

APPLICATION FOR  
COMPREHENSIVE PLAN AMENDMENT (CPA)

LCPA Updates to Tables 5(a) and 5(b) for RSW and FMY Airports

JANUARY 2016

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COMMUNITY DEVELOPMENT  
CPA2016-00001

*Prepared for:*

**Lee County Port Authority**  
11000 Terminal Access Road, Suite 8671  
Fort Myers, Florida 33913  
(239) 590-4600

*Prepared by:*

**JOHNSON**  
**ENGINEERING**  
ENGINEERS, SURVEYORS, PLANNERS AND ECOLOGISTS  
2122 Johnson Street  
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Fort Myers, Florida 33902-1550  
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APPLICATION FOR  
LCPA Updates to Tables 5(a) and 5(b) for RSW and FMY Airports  
Comprehensive Plan Amendment (CPA)

**TABLE OF CONTENTS**

- ◆ Board of Port Commissioners Endorsement Item Summary Sheet
- ◆ Comprehensive Plan Amendment (CPA) Application –  
One Original, Six Copies
- ◆ Affidavit and Agent Authorization
- ◆ Request and Explanation
- ◆ IV.A.1. Proposed Text Changes [Policy 47.3.4, Table 5(a), Table 5(b)]
- ◆ IV.A.2. Current Future Land Use Map (RSW & FMY)
- ◆ IV.A.4. & 5. Map and Description of Existing Land Uses & Zoning of Subject  
Property and Surrounding Properties (RSW & FMY)
- ◆ IV.A.8. Aerial Map (RSW & FMY)
- ◆ IV.B.2. Existing and Future Conditions Analysis
- ◆ IV.B.3. Adequacy of Facilities
  - LCPA Fire
  - Lee County EMS
  - LCPA Police
  - Lee County Solid Waste
  - Lee County Schools
- ◆ IV.B.E. Internal Consistency with the Lee Plan Narrative
- ◆ IV.B.G. Sound Planning Principles

# BOARD OF PORT COMMISSIONERS OF THE LEE COUNTY PORT AUTHORITY

- |   |  |
|---|--|
| <p>1. <b>REQUESTED MOTION/PURPOSE:</b> Request Board endorse submittal of a Comprehensive Plan Amendment application to amend Table 5(a) Southwest Florida International Airport (RSW), and Table 5(b) Page Field General Aviation Airport (FMY) Development Schedules.</p> <p>2. <b>FUNDING SOURCE:</b> N/A</p> <p>3. <b>TERM:</b> N/A</p> <p>4. <b>WHAT ACTION ACCOMPLISHES:</b> The Comp Plan Amendment will update Table 5(a) and Table 5(b) Development Schedules and amend Policy 47.3.4.</p> | <p>5. <b>CATEGORY:</b> C.4e<br/>Budgeting, Purchases, Contracts and Agreements</p> <p>6. <b>ASMC MEETING DATE:</b> 12/15/2015</p> <p>7. <b>BoPC MEETING DATE:</b> 1/7/2016</p> |
|---|--|

**8. AGENDA:**

- ☒ CONSENT
- ☐ ADMINISTRATIVE
- ☐ APPEALS
- ☐ PUBLIC
- ☐ BoCC

**9. REQUESTOR OF INFORMATION:**

(ALL REQUESTS)

NAME Mark Fisher

DIV. Development

**10. BACKGROUND:**

In July 2002 the Florida Legislature adopted language that allowed incorporation of an Airport Master Plan into the Lee County Comprehensive Plan (Lee Plan) in lieu of the application of state DRI requirements on Florida airports. As a result, in September 2004 the RSW Airport Master Plan was incorporated into the Lee Plan, and in February 2009 the Page Field Master Plan was added into the Lee Plan. As part of the inclusion into the Lee Plan, the County requires a Development Schedule Table for each airport which breaks down the type, intensity, and timing of development for each airport.

For Page Field Table 5(b), the Port Authority seeks to combine the future development horizon years of 2020 and 2025 into one horizon year of 2025 to simplify when development is allowed; consolidate the allowable square footage for aviation support services (currently listed by quadrant) into one airport-wide total area to give more flexibility for airport development, and include an additional 25,000 sq. ft of hangar space.

For Southwest Florida International Airport Table 5(a), the Port Authority is requesting to combine the future development horizon years of 2025 and 2030 into one horizon year of 2030.

