99-15, 04-16).

Amend Lee Plan Objective 151.4 and supporting policies to incorporate Page Field General Aviation Airport into the Intergovernmental Coordination Element.

OBJECTIVE 151.4: COORDINATION OF AIRPORT DEVELOPMENT AND IMPROVEMENTS AT THE SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AND PAGE FIELD GENERAL AVIATION AIRPORT WITH ALL PERMITTING AGENCIES. The Port Authority will coordinate with Lee County, the Southwest Florida Regional Planning Council, the Florida Department of Community Affairs, Federal Aviation Administration, and the Florida Department of Transportation to ensure that the development of the Southwest Florida International Airport and the Page Field General Aviation Airport is consistent with the Lee Plan. (Added by Ordinance No. 04-16)

POLICY 151.4.1: Port Authority staff will ensure that Lee County staff is directly involved in the review and approval process related to the ongoing update of the Airport Master Plan for Southwest Florida International Airport and Page Field General Aviation Airport. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Layout Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments to the Airport zoning approvals and compliance with the Lee County Land Development Code. (Added by Ordinance No. 04-16)

POLICY 151.4.2: The Port Authority will submit and County staff will review and provide comments regarding the following:

- (1) Scope and content of ongoing updates to the Airport Master Plan for Southwest Florida International Airport and Page Field General Aviation Airport pursued in accordance with Federal Aviation Administration Advisory Circular 150/5070-6 and the Florida Department of Transportation Guidebook for Airport Master Planning.
- (2) Consistency of proposed amendments to the Airport Master Plan and resulting Airport Layout Plan for Southwest Florida International Airport (Map 3F) and Page Field General Aviation Airport (Map 3G) with the Lee Plan, Land Development Code (LDC) and local zoning approvals.
- (3) Compatibility and compliance of individual CIP projects with the Lee Plan, LDC regulations, zoning approvals and other applicable regulations.
- (4) Proposed Lee Plan Amendments necessary to support revisions to the Airport Layout Plan for Southwest Florida International Airport (Map 3F) and Page Field General Aviation Airport (Map 3G), the Southwest Florida International Airport Proposed Development Schedule (Table 5), the Airport Master Plans for Southwest Florida International Airport and Page Field General Aviation Airport, or CIP project list. (Added by Ordinance No. 04-16)

IV.A.3. Existing Land Uses of Subject Property and Surrounding Properties

The Subject Property, commonly referred to as the Page Field General Aviation Airport (i.e., Page Field), is located approximately four miles south of downtown Fort Myers and is bounded by U.S. 41 on the west, North Airport Road on the north, by a mix of residential and industrial uses on the east, and by Danley Drive on the south side. Page Field consists of the following parcels:

STRAP	Site Address
01-45-24-P1-00060.008C	Access Undetermined Fort Myers FL 33907
01-45-24-P1-00060.008B	Fowler Street Fort Myers FL 33907
01-45-24-P1-00060.008A	Fowler Street Fort Myers FL 33907
01-45-24-00-00007.0060	4741-4771 S. Cleveland Avenue Fort Myers FL 33907
01-45-24-00-00007.0000	4682-4700 Terminal Drive Fort Myers FL 33907
01-45-24-00-00007.0040	Fowler Street Fort Myers FL 33907
01-45-24-00-00007.0050	10600 Fowler Street Fort Myers FL 33907
01-45-24-00-00007.0030	4945-5049 S. Cleveland Avenue Fort Myers FL 33907
12-45-24-00-00001.0000	See Map for Addresses Fort Myers FL 33907
12-45-24-01-0000A.0010	115 Danley Drive Fort Myers FL 33907
12-45-24-01-0000O.0150	606 Danley Drive Fort Myers FL 33907
12-45-24-01-00T00.0010	210 5th Street Fort Myers FL 33907
12-45-24-01-0000B.0000	20/50 South Road Fort Myers FL 33907

A majority of the property comprising Page Field is located within the jurisdictional limits of Lee County. However, a small portion of Airport property along the north and northwest side of the Airport falls within the incorporated limits of the City of Fort Myers. The Airport itself occupies approximately 583.15± total acres of land.¹ Airport facilities include a 6,400-foot and a 4,997-foot runway which serve general aviation aircraft exclusively; a 6,259 square foot general aviation terminal complex; parking spaces for 600 vehicles; an aircraft rescue and fire fighting (ARFF) building; and an air traffic control tower; and various private general aviation aircraft hangars. The Page Field North Building (former Terminal) is a 64,450 square foot non-aviation, industrial use facility located within the airport boundary. This facility is currently under lease by the Florida Department of Law Enforcement and the Florida Highway Patrol.

Page Field is owned by the Lee County Board of County Commissioners and operated by the Lee County Port Authority under the direction of the Lee County Board of Port Commissioners. Page Field Airport is included within the National Plan of Integrated Airport System (NPIAS), which is published by the U.S. Department of Transportation, and the Florida Aviation System Plan (FASP). A former military training base and air carrier airport, Page Field no longer has any regular scheduled flights. The airport is designated as a public use General Aviation – Reliever Airport according to NPIAS. Page Field was designated a reliever airport to facilitate a reduction in the demand at the local area commercial service airports, including Southwest Florida International Airport, of the smaller aircraft associated with General Aviation operations.

In addition to traditional general aviation uses, the Lee County Port Authority has developed some of the property within the Airport for compatible non-aviation uses. These uses include the

¹ Total acreage includes 20.38± within the City of Fort Myers and 562.77± in unincorporated Lee County.

existing developments referred to as Page Field Commons and Page Field Medical Village, as well as a limited number of other parcels currently being considered for initial development or re-development. The development of these non-aviation uses promote the financial self-sufficiency of Page Field, which is required by Federal law. All of the property dedicated by the Lee County Port Authority to the operation of Page Field is depicted on the Airport Layout Plan (ALP) (Exhibit IV.A.7.a.).

The requested Comprehensive Plan Amendment provides a number of benefits to the community. The continued growth in Lee County requires adequate, safe, and reliable aviation transportation; however, aircraft noise, airspace conflict, possible electronic interference with aviation navigation aids, and the potential for interaction between aircraft and wildlife attractants become major constraints on further development. The Airport Master Plan promotes coordinated aviation planning among federal, state, regional, and local agencies. Incorporation of the Page Field Master Plan and Airport Layout Plan set will allow the County to easily facilitate the establishment and maintenance of compatible land uses around the facility.

It is critical that airports operate in an environment that maximizes the compatibility of the airport with off-airport development. Page Field must progress to maintain and continue to capture more of the Southwest Florida market share of general aviation activity. The integration of these plans promotes efficiency and effectiveness in balancing the demand for the only reliever airport in Southwest Florida, while remaining competitive among other general aviation airports in the region.

Airport Facilities

There are two active runways at Page Field Airport, Runway 05-23, the primary runway, and Runway 13-31. Runway 05-23 is 6,401 feet long and 150 feet wide. Runway 05 and Runway 23 are marked with precision instrument runway markings and have displaced thresholds with proper markings. The secondary, or crosswind runway, Runway 13-31, is 4,997 feet in length. Both runways are of asphalt concrete construction, equipped with medium intensity runway edge lights (MIRL) to allow for nighttime operations, and operate with a left hand traffic pattern. The runway orientations of 05/23 and 13/31 create a large “X” on the airfield with each runway crisscrossing the roughly square airport site from corner to opposing corner, breaking the developable lands into four primary quadrants (Northern, Eastern, Southern, and Western) that are roughly triangular in shape.

Subject Property

The requested adoption of the Airport Master Plan into the Lee Plan would be consistent with the current land uses of Page Field. The most prominent existing land use for Page Field is as a General Aviation Airport. This land use covers all of the land area immediately adjacent to the aircraft operational areas, and is further depicted on the Airport Layout Plan (ALP). A small area of non-aviation use exists in the location of the former airline terminal building.

The area north of North Airport Road, adjacent to Fowler Street is identified as public facilities. This area includes the Joseph H. Messina Children’s Center.

The southern boundary of Page Field includes aviation uses along Danley Drive. At the corner of South Road and U.S. 41 (outside of the aircraft operational areas), is the site of the former Department of Motor Vehicles and Florida Highway Patrol buildings, which have been demolished.

On the western boundary of Page Field, between Fowler Street and U.S. 41, the existing land use is commercial and includes Page Field Commons and Page Field Medical Village (Exhibit IV.A.3.).

Surrounding Properties:

North:

Industrial land with accessory commercial uses is located off of the northeast corner of the airport. It begins on the north side of North Airport Road, and then runs east, primarily on the north side. A number of commercial businesses, warehousing/distribution centers, offices, and facilities used for storage establish this boundary. Among these are a United States Postal Service building, Hertz Storage, West Florida Distributors of Tile, Stone, and Granite, Enterprise Truck Rental, and the Fort Myers Veterinary Hospital.

South:

Flex-space runs along the south side of the Subject Property. The industrial area extends off the southeast corner of the airport property and stretches south centered along the Ten Mile Canal and the Seminole Gulf Railroad. There are some single and multifamily residential areas as well. Light manufacturing, warehousing/distribution, and commercial properties are also prominent.

East:

Intensive development land with light industrial, industrial flex-space, and commercial accessory uses is adjacent to the Subject Property to the east, extending past Metro Parkway. The Lee Tran facility, Wolfer Wholesale Produce, and a Suzuki dealership are among the uses to the east of the Subject Property. While some of the properties are vacant industrial and grazing land, the rest of the surrounding properties on the east side of Page Field are open storage buildings and warehouse/distribution centers.

West:

A mix of public, utility, institutional use land lies to the west of the airport, on the opposite side of U.S. 41. Intensive development lands stretch along the western side of the Subject Property. Community shopping centers, restaurants, auto sales, stores, and offices surround Page Field to the west.

Page Field's primary use as a General Aviation Airport along with non-aviation commercial, public facilities, industrial, and government offices are consistent with the development of the Subject Property. Further, the land uses on the surrounding properties, including warehousing and distribution, manufacturing, stores and shopping centers, restaurants, and offices along with minimal residential areas are also consistent with the current and future operations of Page Field.

LEE COUNTY PROPERTY APPRAISER

**PROPERTY DATA FOR PARCEL 01-45-24-P1-00060.008C
TAX YEAR 2006**

Parcel data is available for the following tax years:

[[2001](#) | [2002](#) | [2003](#) | [2004](#) | [2005](#) | [2006](#)][[Next Lower Parcel Number](#) | [Next Higher Parcel Number](#) | [Display Tax Bills on this Parcel](#) | [Tax Estimator](#)]

OWNERSHIP, LEGAL, SALES AND DISTRICT DATA ARE FROM THE CURRENT DATABASE. LAND, BUILDING, VALUE AND EXEMPTION DATA ARE FROM THE 2006 ROLL.

PROPERTY DETAILS**OWNER OF RECORD**LEE COUNTY
PO BOX 398
FORT MYERS FL 33902**SITE ADDRESS**ACCESS UNDETERMINED
FORT MYERS FL 33907**LEGAL DESCRIPTION**THAT PT OF S 1/2 OF N 1/2
OF NW 1/4 N OF N AIRPORT RD
LESS PARCELS A-C[[VIEWER](#)] [TAX MAP](#) [[PRINT](#)][[PICTOMETRY](#)]**TAXING DISTRICT****DOR CODE**

264 - CITY OF FT MYERS/S SEWER/CLEVELAND REDEV 4 86 - COUNTIES - OTHER

PROPERTY VALUES (TAX ROLL 2006)**[HISTORY CHART]****EXEMPTIONS****ATTRIBUTES**

JUST	4,448,780	HOMESTEAD	0 UNITS OF MEASURE	SF
ASSESSED	4,448,780	AGRICULTURAL	0 NUMBER OF UNITS	741,463.00
ASSESSED SOH	4,448,780	WIDOW	0 FRONTAGE	0
TAXABLE		0 WIDOWER	0 DEPTH	0
BUILDING		0 DISABILITY	0 BEDROOMS	
LAND	4,448,780	WHOLLY	4,448,780 BATHROOMS	
BUILDING FEATURES		0 SOH DIFFERENCE	0 TOTAL BUILDING SqFT	
LAND FEATURES	0		1ST YEAR BUILDING ON TAX ROLL	
			HISTORIC DISTRICT	No

SALES/TRANSACTIONS

SALE PRICE	DATE	OR NUMBER	TYPE	TRANSACTION DETAILS DESCRIPTION	VACANT / IMPROVED
100	6/1/1947	<u>25/260</u>	03	Disqualified (Interest Sales / Court Docs / Government) There are 8 additional parcel(s) with this document (may have been split after the transaction date)... <u>01-45-24-00-00007.0000,01-45-24-00-00007.0030,</u> <u>01-45-24-00-00007.0040,01-45-24-00-00007.0050,</u> <u>01-45-24-00-00007.0060,01-45-24-P1-00060.0080,</u> <u>01-45-24-P1-00060.008A,01-45-24-P1-00060.008B</u>	V

PARCEL NUMBERING HISTORY

CREATION DATE - 8/25/2005

PRIOR STRAP
01-45-24-P1-00060.0080

RENUMBER REASON
Split (From another Parcel)

RENUMBER DATE
Thursday, August 25, 2005

SOLID WASTE (GARBAGE) ROLL DATA

SOLID WASTE DISTRICT	ROLL TYPE	CATEGORY	UNIT/AREA	TAX AMOUNT
009 - City of Fort Myers	C - Commercial Category	C		0.00
COLLECTION DAYS				
GARBAGE	RECYCLING	HORTICULTURE		

ELEVATION INFORMATION

STORM SURGE CATEGORY		FLOOD INSURANCE (FIRM FAQ)			
	RATE CODE	COMMUNITY	PANEL	VERSION	DATE
Category 3	B	125106	0020	B	111584

[[Show](#)]

APPRAISAL DETAILS

[[Show 2007 Details](#)]

TRIM (*proposed* tax) Notices are available for the following tax years:
[[2006](#)]

[[Next Lower Parcel Number](#) | [Next Higher Parcel Number](#)]

[[New Query](#) | [New Browse](#) | [Parcel Queries Page](#) | [Lee PA Home](#)]

LEE COUNTY PROPERTY APPRAISER

**PROPERTY DATA FOR PARCEL 01-45-24-P1-00060.008B
TAX YEAR 2006**

Parcel data is available for the following tax years:

[[2001](#) | [2002](#) | [2003](#) | [2004](#) | [2005](#) | [2006](#)][[Next Lower Parcel Number](#) | [Next Higher Parcel Number](#) | [Display Tangible Accounts on this Parcel](#)| [Display Tax Bills on this Parcel](#) | [Tax Estimator](#)]**RECEIVED**
SEP 14 2007**COMMUNITY DEVELOPMENT**

OWNERSHIP, LEGAL, SALES AND DISTRICT DATA ARE FROM THE CURRENT DATABASE. LAND, BUILDING, VALUE AND EXEMPTION DATA ARE FROM THE 2006 ROLL.

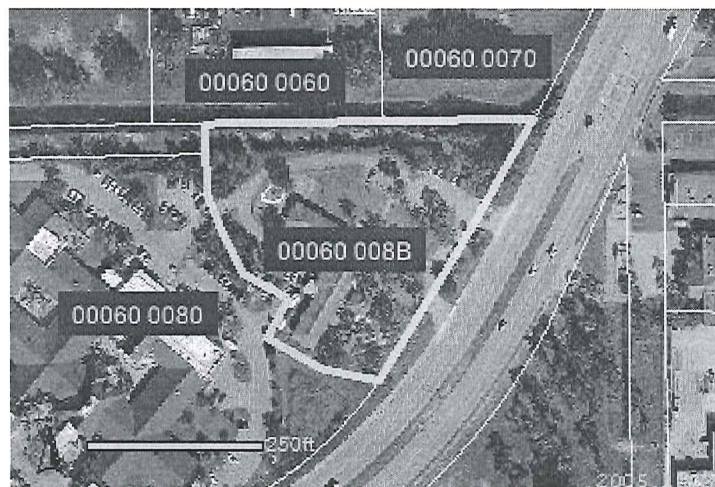
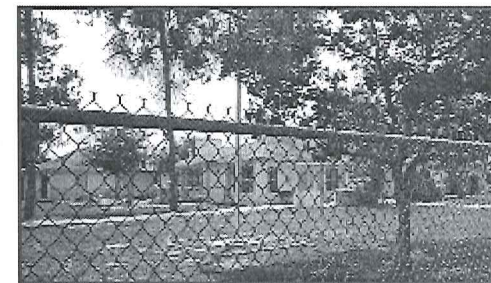
PROPERTY DETAILS**OWNER OF RECORD**LEE COUNTY
PO BOX 398
FORT MYERS FL 33902**SITE ADDRESS**FOWLER ST
FORT MYERS FL 33907**LEGAL DESCRIPTION**FM NW COR SEC 01 S 648.61 FT
E 1749 FT POB THEN E 773 FT TO
ROW FOWLER THEN SWLY 375[[VIEWER](#)] TAX MAP [[PRINT](#)]**IMAGE OF STRUCTURE**

Photo Date: June of 2005

CPA 2007-00048

[[PICTOMETRY](#)]**TAXING DISTRICT****DOR CODE**

264 - CITY OF FT MYERS/S SEWER/CLEVELAND REDEV 4 86 - COUNTIES - OTHER

PROPERTY VALUES (TAX ROLL 2006) [HISTORY CHART]		EXEMPTIONS	ATTRIBUTES	
JUST	1,042,930	HOMESTEAD	0 UNITS OF MEASURE	SF
ASSESSED	1,042,930	AGRICULTURAL	0 NUMBER OF UNITS	108,665.76
ASSESSED SOH	1,042,930	WIDOW	0 FRONTAGE	0
TAXABLE	0	WIDOWER	0 DEPTH	0
BUILDING	553,930	DISABILITY	0 BEDROOMS	0
LAND	489,000	WHOLLY	1,042,390 BATHROOMS	30
BUILDING FEATURES	250	SOH DIFFERENCE	0 TOTAL BUILDING SqFT	11,406
LAND FEATURES	0		1ST YEAR BUILDING ON TAX ROLL	
			HISTORIC DISTRICT	No

SALES/TRANSACTIONS

SALE PRICE	DATE	OR NUMBER	TYPE	TRANSACTION DETAILS DESCRIPTION	VACANT / IMPROVED
100	6/1/1947	<u>25/260</u>	03	Disqualified (Interest Sales / Court Docs / Government) There are 8 additional parcel(s) with this document (may have been split after the transaction date)... <u>01-45-24-00-00007.0000,01-45-24-00-00007.0030,</u> <u>01-45-24-00-00007.0040,01-45-24-00-00007.0050,</u> <u>01-45-24-00-00007.0060,01-45-24-P1-00060.0080,</u> <u>01-45-24-P1-00060.008A,01-45-24-P1-00060.008C</u>	V

PARCEL NUMBERING HISTORY

CREATION DATE - 4/30/2004

PRIOR STRAP
01-45-24-P1-00060.0080

RENUMBER REASON
Split (From another Parcel)

RENUMBER DATE
Friday, April 30, 2004

SOLID WASTE (GARBAGE) ROLL DATA

SOLID WASTE DISTRICT	ROLL TYPE	CATEGORY	UNIT/AREA	TAX AMOUNT
009 - City of Fort Myers	C - Commercial Category	C	10,151	302.70

GARBAGE	COLLECTION DAYS	RECYCLING	HORTICULTURE
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ELEVATION INFORMATION

STORM SURGE CATEGORY	RATE CODE	COMMUNITY	PANEL	VERSION	DATE
Category 3	B	125106	0020	B	111584

FLOOD INSURANCE (FIRM FAQ)

[\[Show \]](#)