Once endorsed by the Port Board for submittal, the application will follow the normal Lee County Comprehensive Plan

**11. RECOMMENDED APPROVAL**

DEPUTY EXEC DIRECTOR	GENERAL SERVICES	OTHER	FINANCE	PORT ATTORNEY	EXECUTIVE DIRECTOR
<i>Mark R. Fisher</i>	<i>Elizabeth K Walker</i>	<i>N/A</i>	<i>Brian W. McGonagle</i>	<i>Gregory S. Hagen</i>	<i>Robert M. Ball</i>

**12. SPECIAL MANAGEMENT COMMITTEE  
RECOMMENDATION:**

APPROVED **X** (7-0)  
APPROVED as AMENDED  
DENIED  
OTHER

**13. PORT AUTHORITY ACTION:**

APPROVED  
APPROVED as AMENDED  
DENIED  
DEFERRED to  
OTHER

**Background (continued)**

Amendment process resulting in public hearings and Board of County Commissioners action. The details of the final amendment will be subject to Lee County review and approval during the Lee Plan amendment process.

Attachment:

Application for Comprehensive Plan Amendment





Lee County Board of County Commissioners  
Department of Community Development  
Division of Planning  
Post Office Box 398  
Fort Myers, FL 33902-0398  
Telephone: (239) 533-8585  
FAX: (239) 485-8344

## APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT

**PROJECT NAME:** LCPA Updates to Tables 5(a) and 5(b) for RSW and FMY Airports

**PROJECT SUMMARY:**

Update Table 5(a) and 5(b) and amend Policy 47.3.4 of the Lee Plan to revise the  
adopted airport development schedules from two phases to single phases – and –  
Update Table 5(b) to revise the future aviation support facilities intensities at FMY to  
reflect a total intensity of 136,788 s.f.

Plan Amendment Type: ☒ Normal ☐ Small Scale ☐ DRI

**APPLICANT – PLEASE NOTE:**

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

Submit **6** copies of the complete application and amendment support documentation, including maps, to the Lee County Division of Planning. Up to 90 additional copies will be required for Local Planning Agency, Board of County Commissioners hearings and the Department of Community Affairs' packages. Staff will notify the applicant prior to each hearing or mail out.

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.

  
\_\_\_\_\_  
Signature of Owner or Authorized Representative

1/11/16  
\_\_\_\_\_  
Date

MARK R. FISHER  
\_\_\_\_\_  
Printed Name of Owner or Authorized Representative

**I. APPLICANT/AGENT/OWNER INFORMATION** (Name, address and qualification of additional planners, architects, engineers, environmental consultants, and other professionals providing information contained in this application.)

Applicant: Lee County Port Authority

Address: 11000 Terminal Access Road

City, State, Zip: Fort Myers, FL 33913

Phone Number: (230) 590-4600

Email: mrfisher@flylcpa.com

Agent\*: Laura DeJohn, AICP

Address: 2122 Johnson Street

City, State, Zip: Fort Myers, FL 33901

Phone Number: 239-334-0046

Email: [ldjohn@johnsoneng.com](mailto:ldjohn@johnsoneng.com)

Owner(s) of Record: Lee County

Address: PO Box 398

City, State, Zip: Fort Myers, FL 33902

Phone Number: (230) 590-4600

Email: mrfisher@flylcpa.com

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

**II. REQUESTED CHANGE**

A. TYPE: (Check appropriate type)

☒ Text Amendment

☐ Future Land Use Map Series Amendment (Maps 1 thru 24)

List Number(s) of Map(s) to be amended: \_\_\_\_\_

1. Future Land Use Map amendments require the submittal of a complete list, map, and two sets of mailing labels of all property owners and their mailing addresses, for all property within 500 feet of the perimeter of the subject parcel. An additional set of mailing labels is required if your request includes a change to the Future Land Use Map (Map 1, page 1). The list and mailing labels may be obtained from the Property Appraisers office. The map must reference by number or other symbol the names of the surrounding property owners list. The applicant is responsible for the accuracy of the list and map. **N/A**

At least 15 days before the Local Planning Agency (LPA) hearing, the applicant will be responsible for posting signs on the subject property, supplied by the Division of Planning, indicating the action requested, the date of the LPA hearing, and the case number. An affidavit of compliance with the posting requirements must be submitted to the Division of Planning prior to the LPA hearing. The signs must be maintained until after the final Board adoption hearing when a final decision is rendered.

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

**A. Property Location:**

1. Site Address: (FMY) 4682-4700 Terminal Dr, Fort Myers, FL 33907  
(RSW) 11000-031 Terminal Access Rd, Fort Myers, FL 33913  
(FMY):  
01-45-24-00-00007.0060 (Page Field Medical Village)  
01-45-24-00-00007.0000 (Airfield)  
01-45-24-00-00007.0030 (Page Field Commons)  
12-45-24-00-00001.0000 (Airfield)  
12-45-24-01-0000A.0010 (South Airport Road)  
12-45-24-01-0000B.0010 (southernmost property)
2. STRAP(s): (RSW) 19-45-26-00-00002.0000

**B. Property Information:**

Total Acreage of Property: (FMY) ±563.65 ac within unincorporated Lee County [ ±587.5 ac total including lands in City of Fort Myers]  
(RSW) ±6,366.48 ac Airport property [6,433.26 ac total including off-site roads and drainage]

Total Acreage included in Request: Request is a text amendment

Total Uplands: \_\_\_\_\_

Total Wetlands: \_\_\_\_\_

Current Zoning: (FMY) Page Field AOPD  
(RSW) Southwest Florida International Airport AOPD

Current Future Land Use Designation: (FMY) Airport  
(RSW) Airport & Wetlands

Area of each Existing Future Land Use Category: (FMY) ±563.65 ac - Airport  
(RSW) ±5,220 ac - Airport;  
(RSW) ±1,146 ac - Wetlands

Existing Land Use: (FMY) General Aviation Airport, including aviation and non-aviation support facilities  
(RSW) Southwest Florida International Airport, including aviation and non-aviation support facilities

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

Lehigh Acres Commercial Overlay: N/A

Airport Noise Zone 2 or 3: N/A [Noise Zone A applies to RSW]

Acquisition Area: N/A

Joint Planning Agreement Area (adjoining other jurisdictional lands): N/A

Community Redevelopment Area: N/A



D. Proposed change for the subject property:

Update Table 5(a) to consolidate the horizon years of 2020 and 2030 into one horizon year of 2030

Update Table 5(b) to consolidate the square footages listed by quadrant into one total for aviation support facilities intensity AND consolidate the horizon years of 2020 and 2025 into one horizon year of 2025

E. Potential development of the subject property:

1. Calculation of maximum allowable development under existing FLUM:

Residential Units/Density	N/A
Commercial intensity	See Table 5(a) and Table 5(b)
Industrial intensity	See Table 5(a) and Table 5(b)

2. Calculation of maximum allowable development under proposed FLUM:

Residential Units/Density	N/A – no change proposed
Commercial intensity	No change proposed - See Table 5(a) and Table 5(b)
Industrial intensity	No change proposed - See Table 5(a) and Table 5(b)

#### 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. **ATTACHED**
2. Provide a current Future Land Use Map at an appropriate scale showing the boundaries of the subject property, surrounding street network, surrounding designated future land uses, and natural resources. **ATTACHED**
3. Provide a proposed Future Land Use Map at an appropriate scale showing the boundaries of the subject property, surrounding street network, surrounding designated future land uses, and natural resources. **N/A – text changes only, no map changes proposed.**

4. 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. **ATTACHED**
5. Map and describe existing zoning of the subject property and surrounding properties. **ATTACHED**
6. The certified legal description(s) and certified sketch of the description for the property subject to the requested change. A metes and bounds legal description must be submitted specifically describing the entire perimeter boundary of the property with accurate bearings and distances for every line. The sketch must be tied to the state plane coordinate system for the Florida West Zone (North America Datum of 1983/1990 Adjustment) with two coordinates, one coordinate being the point of beginning and the other an opposing corner. If the subject property contains wetlands or the proposed amendment includes more than one land use category a metes and bounds legal description, as described above, must be submitted in addition to the perimeter boundary of the property for each wetland or future land use category. **N/A – text changes only, no map changes proposed.**
7. A copy of the deed(s) for the property subject to the requested change. **N/A – text changes only, no map changes proposed.**
8. An aerial map showing the subject property and surrounding properties. **ATTACHED**
9. If applicant is not the owner, a letter from the owner of the property authorizing the applicant to represent the owner. **N/A**

**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:

**N/A per attached email dated 09/29/15**

Long Range – 20-year Horizon:

- a. Working with Planning Division staff, identify the traffic analysis zone (TAZ) or zones that the subject property is in and the socio-economic data forecasts for that zone or zones;
- b. Determine whether the requested change requires a modification to the socio-economic data forecasts for the host zone or zones. The land uses for the proposed change should be expressed in the same format as the socio-economic forecasts (number of units by type/number of employees by type/etc.);
- c. If no modification of the forecasts is required, then no further analysis for the long range horizon is necessary. If modification is required, make the change and provide to Planning Division staff, for forwarding to DOT staff. DOT staff will rerun the FSUTMS model on the current adopted Financially Feasible Plan network and determine whether network modifications are necessary, based on a review of projected roadway conditions within a 3-mile radius of the site;
- d. If no modifications to the network are required, then no further analysis for the long range horizon is necessary. If modifications are necessary, DOT staff will



- determine the scope and cost of those modifications and the effect on the financial feasibility of the plan;
- e. An inability to accommodate the necessary modifications within the financially feasible limits of the plan will be a basis for denial of the requested land use change;
- f. If the proposal is based on a specific development plan, then the site plan should indicate how facilities from the current adopted Financially Feasible Plan and/or the Official Trafficways Map will be accommodated.

Short Range – 5-year CIP horizon:

- a. Besides the 20-year analysis, for those plan amendment proposals that include a specific and immediated development plan, identify the existing roadways serving the site and within a 3-mile radius (indicate laneage, functional classification, current LOS, and LOS standard);
  - b. Identify the major road improvements within the 3-mile study area funded through the construction phase in adopted CIP's (County or Cities) and the State's adopted Five-Year Work Program;  
Projected 2030 LOS under proposed designation (calculate anticipated number of trips and distribution on roadway network, and identify resulting changes to the projected LOS);
  - c. For the five-year horizon, identify the projected roadway conditions (volumes and levels of service) on the roads within the 3-mile study area with the programmed improvements in place, with and without the proposed development project. A methodology meeting with DOT staff prior to submittal is required to reach agreement on the projection methodology;
  - d. Identify the additional improvements needed on the network beyond those programmed in the five-year horizon due to the development proposal.
2. Provide an existing and future conditions analysis for (see Policy 95.1.3): **ATTACHED**
- a. Sanitary Sewer
  - b. Potable Water
  - c. Surface Water/Drainage Basins
  - d. Parks, Recreation, and Open Space **(N/A)**
  - e. Public Schools.

Analysis should include (but is not limited to) the following (see the Lee County Concurrency Management Report):

- Franchise Area, Basin, or District in which the property is located;
- Current LOS, and LOS standard of facilities serving the site;
- Projected 2030 LOS under existing designation;
- Projected 2030 LOS under proposed designation;
- Existing infrastructure, if any, in the immediate area with the potential to serve the subject property.
- 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).
- Provide a letter of service availability from the appropriate utility for sanitary sewer and potable water.

In addition to the above analysis for Potable Water:

- Determine the availability of water supply within the franchise area using the current water use allocation (Consumptive Use Permit) based on the annual average daily withdrawal rate.
  - Include the current demand and the projected demand under the existing designation, and the projected demand under the proposed designation.
  - Include the availability of treatment facilities and transmission lines for reclaimed water for irrigation.
  - Include any other water conservation measures that will be applied to the site (see Goal 54).
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;
    - d. Solid Waste;
    - e. Mass Transit; and (N/A)
    - f. Schools.

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

**C. Environmental Impacts N/A - text changes only**

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).
2. A map and description of the soils found on the property (identify the source of the information).
3. A topographic map depicting the property boundaries and 100-year flood prone areas indicated (as identified by FEMA).
4. A map delineating the property boundaries on the Flood Insurance Rate Map effective August 2008.
5. A map delineating wetlands, aquifer recharge areas, and rare & unique uplands.
6. 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).

**D. Impacts on Historic Resources N/A - text changes only**

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.

E. Internal Consistency with the Lee Plan **ATTACHED**

1. Discuss how the proposal affects established Lee County population projections, Table 1(b) (Planning Community Year 2030 Allocations), and the total population capacity of the Lee Plan Future Land Use Map.
2. List all goals and objectives of the Lee Plan that are affected by the proposed amendment. This analysis should include an evaluation of all relevant policies under each goal and objective.
3. Describe how the proposal affects adjacent local governments and their comprehensive plans.
4. List State Policy Plan and Regional Policy Plan goals and policies which are relevant to this plan amendment.