APPRAISAL DETAILS

[\[Show 2007 Details \]](#)

TRIM (*proposed* tax) Notices are available for the following tax years:

[\[2004 | 2005 | 2006 \]](#)

[\[Next Lower Parcel Number | Next Higher Parcel Number \]](#)

[\[New Query | New Browse | Parcel Queries Page | Lee PA Home \]](#)

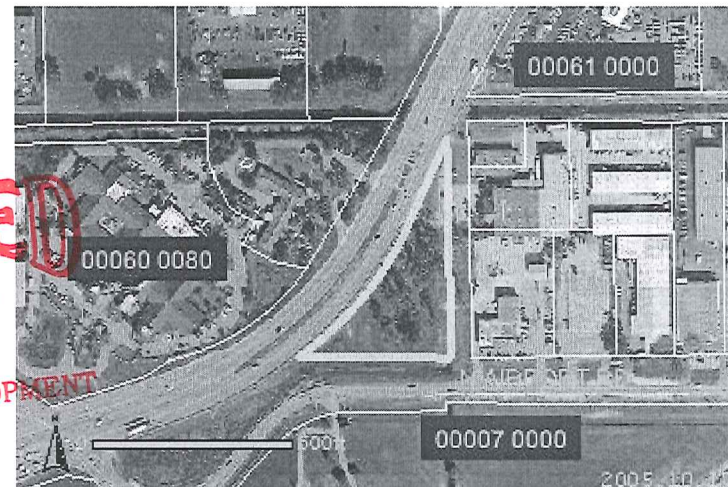
LEE COUNTY PROPERTY APPRAISER

PROPERTY DATA FOR PARCEL 01-45-24-P1-00060.008A
TAX YEAR 2006

Parcel data is available for the following tax years:

[[2001](#) | [2002](#) | [2003](#) | [2004](#) | [2005](#) | [2006](#)][[Next Lower Parcel Number](#) | [Next Higher Parcel Number](#) | [Display Building Permits on this Parcel](#) | [Display Tax Bills on this Parcel](#) | [Tax Estimator](#)]

OWNERSHIP, LEGAL, SALES AND DISTRICT DATA ARE FROM THE CURRENT DATABASE. LAND, BUILDING, VALUE AND EXEMPTION DATA ARE FROM THE 2006 ROLL.

PROPERTY DETAILS**OWNER OF RECORD**LEE COUNTY
PO BOX 398
FORT MYERS FL 33902**SITE ADDRESS**FOWLER ST
FORT MYERS FL 33907**LEGAL DESCRIPTION**THAT PART OF THE SE 1/4 OF
NE 1/4 OF NW 1/4 S + E OF
HAYMAN BLVD.[[VIEWER](#)] [TAX MAP](#) [[PRINT](#)][[PICTOMETRY](#)]**TAXING DISTRICT****DOR CODE**

CPA 2007-00048

132 - CITY FT MYERS/SOUTH FT MYERS SEWER

86 - COUNTIES - OTHER

PROPERTY VALUES (TAX ROLL 2006)**[HISTORY CHART]****EXEMPTIONS****ATTRIBUTES**

JUST	323,300	HOMESTEAD	0 UNITS OF MEASURE	SF
ASSESSED	323,300	AGRICULTURAL	0 NUMBER OF UNITS	80,824.41
ASSESSED SOH	323,300	WIDOW	0 FRONTAGE	0
TAXABLE		0 WIDOWER	0 DEPTH	0
BUILDING		0 DISABILITY	0 BEDROOMS	
LAND	323,300	WHOLLY	323,300 BATHROOMS	
BUILDING FEATURES		0 SOH DIFFERENCE	0 TOTAL BUILDING SQFT	
LAND FEATURES	0		1ST YEAR BUILDING ON TAX ROLL	0
			HISTORIC DISTRICT	No

SALES/TRANSACTIONS

SALE PRICE	DATE	OR NUMBER	TYPE	TRANSACTION DETAILS DESCRIPTION	VACANT / IMPROVED
100	6/1/1947	<u>25/260</u>	03	Disqualified (Interest Sales / Court Docs / Government) There are 8 additional parcel(s) with this document (may have been split after the transaction date)... <u>01-45-24-00-00007.0000,01-45-24-00-00007.0030,</u> <u>01-45-24-00-00007.0040,01-45-24-00-00007.0050,</u> <u>01-45-24-00-00007.0060,01-45-24-P1-00060.0080,</u> <u>01-45-24-P1-00060.008B,01-45-24-P1-00060.008C</u>	V

PARCEL NUMBERING HISTORY

CREATION DATE - UNAVAILABLE

PRIOR STRAP
01-45-24-0C-08158.0010

RENUMBER REASON
Reserved for Renumber ONLY

RENUMBER DATE
Unspecified

SOLID WASTE (GARBAGE) ROLL DATA

SOLID WASTE DISTRICT	ROLL TYPE	CATEGORY	UNIT/AREA	TAX AMOUNT
009 - City of Fort Myers	-		0	0.00

GARBAGE	COLLECTION DAYS	RECYCLING	HORTICULTURE
---------	-----------------	-----------	--------------

ELEVATION INFORMATION

STORM SURGE CATEGORY	RATE CODE	COMMUNITY	PANEL	VERSION	DATE
Category 3	B	125106	0020	B	111584

[[Show](#)]

APPRAISAL DETAILS

[[Show 2007 Details](#)]

TRIM (*proposed* tax) Notices are available for the following tax years:
[[1997](#) | [1998](#) | [1999](#) | [2000](#) | [2001](#) | [2002](#) | [2003](#) | [2004](#) | [2005](#) | [2006](#)]

[[Next Lower Parcel Number](#) | [Next Higher Parcel Number](#)]

[[New Query](#) | [New Browse](#) | [Parcel Queries Page](#) | [Lee PA Home](#)]

PROPERTY DATA FOR PARCEL 01-45-24-00-00007.0060
TAX YEAR 2006

Parcel data is available for the following tax years:

[[2001](#) | [2002](#) | [2003](#) | [2004](#) | [2005](#) | [2006](#)][[Next Lower Parcel Number](#) | [Next Higher Parcel Number](#) | [Display Building Permits on this Parcel](#) | [Display Tangible Accounts on this Parcel](#) | [Display Tax Bills on this Parcel](#) | [Tax Estimator](#)]

OWNERSHIP, LEGAL, SALES AND DISTRICT DATA ARE FROM THE CURRENT DATABASE. LAND, BUILDING, VALUE AND EXEMPTION DATA ARE FROM THE 2006 ROLL.

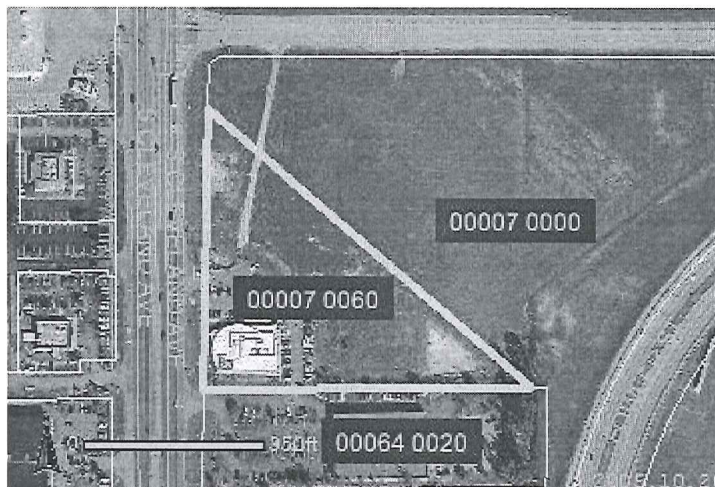
PROPERTY DETAILS**OWNER OF RECORD**LEE COUNTY/PORT AUTHORITY
LEE MEMORIAL
11000 TERMINAL ACCESS RD
#8671
FORT MYERS FL 33913**SITE ADDRESS**4741-4771 S CLEVELAND AVE
FORT MYERS FL 33907**LEGAL DESCRIPTION**PORTION OF PARCEL DESC IN
MB 25 PG 260 PAGE FIELD
FR SW COR OF NW 1/4 E 33 FT
N 648.81 FT TO POB[[VIEWER](#)] TAX MAP [[PRINT](#)][[PICTOMETRY](#)]**IMAGE OF STRUCTURE**

Photo Date: March of 2007

PHOTO DATED AFTER 2006 ROLL

RECEIVED
SEP 14 2007

COMMUNITY DEVELOPMENT

CPA 2007-00048

TAXING DISTRICT**DOR CODE**

050 - COUNTY/NO FIRE DISTRICT

86 - COUNTIES - OTHER

PROPERTY VALUES (TAX ROLL 2006)**[HISTORY CHART]****EXEMPTIONS****ATTRIBUTES**

JUST	4,329,190	HOMESTEAD	0 UNITS OF MEASURE	SF
ASSESSED	4,329,190	AGRICULTURAL	0 NUMBER OF UNITS	172,497.60
ASSESSED SOH	4,329,190	WIDOW	0 FRONTAGE	0
TAXABLE		0 WIDOWER	0 DEPTH	0
BUILDING	2,108,440	DISABILITY	0 BEDROOMS	0
LAND	2,220,750	WHOLLY	4,329,190 BATHROOMS	56
BUILDING FEATURES	37,640	SOH DIFFERENCE	0 TOTAL BUILDING SqFT	22,727
LAND FEATURES	150,780		1ST YEAR BUILDING ON TAX ROLL	
			HISTORIC DISTRICT	No

SALES/TRANSACTIONS

SALE PRICE	DATE	OR NUMBER	TYPE	TRANSACTION DETAILS DESCRIPTION	VACANT / IMPROVED
100	6/1/1947	<u>25/260</u>	03	Disqualified (Interest Sales / Court Docs / Government) There are 8 additional parcel(s) with this document (may have been split after the transaction date)... <u>01-45-24-00-00007.0000,01-45-24-00-00007.0030,</u> <u>01-45-24-00-00007.0040,01-45-24-00-00007.0050,</u> <u>01-45-24-P1-00060.0080,01-45-24-P1-00060.008A,</u> <u>01-45-24-P1-00060.008B,01-45-24-P1-00060.008C</u>	I