F. Additional Requirements for Specific Future Land Use Amendments **N/A**

1. Requests involving Industrial and/or categories targeted by the Lee Plan as employment centers (to or from)
  - a. State whether the site is accessible to arterial roadways, rail lines, and cargo airport terminals,
  - b. Provide data and analysis required by Policy 2.4.4,
  - c. The affect of the proposed change on county's industrial employment goal specifically policy 7.1.4.
2. Requests moving lands from a Non-Urban Area to a Future Urban Area
  - a. Demonstrate why the proposed change does not constitute Urban Sprawl. Indicators of sprawl may include, but are not limited to: low-intensity, low-density, or single-use development; 'leap-frog' type development; radial, strip, isolated or ribbon pattern type development; a failure to protect or conserve natural resources or agricultural land; limited accessibility; the loss of large amounts of functional open space; and the installation of costly and duplicative infrastructure when opportunities for infill and redevelopment exist.
3. Requests involving lands in critical areas for future water supply must be evaluated based on policy 2.4.2.
4. Requests moving lands from Density Reduction/Groundwater Resource must fully address Policy 2.4.3 of the Lee Plan Future Land Use Element.

G. Justify the proposed amendment based upon sound planning principles

Be sure to support all conclusions made in this justification with adequate data and analysis. **ATTACHED**

H. Planning Communities/Community Plan Area Requirements

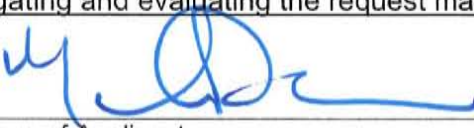
If located in one of the following planning communities/community plan areas, provide a meeting summary document of the required public informational session.



- ☒ Not Applicable
- ☐ Alva Community Plan area [Lee Plan Objective 26.7]
- ☐ Buckingham Planning Community [Lee Plan Objective 17.7]
- ☐ Caloosahatchee Shores Community Plan area [Lee Plan Objective 21.6]
- ☐ Captiva Planning Community [Lee Plan Policy 13.1.8]
- ☐ North Captiva Community Plan area [Lee Plan Policy 25.6.2]
- ☐ Estero Planning Community [Lee Plan Objective 19.5]
- ☐ Lehigh Acres Planning Community [Lee Plan Objective 32.12]
- ☐ Northeast Lee County Planning Community [Lee Plan Objective 34.5]
- ☐ North Fort Myers Planning Community [Lee Plan Policy 28.6.1]
- ☐ North Olga Community Plan area [Lee Plan Objective 35.10]
- ☐ Page Park Community Plan area [Lee Plan Policy 27.10.1]
- ☐ Palm Beach Boulevard Community Plan area [Lee Plan Objective 23.5]
- ☐ Pine Island Planning Community [Lee Plan Objective 14.7]

## AFFIDAVIT

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

  
Signature of Applicant

1/11/16  
Date

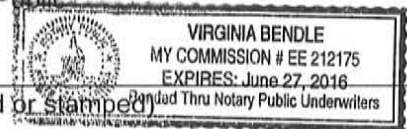
MARK R. FISHER  
Printed Name of Applicant

STATE OF FLORIDA  
COUNTY OF LEE

The foregoing instrument was sworn to (or affirmed) and subscribed before me on 01/11/2016 (date) by Mark Fisher (name of person providing oath or affirmation), who is personally known to me or who has produced \_\_\_\_\_ (type of identification) as identification.

  
Signature of Notary Public

(Name typed, printed or stamped)



**LETTER OF AUTHORIZATION**  
**TO LEE COUNTY COMMUNITY DEVELOPMENT**

The undersigned do hereby swear or affirm that they are the fee simple title holders and owners of record of property commonly known as RSW and FMY, as further identified by the following STRAP numbers:

RSW

19-45-26-00-00002.0000

FMY

01-45-24-00-00007.0060 (Page Field Medical Village)

01-45-24-00-00007.0000 (Airfield)

01-45-24-00-00007.0030 (Page Field Commons)

12-45-24-00-00001.0000 (Airfield)

12-45-24-01-0000A.0010 (South Airport Road)

12-45-24-01-0000B.0010 (southernmost property)

The property described herein is the subject of an application for comprehensive plan amendment. We hereby designate Johnson Engineering, Inc. as the legal representatives of the property and as such, this entity is authorized to legally bind all owners of the property in the course of seeking the necessary approvals to develop. This authority includes but is not limited to the hiring and authorizing of agents to assist in the preparation of applications, plans, surveys, and studies necessary to obtain zoning, planning and development approval on the site. This representative will remain the only entity to submit/assist with development activity on the property until such time as a new or amended authorization is delivered to Lee County.