PARCEL NUMBERING HISTORY

CREATION DATE - 5/7/2004

PRIOR STRAP	RENUMBER REASON	RENUMBER DATE
01-45-24-P1-00007.0060	Delete Parcel-add back to roll under new STRAP(same value)	Thursday, July 15, 2004
01-45-24-00-00007.0000	Split (From another Parcel)	Friday, May 07, 2004
01-45-24-P1-00007.0010	Delete Parcel-add back to roll under new STRAP(same value)	Friday, May 07, 2004

SOLID WASTE (GARBAGE) ROLL DATA

SOLID WASTE DISTRICT	ROLL TYPE	CATEGORY	UNIT/AREA	TAX AMOUNT
003 - Service Area 3	C - Commercial Category	C	35,464	1,051.53

GARBAGE	COLLECTION DAYS	HORTICULTURE
	RECYCLING	

ELEVATION INFORMATION

STORM SURGE CATEGORY	RATE CODE	COMMUNITY	FLOOD INSURANCE (FIRM FAQ)	PANEL	VERSION	DATE
Category 3	B	125124		0350	B	091984

[\[Show \]](#)**APPRAISAL DETAILS**[\[Show 2007 Details \]](#)TRIM (*proposed* tax) Notices are available for the following tax years:[\[2004 | 2005 | 2006 \]](#)[\[Next Lower Parcel Number | Next Higher Parcel Number \]](#)[\[New Query | New Browse | Parcel Queries Page | Lee PA Home \]](#)

This site is best viewed with [Microsoft Internet Explorer 5.5+](#) or [Netscape Navigator 6.0+](#).
Page was last modified on Friday, May 18, 2007 3:37:44 PM.

LEE COUNTY PROPERTY APPRAISER

PROPERTY DATA FOR PARCEL 01-45-24-00-00007.0000
TAX YEAR 2006

Parcel data is available for the following tax years:

[[2001](#) | [2002](#) | [2003](#) | [2004](#) | [2005](#) | [2006](#)][[Next Lower Parcel Number](#) | [Next Higher Parcel Number](#) | [Display Building Permits on this Parcel](#) | [Display Tangible Accounts on this Parcel](#) | [Display Tax Bills on this Parcel](#) | [Tax Estimator](#)]

OWNERSHIP, LEGAL, SALES AND DISTRICT DATA ARE FROM THE CURRENT DATABASE. LAND, BUILDING, VALUE AND EXEMPTION DATA ARE FROM THE 2006 ROLL.

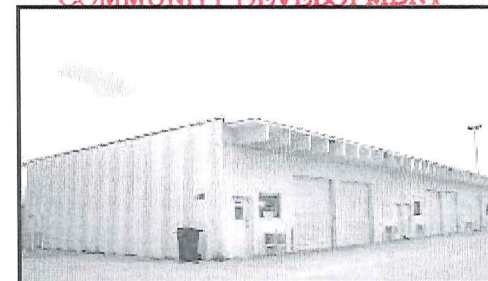
PROPERTY DETAILS**RECEIVED**
SEP 14 2007**OWNER OF RECORD**LEE COUNTY/PORT AUTHORITY
AVIAITON CENTER
501 DANLEY DR
FORT MYERS FL 33907**SITE ADDRESS**4682-4700 TERMINAL DR
FORT MYERS FL 33907**LEGAL DESCRIPTION**ALL SEC 1 DESC MB 25 PG260
PAGE FIELD LESS R/W OR
2688/1578 AND LESS PAGE FIELD
COMMONS + LESS PAGE FIELD
MEDICAL VILLAGE[[VIEWER](#)] TAX MAP [[PRINT](#)][[PICTOMETRY](#)]**IMAGE OF STRUCTURE**
COMMUNITY DEVELOPMENT

Photo Date: July of 2002

CPA 2007-00048

TAXING DISTRICT**DOR CODE**

050 - COUNTY/NO FIRE DISTRICT

86 - COUNTIES - OTHER

PROPERTY VALUES (TAX ROLL 2006)**[HISTORY CHART]****EXEMPTIONS****ATTRIBUTES**

JUST	56,423,110	HOMESTEAD	0 UNITS OF MEASURE	AC
ASSESSED	56,423,110	AGRICULTURAL	0 NUMBER OF UNITS	378.91
ASSESSED SOH	56,423,110	WIDOW	0 FRONTAGE	0
TAXABLE		0 WIDOWER	0 DEPTH	0
BUILDING	10,035,590	DISABILITY	0 BEDROOMS	0
LAND	46,387,520	WHOLLY	56,423,110 BATHROOMS	68
BUILDING FEATURES	671,040	SOH DIFFERENCE	0 TOTAL BUILDING SqFT	269,892
LAND FEATURES	8,496,520		1ST YEAR BUILDING ON TAX ROLL	0
			HISTORIC DISTRICT	No

SALES/TRANSACTIONS

SALE PRICE	DATE	OR NUMBER	TYPE	TRANSACTION DETAILS DESCRIPTION	VACANT / IMPROVED
100	6/1/1947	<u>25/260</u>	03	Disqualified (Interest Sales / Court Docs / Government) There are 8 additional parcel(s) with this document (may have been split after the transaction date)... <u>01-45-24-00-00007.0030,01-45-24-00-00007.0040,</u> <u>01-45-24-00-00007.0050,01-45-24-00-00007.0060,</u> <u>01-45-24-P1-00060.0080,01-45-24-P1-00060.008A,</u> <u>01-45-24-P1-00060.008B,01-45-24-P1-00060.008C</u>	I

PARCEL NUMBERING HISTORY

CREATION DATE - UNAVAILABLE

PRIOR STRAP

01-45-24-P1-00007.0060

01-45-24-00-00007.0030

RENUMBER REASON

Split (From another Parcel)

Combined (With another parcel-Delete Occurs)

RENUMBER DATE

Friday, May 07, 2004

Monday, May 17, 1999

SOLID WASTE (GARBAGE) ROLL DATA

SOLID WASTE DISTRICT	ROLL TYPE	CATEGORY	UNIT/AREA	TAX AMOUNT
003 - Service Area 3	C - Commercial Category	C	313,293	9,270.58

GARBAGE	COLLECTION DAYS	RECYCLING	HORTICULTURE
---------	-----------------	-----------	--------------

ELEVATION INFORMATION

STORM SURGE CATEGORY

Category 3

FLOOD INSURANCE (FIRM FAQ)

RATE CODE

B

COMMUNITY

125124

PANEL

0350

VERSION

B

DATE

091984

[\[Show \]](#)

APPRAISAL DETAILS

[\[Show 2007 Details \]](#)TRIM (*proposed* tax) Notices are available for the following tax years:[\[1997 \]](#) [\[1998 \]](#) [\[1999 \]](#) [\[2000 \]](#) [\[2001 \]](#) [\[2002 \]](#) [\[2003 \]](#) [\[2004 \]](#) [\[2005 \]](#) [\[2006 \]](#)[\[Next Lower Parcel Number \]](#) [\[Next Higher Parcel Number \]](#)[\[New Query \]](#) [\[New Browse \]](#) [\[Parcel Queries Page \]](#) [\[Lee PA Home \]](#)

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Page was last modified on Friday, May 18, 2007 3:37:44 PM.

PROPERTY DATA FOR PARCEL 01-45-24-00-00007.0040
TAX YEAR 2006

Parcel data is available for the following tax years:

[[2001](#) | [2002](#) | [2003](#) | [2004](#) | [2005](#) | [2006](#)][[Next Lower Parcel Number](#) | [Next Higher Parcel Number](#) | [Display Building Permits on this Parcel](#) | [Display Tax Bills on this Parcel](#) | [Tax Estimator](#)]

OWNERSHIP, LEGAL, SALES AND DISTRICT DATA ARE FROM THE CURRENT DATABASE. LAND, BUILDING, VALUE AND EXEMPTION DATA ARE FROM THE 2006 ROLL.

PROPERTY DETAILS**OWNER OF RECORD**LEE COUNTY/PORT AUTHORITY
INLAND REAL ESTATE GROUP
11000 TERMINAL ACCESS RD #8671
FORT MYERS FL 33913**SITE ADDRESS**FOWLER ST
FORT MYERS FL 33907**LEGAL DESCRIPTION**PARL LYING W OF FOWLER + E OF
OF US 41 AKA PAGE FIELD
COMMONS INDUSTRIAL PARCEL
LESS OR 3495/609[[VIEWER](#)] [TAX MAP](#) [[PRINT](#)][[PICTOMETRY](#)]**TAXING DISTRICT****DOR CODE****RECEIVED**
SEP 14 2007

COMMUNITY DEVELOPMENT

2007-00048

012 - SOUTH TRAIL FIRE DISTRICT

90 - LEASEHOLD INTERESTS

PROPERTY VALUES (TAX ROLL 2006) [HISTORY CHART]		EXEMPTIONS	ATTRIBUTES	
JUST	634,990	HOMESTEAD	0 UNITS OF MEASURE	Mixed
ASSESSED	634,990	AGRICULTURAL	0 NUMBER OF UNITS	158,726.71
ASSESSED SOH	634,990	WIDOW	0 FRONTAGE	0
TAXABLE	634,990	WIDOWER	0 DEPTH	0
BUILDING		0 DISABILITY	0 BEDROOMS	
LAND	634,990	WHOLLY	0 BATHROOMS	
BUILDING FEATURES		0 SOH DIFFERENCE	0 TOTAL BUILDING SQFT	
LAND FEATURES	0		1ST YEAR BUILDING ON TAX ROLL	
			HISTORIC DISTRICT	No

SALES/TRANSACTIONS

SALE PRICE	DATE	OR NUMBER	TYPE	TRANSACTION DETAILS DESCRIPTION	VACANT / IMPROVED
46,409,500	5/2/2005	<u>4717/3131</u>	04	Disqualified (Multiple STRAP # - 01,03,07) There are 2 additional parcel(s) with this document (may have been split after the transaction date)... <u>01-45-24-00-00007.0030,01-45-24-00-00007.0050</u>	I
100	6/1/1947	<u>25/260</u>	03	Disqualified (Interest Sales / Court Docs / Government) There are 8 additional parcel(s) with this document (may have been split after the transaction date)... <u>01-45-24-00-00007.0000,01-45-24-00-00007.0030,</u> <u>01-45-24-00-00007.0050,01-45-24-00-00007.0060,</u> <u>01-45-24-P1-00060.0080,01-45-24-P1-00060.008A,</u> <u>01-45-24-P1-00060.008B,01-45-24-P1-00060.008C</u>	I

PARCEL NUMBERING HISTORY

CREATION DATE - 9/27/1999

PRIOR STRAP
 01-45-24-00-00007.0050
 01-45-24-00-00007.0030

RENUMBER REASON
 Split (From another Parcel)
 Split (From another Parcel)

RENUMBER DATE
 Tuesday, September 16, 2003
 Monday, September 27, 1999

SOLID WASTE (GARBAGE) ROLL DATA

SOLID WASTE DISTRICT	ROLL TYPE	CATEGORY	UNIT/AREA	TAX AMOUNT
003 - Service Area 3	C - Commercial Category	C		0.00

GARBAGE	COLLECTION DAYS	RECYCLING	HORTICULTURE

ELEVATION INFORMATION

STORM SURGE CATEGORY	RATE CODE	COMMUNITY	PANEL	VERSION	DATE
Category 3	B	125124	0350	B	091984

FLOOD INSURANCE (FIRM FAQ)	

[\[Show \]](#)**APPRAISAL DETAILS**[\[Show 2007 Details \]](#)TRIM (*proposed* tax) Notices are available for the following tax years:[\[2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 \]](#)[\[Next Lower Parcel Number | Next Higher Parcel Number \]](#)[\[New Query | New Browse | Parcel Queries Page | Lee PA Home \]](#)

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LEE COUNTY PROPERTY APPRAISER

PROPERTY DATA FOR PARCEL 01-45-24-00-00007.0050
TAX YEAR 2006

Parcel data is available for the following tax years:

[\[2001 \]](#) | [\[2002 \]](#) | [\[2003 \]](#) | [\[2004 \]](#) | [\[2005 \]](#) | [\[2006 \]](#)[\[Next Lower Parcel Number \]](#) | [\[Next Higher Parcel Number \]](#) | [\[Display Tangible Accounts on this Parcel \]](#)[\[Display Tax Bills on this Parcel \]](#) | [\[Tax Estimator \]](#)

OWNERSHIP, LEGAL, SALES AND DISTRICT DATA ARE FROM THE CURRENT DATABASE. LAND, BUILDING, VALUE AND EXEMPTION DATA ARE FROM THE 2006 ROLL.

PROPERTY DETAILS**OWNER OF RECORD**LEE COUNTY/PORT AUTHORITY
INLAND REAL ESTATE GROUP
11000 TERMINAL ACCESS RD
#8671
FORT MYERS FL 33913**SITE ADDRESS**10600 FOWLER ST
FORT MYERS FL 33907**LEGAL DESCRIPTION**PARCEL LYING W OF FOWLER
LOC IN PAGE FIELD COMMONS
AS
DESC IN OR 3495 PG 609[\[VIEWER \]](#) [TAX MAP](#) [\[PRINT \]](#)[\[PICTOMETRY \]](#)**IMAGE OF STRUCTURE**

Photo Date: September of 2004

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CPA 2007-00048

COMMUNITY DEVELOPMENT

TAXING DISTRICT**DOR CODE****012 - SOUTH TRAIL FIRE DISTRICT****90 - LEASEHOLD INTERESTS****PROPERTY VALUES (TAX ROLL 2006)****[HISTORY CHART]****EXEMPTIONS****ATTRIBUTES**

JUST	843,100	HOMESTEAD	0 UNITS OF MEASURE	SF
ASSESSED	843,100	AGRICULTURAL	0 NUMBER OF UNITS	44,700.00
ASSESSED SOH	843,100	WIDOW	0 FRONTAGE	0
TAXABLE	843,100	WIDOWER	0 DEPTH	0
BUILDING	551,620	DISABILITY	0 BEDROOMS	0
LAND	291,480	WHOLLY	0 BATHROOMS	11
BUILDING FEATURES	10,200	SOH DIFFERENCE	0 TOTAL BUILDING SQFT	5,076
LAND FEATURES	67,980		1ST YEAR BUILDING ON TAX ROLL	
			HISTORIC DISTRICT	No

SALES/TRANSACTIONS

SALE PRICE	DATE	OR NUMBER	TYPE	TRANSACTION DETAILS DESCRIPTION	VACANT / IMPROVED
46,409,500	5/24/2005	<u>4717/3131</u>	04	Disqualified (Multiple STRAP # - 01,03,07) There are 2 additional parcel(s) with this document (may have been split after the transaction date)... <u>01-45-24-00-00007.0030,01-45-24-00-00007.0040</u>	I
100	8/28/2003	<u>3495/609</u>	03	Disqualified (Interest Sales / Court Docs / Government)	I
100	6/1/1947	<u>25/260</u>	03	Disqualified (Interest Sales / Court Docs / Government) There are 8 additional parcel(s) with this document (may have been split after the transaction date)... <u>01-45-24-00-00007.0000,01-45-24-00-00007.0030,</u> <u>01-45-24-00-00007.0040,01-45-24-00-00007.0060,</u> <u>01-45-24-P1-00060.0080,01-45-24-P1-00060.008A,</u>	I

01-45-24-P1-00060.008B,01-45-24-P1-00060.008C

PARCEL NUMBERING HISTORY

CREATION DATE - 9/16/2003

PRIOR STRAP
01-45-24-00-00007.0040

RENUMBER REASON
Split (From another Parcel)

RENUMBER DATE
Tuesday, September 16, 2003

SOLID WASTE (GARBAGE) ROLL DATA

SOLID WASTE DISTRICT	ROLL TYPE	CATEGORY	UNIT/AREA	TAX AMOUNT
003 - Service Area 3	C - Commercial Category	E	4,339	941.19

COLLECTION DAYS**GARBAGE****RECYCLING****HORTICULTURE****ELEVATION INFORMATION**

STORM SURGE CATEGORY	RATE CODE	COMMUNITY	PANEL	VERSION	DATE
Category 3	B	125124	0350	B	091984

FLOOD INSURANCE (FIRM FAQ)[\[Show \]](#)**APPRAISAL DETAILS**[\[Show 2007 Details \]](#)TRIM (*proposed* tax) Notices are available for the following tax years:[\[2003 | 2004 | 2005 | 2006 \]](#)[\[Next Lower Parcel Number | Next Higher Parcel Number \]](#)

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LEE COUNTY PROPERTY APPRAISER

PROPERTY DATA FOR PARCEL 01-45-24-00-00007.0030
TAX YEAR 2006

Parcel data is available for the following tax years:

[\[2001 \]](#) | [\[2002 \]](#) | [\[2003 \]](#) | [\[2004 \]](#) | [\[2005 \]](#) | [\[2006 \]](#)[\[Next Lower Parcel Number \]](#) | [\[Next Higher Parcel Number \]](#) | [\[Display Building Permits on this Parcel \]](#) | [\[Display Tangible Accounts on this Parcel \]](#)
[\[Display Tax Bills on this Parcel \]](#) | [\[Tax Estimator \]](#)

OWNERSHIP, LEGAL, SALES AND DISTRICT DATA ARE FROM THE CURRENT DATABASE. LAND, BUILDING, VALUE AND EXEMPTION DATA ARE FROM THE 2006 ROLL.

PROPERTY DETAILS**OWNER OF RECORD**LEE COUNTY/PORT AUTHORITY
INLAND REAL ESTATE GROUP
11000 TERMINAL ACCESS RD
#8671
FORT MYERS FL 33913**SITE ADDRESS**4945-5049 S CLEVELAND AVE
FORT MYERS FL 33907**LEGAL DESCRIPTION**PARL LYING W OF FOWLER +
EAST OF US 41 AKA PAGE FIELDS
COMMONS RETAIL PARCEL[\[VIEWER \]](#) [TAX MAP](#) [\[PRINT \]](#)[\[PICTOMETRY \]](#)**IMAGE OF STRUCTURE**

Photo Date: March of 2006

PHOTO DATED AFTER 2006 ROLL

TAXING DISTRICT

CPA 2007-00048

DOR CODE

COMMUNITY DEVELOPMENT

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012 - SOUTH TRAIL FIRE DISTRICT

90 - LEASEHOLD INTERESTS

PROPERTY VALUES (TAX ROLL 2006) [HISTORY CHART]		EXEMPTIONS	ATTRIBUTES	
JUST	34,270,510	HOMESTEAD	0 UNITS OF MEASURE	Mixed
ASSESSED	34,270,510	AGRICULTURAL	0 NUMBER OF UNITS	1,491,063.77
ASSESSED SOH	34,270,510	WIDOW	0 FRONTAGE	0
TAXABLE	34,270,510	WIDOWER	0 DEPTH	0
BUILDING	23,146,060	DISABILITY	0 BEDROOMS	0
LAND	11,124,450	WHOLLY	0 BATHROOMS	165
BUILDING FEATURES	1,034,200	SOH DIFFERENCE	0 TOTAL BUILDING SQFT	350,390
LAND FEATURES	2,177,860		1ST YEAR BUILDING ON TAX ROLL	
			HISTORIC DISTRICT	No