**LEE COUNTY PORT AUTHORITY**

  
\_\_\_\_\_  
Owner/Authorized Representative (signature)

Mark R. Fisher, A.A.E. Deputy Executive Director -  
Development

\_\_\_\_\_  
Printed Name/Title

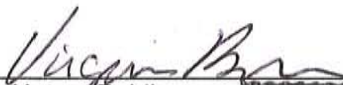
STATE OF FLORIDA  
COUNTY OF LEE

Sworn to (or affirmed) and subscribed before me this

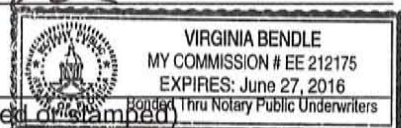
11<sup>th</sup> day of January, 20 16, by

Mark Fisher

, who is personally known to me or who has produced  
as identification and who did (did not) take an oath.

  
\_\_\_\_\_  
Notary Public

(Name typed, printed or stamped)



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## LCPA Updates to Tables 5(a) and 5(b) for RSW and FMY Airports

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### Request and Explanation

#### Request

This Comprehensive Plan Amendment package seeks to:

1. Update Table 5(a) and 5(b) and amend Policy 47.3.4 to revise the adopted airport development schedules from two phases to a single phase.
2. Update Table 5(b) to revise the future aviation support facilities intensities to reflect a total intensity of 136,788 s.f.

#### Explanation

Tables 5(a) and 5(b) set forth the Development Schedules for landside, airside and non aviation support facilities associated with Southwest Florida International Airport (RSW) and Page Field General Aviation Airport (FMY). These tables are incorporated in the Lee Plan to facilitate coordination of airport planning efforts that are conducted pursuant to federal regulation with the local jurisdiction comprehensive plan, consistent with Florida Statute 163.3177. Updates are required from time to time to accurately reflect the status and ongoing planning efforts for these facilities. The proposed updates are minor and corrective in nature, as further described below.

The updates proposed to Table 5(a) for RSW are for the following purposes:

- Replace the "Existing" development information that was current in 2010 to reflect the current 2015 conditions.
- Consolidate future development that was scheduled for two phases through 2020 and through 2030 to a single phase through 2030. This addresses the status of development that is anticipated and allows for more streamlined planning through one horizon year.

No changes to current or future development potential or intensities are proposed.

The updates proposed to Table 5(b) for FMY are for the following purposes:

- Replace the "Existing" development information that was current in 2008 to reflect the current 2015 conditions.
- Consolidate future development that was scheduled for two phases through 2020 and through 2025 to a single phase through 2025. This addresses the status of development that is anticipated and allows for more streamlined planning through one horizon year.
- Correct the table to accurately reflect the intensity associated with the GA Terminal as Landside Intensity instead of Airside Intensity.
- Correct the footnotes to define landside facilities per the FAA definition.
- Consolidate the listing of square footages that is by quadrant to reflect total square footages for the airport. This brings the FMY Table 5(b) into consistency with the RSW Table 5(a) format.
- Revise the future Aviation Support Facilities total to include a proposed  $\pm 25,000$  s.f. multi use hangar.

No other changes to current or future development potential or intensities are proposed.



Proposed Text Changes

**Amendments to Lee Plan Table 5(a) and Table 5(b) are proposed as attached. Amendments to Policy 47.3.4 are proposed as indicated below. Underline indicates additions and strikethrough indicates deletions.**

**POLICY 47.3.4:** The proposed development schedule for the Southwest Florida International Airport ~~through the year 2020 for landside and airside uses and through the year 2030 for non-aviation uses~~ 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. These Tables include 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 Table 5(a), Table 5(b), 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, Amended by Ordinance No. 09-14, 11-16, xx-xx)