SALES/TRANSACTIONS

SALE PRICE	DATE	OR NUMBER	TYPE	TRANSACTION DETAILS DESCRIPTION	VACANT / IMPROVED
46,409,500	5/2/2005	<u>4717/3131</u>	04	Disqualified (Multiple STRAP # - 01,03,07) There are 2 additional parcel(s) with this document (may have been split after the transaction date)... <u>01-45-24-00-00007.0040,01-45-24-00-00007.0050</u>	I
100	6/1/1947	<u>25/260</u>	03	Disqualified (Interest Sales / Court Docs / Government) There are 8 additional parcel(s) with this document (may have been split after the transaction date)... <u>01-45-24-00-00007.0000,01-45-24-00-00007.0040,</u> <u>01-45-24-00-00007.0050,01-45-24-00-00007.0060,</u> <u>01-45-24-P1-00060.0080,01-45-24-P1-00060.008A,</u> <u>01-45-24-P1-00060.008B,01-45-24-P1-00060.008C</u>	I

PARCEL NUMBERING HISTORY

CREATION DATE - 5/17/1999

PRIOR STRAP
 01-45-24-00-00007.0040
 01-45-24-00-00007.0000

RENUMBER REASON
 Split (From another Parcel)
 Split (From another Parcel)

RENUMBER DATE
 Monday, September 27, 1999
 Monday, May 17, 1999

SOLID WASTE (GARBAGE) ROLL DATA

SOLID WASTE DISTRICT	ROLL TYPE	CATEGORY	UNIT/AREA	TAX AMOUNT
003 - Service Area 3	C - Commercial Category	C	330,881	9,790.88

GARBAGE	COLLECTION DAYS	RECYCLING	HORTICULTURE

ELEVATION INFORMATION

STORM SURGE CATEGORY	RATE CODE	COMMUNITY	PANEL	VERSION	DATE
Category 3	B	125124	0350	B	091984

FLOOD INSURANCE (<u>FIRM FAQ</u>)					
STORM SURGE CATEGORY	RATE CODE	COMMUNITY	PANEL	VERSION	DATE
Category 3	B	125124	0350	B	091984

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LEE COUNTY PROPERTY APPRAISER

PROPERTY DATA FOR PARCEL 12-45-24-00-00001.0000
TAX YEAR 2006

Parcel data is available for the following tax years:

[[2001](#) | [2002](#) | [2003](#) | [2004](#) | [2005](#) | [2006](#)][[Next Lower Parcel Number](#) | [Next Higher Parcel Number](#) | [Display Building Permits on this Parcel](#) | [Display Tangible Accounts on this Parcel](#) | [Display Tax Bills on this Parcel](#) | [Tax Estimator](#)]

OWNERSHIP, LEGAL, SALES AND DISTRICT DATA ARE FROM THE CURRENT DATABASE. LAND, BUILDING, VALUE AND EXEMPTION DATA ARE FROM THE 2006 ROLL.

PROPERTY DETAILS**OWNER OF RECORD**LEE COUNTY/PORT AUTHORITY
AVIAITON CENTER
501 DANLEY DR
FORT MYERS FL 33907**SITE ADDRESS**SEE MAP FOR ADDRESSES
FORT MYERS FL 33907**LEGAL DESCRIPTION**PARL IN N1/2 DESC ORS 143/
577 + 146/591 (PAGE FIELD)
LES R/W OR 2688/1578[[VIEWER](#)] TAX MAP [[PRINT](#)][[PICTOMETRY](#)]**IMAGE OF STRUCTURE**

Photo Date: June of 2004

TAXING DISTRICT**DOR CODE****RECEIVED**

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COMMUNITY DEVELOPMENT

CPA 2007-00048

012 - SOUTH TRAIL FIRE DISTRICT

86 - COUNTIES - OTHER

PROPERTY VALUES (TAX ROLL 2006) [HISTORY CHART]		EXEMPTIONS	ATTRIBUTES	
JUST	14,062,680	HOMESTEAD	0 UNITS OF MEASURE	AC
ASSESSED	14,062,680	AGRICULTURAL	0 NUMBER OF UNITS	107.33
ASSESSED SOH	14,062,680	WIDOW	0 FRONTAGE	0
TAXABLE		0 WIDOWER	0 DEPTH	0
BUILDING	3,192,240	DISABILITY	0 BEDROOMS	0
LAND	10,870,440	WHOLLY	14,062,680 BATHROOMS	53
BUILDING FEATURES	127,390	SOH DIFFERENCE	0 TOTAL BUILDING SqFT	126,635
LAND FEATURES	137,440		1ST YEAR BUILDING ON TAX ROLL	0
			HISTORIC DISTRICT	No

SALES/TRANSACTIONS

SALE PRICE	DATE	OR NUMBER	TYPE	TRANSACTION DETAILS DESCRIPTION	VACANT / IMPROVED
0	8/1/1942	<u>146/591</u>	03	Disqualified (Interest Sales / Court Docs / Government)	V
100	8/1/1941	<u>143/577</u>	04	Disqualified (Multiple STRAP # - 01,03,07) There are 10 additional parcel(s) with this document (may have been split after the transaction date)... <u>12-45-24-01-0000B.0000,12-45-24-01-0000I.0150,</u> <u>12-45-24-01-000J0.0050,12-45-24-01-000N0.0090,</u> <u>12-45-24-01-000O0.0060,12-45-24-01-000O0.0070,</u> <u>12-45-24-01-000O0.007A,12-45-24-01-000O0.0080,</u> <u>12-45-24-01-000O0.008A,12-45-24-01-000O0.00CE</u>	V

PARCEL NUMBERING HISTORY

CREATION DATE - UNAVAILABLE

PRIOR STRAP
00-00-00-00-00000.0000

RENUMBER REASON
Split (From another Parcel)

RENUMBER DATE
Unspecified

SOLID WASTE (GARBAGE) ROLL DATA

SOLID WASTE DISTRICT	ROLL TYPE	CATEGORY	UNIT/AREA	TAX AMOUNT
003 - Service Area 3	C - Commercial Category	C	125,830	3,724.84

GARBAGE	RECYCLING	HORTICULTURE
Monday	Monday	Friday

ELEVATION INFORMATION

STORM SURGE CATEGORY	RATE CODE	COMMUNITY	PANEL	VERSION	DATE
Category 3	B	125124	0350	B	091984

FLOOD INSURANCE (FIRM FAQ)	

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TRIM (*proposed* tax) Notices are available for the following tax years:
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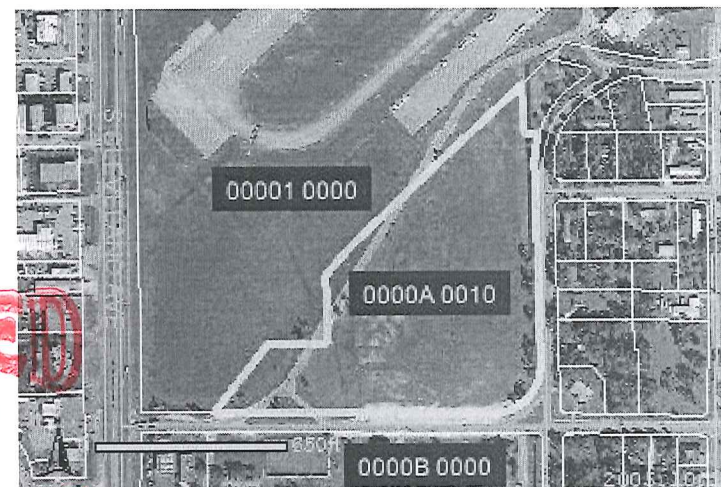
LEE COUNTY PROPERTY APPRAISER

PROPERTY DATA FOR PARCEL 12-45-24-01-0000A.0010
TAX YEAR 2006

Parcel data is available for the following tax years:

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OWNERSHIP, LEGAL, SALES AND DISTRICT DATA ARE FROM THE CURRENT DATABASE. LAND, BUILDING, VALUE AND EXEMPTION DATA ARE FROM THE 2006 ROLL.

PROPERTY DETAILS**OWNER OF RECORD**LEE COUNTY
PO BOX 398
FORT MYERS FL 33902**SITE ADDRESS**115 DANLEY DR
FORT MYERS FL 33907**LEGAL DESCRIPTION**PAGE PARK
BLK A PB 8 PG 92
LOT 1.[[VIEWER](#)] [TAX MAP](#) [[PRINT](#)]**RECEIVED**
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COMMUNITY DEVELOPMENT[[PICTOMETRY](#)]**TAXING DISTRICT**

CPA 2007-00048

DOR CODE

003 - PAGE PARK/SOUTH TRAIL FIRE DISTRICT

86 - COUNTIES - OTHER

PROPERTY VALUES (TAX ROLL 2006) [HISTORY CHART]		EXEMPTIONS	ATTRIBUTES	
JUST	2,782,390	HOMESTEAD	0 UNITS OF MEASURE	AC
ASSESSED	2,782,390	AGRICULTURAL	0 NUMBER OF UNITS	27.77
ASSESSED SOH	2,782,390	WIDOW	0 FRONTAGE	0
TAXABLE		0 WIDOWER	0 DEPTH	0
BUILDING		0 DISABILITY	0 BEDROOMS	
LAND	2,782,390	WHOLLY	2,782,390 BATHROOMS	
BUILDING FEATURES		0 SOH DIFFERENCE	0 TOTAL BUILDING SQFT	
LAND FEATURES	5,390		1ST YEAR BUILDING ON TAX ROLL	0
			HISTORIC DISTRICT	No

SOLID WASTE (GARBAGE) ROLL DATA

SOLID WASTE DISTRICT	ROLL TYPE	CATEGORY	UNIT/AREA	TAX AMOUNT
003 - Service Area 3	-		0	0.00
COLLECTION DAYS				
GARBAGE	RECYCLING	HORTICULTURE		
Monday	Monday	Friday		

ELEVATION INFORMATION

STORM SURGE CATEGORY	FLOOD INSURANCE (FIRM FAQ)				
	RATE CODE	COMMUNITY	PANEL	VERSION	DATE
Category 3	B	125124	0350	B	091984

[[Show](#)]

APPRAISAL DETAILS

[[Show 2007 Details](#)]

TRIM (*proposed* tax) Notices are available for the following tax years:
[[1997](#) | [1998](#) | [1999](#) | [2000](#) | [2001](#) | [2002](#) | [2003](#) | [2004](#) | [2005](#) | [2006](#)]

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LEE COUNTY PROPERTY APPRAISER

PROPERTY DATA FOR PARCEL 12-45-24-01-00000.0150
TAX YEAR 2006

Parcel data is available for the following tax years:

[[2001](#) | [2002](#) | [2003](#) | [2004](#) | [2005](#) | [2006](#)][[Next Lower Parcel Number](#) | [Next Higher Parcel Number](#) | [Display Tangible Accounts on this Parcel](#)| [Display Tax Bills on this Parcel](#) | [Tax Estimator](#)]

OWNERSHIP, LEGAL, SALES AND DISTRICT DATA ARE FROM THE CURRENT DATABASE. LAND, BUILDING, VALUE AND EXEMPTION DATA ARE FROM THE 2006 ROLL.

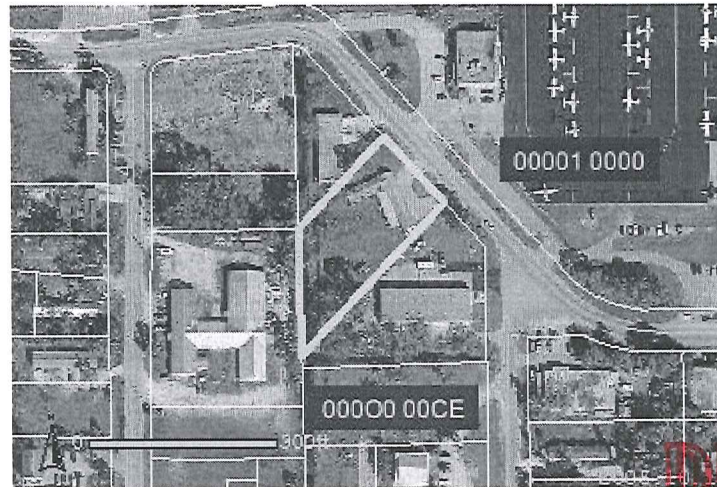
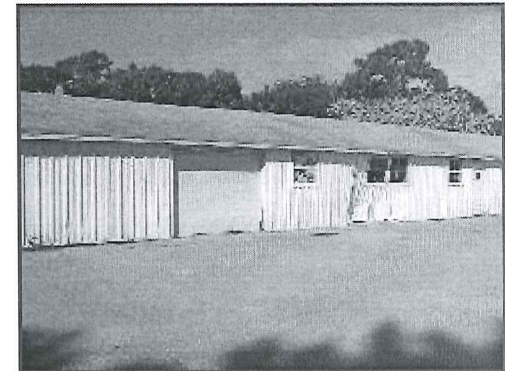
PROPERTY DETAILS**OWNER OF RECORD**LEE COUNTY/PORT AUTHORITY
AVIATION CENTER
501 DANLEY DR
FORT MYERS FL 33907**SITE ADDRESS**606 DANLEY DR
FORT MYERS FL 33907**LEGAL DESCRIPTION**PAGE PARK
BLK O PB 8 PG 92
LOT 15[[VIEWER](#)] TAX MAP [[PRINT](#)]**IMAGE OF STRUCTURE**

Photo Date: March of 2004

[[PICTOMETRY](#)]

TAXING DISTRICT

CPA 2007-00048

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DOR CODE
COMMUNITY DEVELOPMENT

003 - PAGE PARK/SOUTH TRAIL FIRE DISTRICT

86 - COUNTIES - OTHER

PROPERTY VALUES (TAX ROLL 2006) [HISTORY CHART]		EXEMPTIONS	ATTRIBUTES	
JUST	185,480	HOMESTEAD	0 UNITS OF MEASURE	SF
ASSESSED	185,480	AGRICULTURAL	0 NUMBER OF UNITS	31,500.00
ASSESSED SOH	185,480	WIDOW	0 FRONTAGE	0
TAXABLE		0 WIDOWER	0 DEPTH	0
BUILDING	69,580	DISABILITY	0 BEDROOMS	0
LAND	115,900	WHOLLY	185,480 BATHROOMS	2
BUILDING FEATURES	1,080	SOH DIFFERENCE	0 TOTAL BUILDING SQFT	4,367
LAND FEATURES	5,650		1ST YEAR BUILDING ON TAX ROLL	1960
			HISTORIC DISTRICT	No

SALES/TRANSACTIONS

SALE PRICE	DATE	OR NUMBER	TYPE	TRANSACTION DETAILS	VACANT / IMPROVED
				DESCRIPTION	
258,000	4/1/1995	<u>2593/2558</u>	04	Disqualified (Multiple STRAP # - 01,03,07) There are 1 additional parcel(s) with this document (may have been split after the transaction date)... <u>12-45-24-01-00T00.0010</u>	I
105,000	3/1/1991	<u>2209/54</u>	06	Qualified (Fair Market Value / Arms Length / One STRAP #)	I

SOLID WASTE (GARBAGE) ROLL DATA

SOLID WASTE DISTRICT	ROLL TYPE	CATEGORY	UNIT/AREA	TAX AMOUNT
003 - Service Area 3	C - Commercial Category	C	4,408	132.80

GARBAGE
Monday

COLLECTION DAYS
RECYCLING
Monday

HORTICULTURE
Friday

ELEVATION INFORMATION

STORM SURGE CATEGORY

Category 3

RATE CODE

B

FLOOD INSURANCE (FIRM FAQ)

COMMUNITY

125124

PANEL

0350

VERSION

B

DATE

091984

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APPRAISAL DETAILS

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TRIM (*proposed tax*) Notices are available for the following tax years:
[[1997](#) | [1998](#) | [1999](#) | [2000](#) | [2001](#) | [2002](#) | [2003](#) | [2004](#) | [2005](#) | [2006](#)]

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LEE COUNTY PROPERTY APPRAISER

**PROPERTY DATA FOR PARCEL 12-45-24-01-00T00.0010
TAX YEAR 2006**

Parcel data is available for the following tax years:

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OWNERSHIP, LEGAL, SALES AND DISTRICT DATA ARE FROM THE CURRENT DATABASE. LAND, BUILDING, VALUE AND EXEMPTION DATA ARE FROM THE 2006 ROLL.

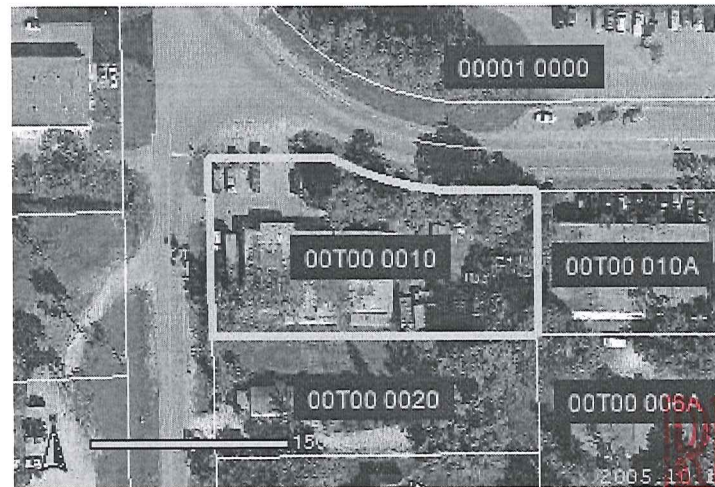
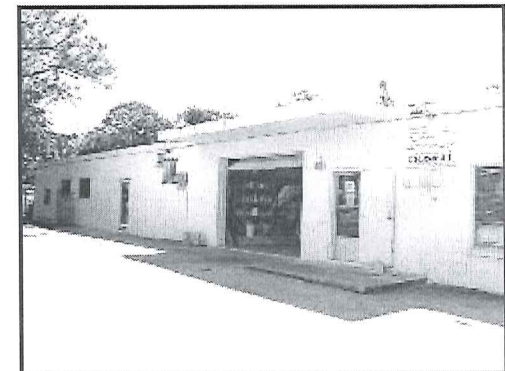
PROPERTY DETAILS**OWNER OF RECORD**LEE COUNTY
PO BOX 398
FORT MYERS FL 33902**SITE ADDRESS**210 5TH ST
FORT MYERS FL 33907**LEGAL DESCRIPTION**PAGE PARK
BLK T PB 8 PG 92
LOT 1[[VIEWER](#)] TAX MAP [[PRINT](#)]**IMAGE OF STRUCTURE**

Photo Date: March of 2004

[[PICTOMETRY](#)]**RECEIVED**
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TAXING DISTRICT

CPA 2007-00048

COMMUNITY DEVELOPMENT
DOR CODE

003 - PAGE PARK/SOUTH TRAIL FIRE DISTRICT

86 - COUNTIES - OTHER

PROPERTY VALUES (TAX ROLL 2006) [HISTORY CHART]		EXEMPTIONS	ATTRIBUTES	
JUST	271,210	HOMESTEAD	0 UNITS OF MEASURE	SF
ASSESSED	271,210	AGRICULTURAL	0 NUMBER OF UNITS	21,600.00
ASSESSED SOH	271,210	WIDOW	0 FRONTAGE	0
TAXABLE		0 WIDOWER	0 DEPTH	0
BUILDING	192,340	DISABILITY	0 BEDROOMS	0
LAND	78,870	WHOLLY	271,210 BATHROOMS	2
BUILDING FEATURES	18,000	SOH DIFFERENCE	0 TOTAL BUILDING SQFT	6,621
LAND FEATURES	3,270		1ST YEAR BUILDING ON TAX ROLL	1973
			HISTORIC DISTRICT	No

SALES/TRANSACTIONS

SALE PRICE	DATE	OR NUMBER	TYPE	TRANSACTION DETAILS	VACANT / IMPROVED
				DESCRIPTION	
258,000	4/1/1995	<u>2593/2558</u>	04	Disqualified (Multiple STRAP # - 01,03,07) There are 1 additional parcel(s) with this document (may have been split after the transaction date)... <u>12-45-24-01-00000.0150</u>	I
95,000	12/1/1980	<u>1478/421</u>	06	Qualified (Fair Market Value / Arms Length / One STRAP #)	I

PARCEL NUMBERING HISTORY

CREATION DATE - UNAVAILABLE

PRIOR STRAP	RENUMBER REASON	RENUMBER DATE
12-45-24-01-00S00.0010	Delete Parcel-add back to roll under new STRAP(same value)	Thursday, August 31, 2000

12-45-24-01-00300.0010

Delete Parcel-add back to roll under new STRAP(same value)

Thursday, August 31, 2000

SOLID WASTE (GARBAGE) ROLL DATA

SOLID WASTE DISTRICT	ROLL TYPE	CATEGORY	UNIT/AREA	TAX AMOUNT
003 - Service Area 3	C - Commercial Category	C	7,221	216.02
COLLECTION DAYS				
GARBAGE	RECYCLING	HORTICULTURE		
Monday	Monday	Friday		

ELEVATION INFORMATION

STORM SURGE CATEGORY	FLOOD INSURANCE (FIRM FAQ)				
	RATE CODE	COMMUNITY	PANEL	VERSION	DATE
Category 3	B	125124	0350	B	091984

[\[Show \]](#)**APPRAISAL DETAILS**[\[Show 2007 Details \]](#)

TRIM (*proposed* tax) Notices are available for the following tax years:
[\[1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 \]](#)

[\[Next Lower Parcel Number | Next Higher Parcel Number \]](#)

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LEE COUNTY PROPERTY APPRAISER

PROPERTY DATA FOR PARCEL 12-45-24-01-0000B.0000
TAX YEAR 2006

Parcel data is available for the following tax years:

[\[2001 \]](#) | [\[2002 \]](#) | [\[2003 \]](#) | [\[2004 \]](#) | [\[2005 \]](#) | [\[2006 \]](#)[\[Next Lower Parcel Number \]](#) | [\[Next Higher Parcel Number \]](#) | [\[Display Building Permits on this Parcel \]](#) | [\[Display Tangible Accounts on this Parcel \]](#)
[\[Display Tax Bills on this Parcel \]](#) | [\[Tax Estimator \]](#)

OWNERSHIP, LEGAL, SALES AND DISTRICT DATA ARE FROM THE CURRENT DATABASE. LAND, BUILDING, VALUE AND EXEMPTION DATA ARE FROM THE 2006 ROLL.

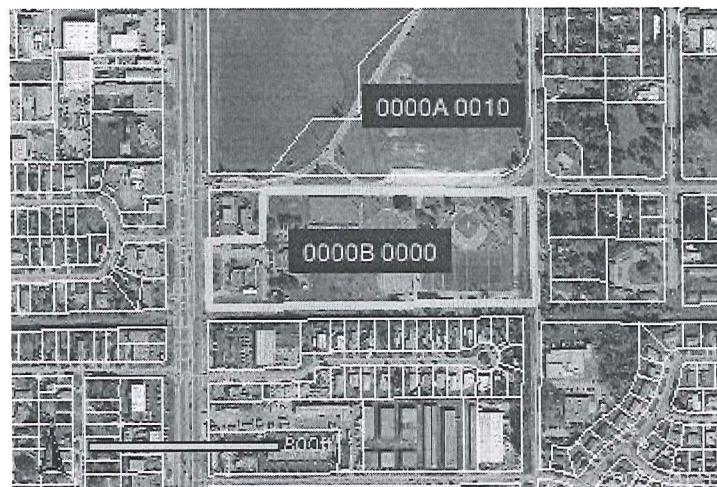
PROPERTY DETAILS**OWNER OF RECORD**LEE COUNTY
PO BOX 398
FORT MYERS FL 33902**SITE ADDRESS**20/50 SOUTH RD
FORT MYERS FL 33907**LEGAL DESCRIPTION**PAGE PARK
BLK.B
ALL BLK.B LESS PAR B.00A[\[VIEWER \]](#) [TAX MAP](#) [\[PRINT \]](#)[\[PICTOMETRY \]](#)**IMAGE OF STRUCTURE**

Photo Date: July of 2003

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SEP 14 2007**TAXING DISTRICT**

CPA 2007-00048

COMMUNITY DEVELOPMENT
DOR CODE

003 - PAGE PARK/SOUTH TRAIL FIRE DISTRICT

86 - COUNTIES - OTHER

PROPERTY VALUES (TAX ROLL 2006) [HISTORY CHART]		EXEMPTIONS	ATTRIBUTES	
JUST	3,201,220	HOMESTEAD	0 UNITS OF MEASURE	SF
ASSESSED	3,201,220	AGRICULTURAL	0 NUMBER OF UNITS	522,720.00
ASSESSED SOH	3,201,220	WIDOW	0 FRONTAGE	0
TAXABLE	0	WIDOWER	0 DEPTH	0
BUILDING	334,450	DISABILITY	0 BEDROOMS	0
LAND	2,866,770	WHOLLY	3,201,220 BATHROOMS	16
BUILDING FEATURES	9,530	SOH DIFFERENCE	0 TOTAL BUILDING SqFT	8,934
LAND FEATURES	253,170		1ST YEAR BUILDING ON TAX ROLL	1992
			HISTORIC DISTRICT	No

SALES/TRANSACTIONS

SALE PRICE	DATE	OR NUMBER	TYPE	TRANSACTION DETAILS DESCRIPTION	VACANT / IMPROVED
100	8/1/1941	<u>143/577</u>	04	Disqualified (Multiple STRAP # - 01,03,07) There are 10 additional parcel(s) with this document (may have been split after the transaction date)... <u>12-45-24-00-00001.0000,12-45-24-01-00001.0150,</u> <u>12-45-24-01-000J0.0050,12-45-24-01-000N0.0090,</u> <u>12-45-24-01-000O0.0060,12-45-24-01-000O0.0070,</u> <u>12-45-24-01-000O0.007A,12-45-24-01-000O0.0080,</u> <u>12-45-24-01-000O0.008A,12-45-24-01-000O0.00CE</u>	V

SOLID WASTE (GARBAGE) ROLL DATA

SOLID WASTE DISTRICT	ROLL TYPE	CATEGORY	UNIT/AREA	TAX AMOUNT
003 - Service Area 3	C - Commercial Category	C	5,379	161.53
COLLECTION DAYS				
GARBAGE	RECYCLING	HORTICULTURE		
Monday	Monday	Friday		

ELEVATION INFORMATION

STORM SURGE CATEGORY	FLOOD INSURANCE (FIRM FAQ)				
	RATE CODE	COMMUNITY	PANEL	VERSION	DATE
Category 3	B	125124	0350	B	091984

[\[Show \]](#)

APPRAISAL DETAILS

[\[Show 2007 Details \]](#)

TRIM (*proposed tax*) Notices are available for the following tax years:
[\[1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 \]](#)

[\[Next Lower Parcel Number | Next Higher Parcel Number \]](#)

[\[New Query | New Browse | Parcel Queries Page | Lee PA Home \]](#)

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Page was last modified on Friday, May 18, 2007 3:37:44 PM.

IV.A.4. Existing Zoning of the Subject Property and Surrounding Properties

Page Field encompasses approximately 583.15± total acres. A small portion of Page Field along the northern boundary falls within the limits of the City of Fort Myers. The remaining property lies within the jurisdictional limits of Lee County. The Airport is situated to the south of downtown Fort Myers, west of Interstate 75 (approximately 3.5 miles via Colonial Boulevard), and east of Cleveland Avenue (U.S. 41). The northern boundary of the Subject Property from U.S. 41 to Fowler Street Extension within the City of Fort Myers is the outfall area commonly referred to as Galloway Canal. North Airport Road itself forms the northern boundary of the Subject Property from Fowler Street to the Ten Mile Canal and illustrates the northern property boundary in unincorporated Lee County. U.S. 41 bounds the airport to the west, with the exception of a tract of land between Page Field Medical Village and Page Field Commons. The southern boundary of the Subject Property follows the curved alignment of Danley Drive. There is also a parcel owned by the County to the south of South Road, excluding a convenience store/gas station at the intersection of South Road and U.S. 41. Finally, there are two smaller parcels located along Danley Drive on the south side of the road.

Subject Property

The zoning of Page Field that lies within unincorporated Lee County includes IL (Light Industrial), MPD (Mixed Use Planned Development), and CPD (Commercial Planned Development). The IL district authorizes the designation of locations deemed appropriate for the development and use of areas devoted to light industrial and quasi-industrial commercial uses. The MPD designation requires the development and use of areas with a combination (at least two) of residential, commercial, industrial, or community facility development. The MPD to the west of Page Field Airport is Page Field Commons, a commercial retail mall that is part of the LCPA inventory. Page Field Commons was rezoned to a MPD under resolution Z-97-80. Commercial development, including retail sale and distribution of consumer goods and services, or the provision of standard office space for various purposes, is the general purpose of the CPD districts. The CPD to the west of Page Field Airport is Page Field Medical Village, a medical office facility that also is part of the LCPA inventory. Page Field Medical Village was rezoned to a CPD under resolution Z-04-22. An application to rezone the Lee County portion of Page Field to Airport Operations Planned Development (AOPD) will be submitted concurrently with this Comprehensive Plan Amendment Application.

The zoning for Page Field within the City of Fort Myers is B-2 (Intensive Commercial), A-3 (High-Density Multi-Family), and I-1 (Light Industrial). The B-2 district in the City of Fort Myers area authorizes less than or equal to 1.0 floor area ratio except in the Central Business District. The Page Field property in the A-3 district permits a maximum density of 16 residential units per acre. The I-1 district allows less than or equal to 1.0 floor area ratio except in the Central Business District.

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