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

Development	Existing (2015)	2020 Through 2030	2030
<b>LANDSIDE</b>			
Midfield Terminal Complex	28 gates; 798,000 SF as-built	Expand from 28 gates to 47 gates; 1,278,900 SF (Total 2020 area)	
Auto Access	Entrances at the intersections of Daniels Parkway at Chamberlin Parkway, Paul J. Doherty Parkway, and Fuel Farm Road (located east of Doherty Parkway). Access also from Daniels via Treeline Ave. & Allico Road via Ben Hill Griffin Parkway to Terminal Access Road & I-75 Connector. Air Cargo Lane improvements from Chamberlin Pkwy. - including a realigned Perimeter Road segment allowing freight transfer within the security fenced, airside/aviation area.	Rehab perimeter service and fuel farm roads. Expand Terminal Access Road entrance to 6 lanes. <del>Construct I-75 access.</del> Connector road for maintenance facilities. New perimeter roads and midfield ATCT and ARFF access roads as part of parallel runway project. <u>Construct Skyplex Boulevard.</u> Miscellaneous roadway improvements.	
Airport maintenance and Vehicle Maintenance Shop	23,000 SF	Add 6,800 SF to vehicle shop (Total maintenance area 29,800 SF)	
Parking	14,399 total existing spaces		
Passenger	11,461 spaces		
- Hourly	2,519 spaces	Ultimately 5,126 total hourly spaces	
- Daily	8,942 spaces	Ultimately 9,342 total daily spaces	
Employee	1,288 spaces	Total 2,088 employee spaces in 2020	
Taxi/Limo/Toll Booth	150 spaces	Ultimately 200 total Taxi/Limo/spaces	
Rental Cars	1,500 spaces in midfield	Ultimately 3,000 total rental car spaces	
Cell Phone Lot	100 spaces		
Airport Training & Conference Center	16,000 SF		
Gun Range	8,500 SF		
Rental Car North Side Service Areas	39,000 SF	Relocate R-A-C service areas to midfield	
<b>AIRSIDE</b>			
Existing Runway 6-24	12,000 ft. x 150 ft. runway	No improvements planned	
Parallel Runway 6R-24L	Under design	Construct 9,100 x 150 ft. Parallel Runway 6R-24L	
Taxiways	Taxiway A-parallel taxiway to Runway 6-24; 12,000 ft. long x 75 ft. wide. Taxiway B-apron taxiway that runs parallel to former terminal ramp for transitioning aircraft going from ramp to Taxiway A for approximately 1,580 ft. 12,000' parallel S. Taxiway F as-built with midfield construction.	Construct parallel taxiway north of Runway 6R-24L (9,100 ft. x 75 ft. wide). If new large Aircraft (NLA), then 100 ft. wide. Hold bay & bypass improvements to Runway 6L-24R parallel taxiway. Construct dual cross-field connector taxiways. (Approx. 4,215 ft. long x 75 ft. wide). If NLA, then 100 ft. wide. Construct a portion of south dual parallel taxiways with new parallel runway.	
Terminal Apron	165,000 S.Y. at former terminal site; 332,900 S.Y. at midfield as-built	Add 130,000 S.Y. at midfield for total midfield 462,900 S.Y.	
Air Cargo	Total 39,500 SF cargo buildings; 69,000 S.Y. apron area	Expand cargo building facilities to 58,314 SF	
Airline Freight Forwarding (Belly Cargo)	15,000 SF	New freight forwarding (belly cargo) facility of 15,000 SF in midfield	
General Aviation	8,000 SF FBO and hangar facility; 26,180 SF hangar space; 48,650 S.Y. apron area	Infrastructure for second FBO. Construct multi-use hangars (129,000 SF). Expand GA apron to 49,700 S.Y.	
Aircraft Maintenance - General Aviation & Large Aircraft	Approximately 13,000 SF	Expand to 36,000 SF as necessary. Construct one hangar to accommodate aircraft including the Boeing 747. Land to accommodate an additional three hangars should be set aside, should it be needed in the future.	
Air Traffic Control Tower (ATCT)	Height 76.91 ft., 8,600 SF	Relocate to midfield - same SF as existing 8,600 ft. or more. New height must be greater than 80 ft. AGL	
Aircraft Rescue and Fire Fighting (ARFF)	14,000 SF, plus Midfield ARFF facility.	Add midfield ARFF Station	

Development	Existing (2015)	2020 Through 2030	2030
Fuel Farm	Commercial: Four (4) 420,000 gallon tanks Jet A. Fuel pumped from existing fuel farm area by a hydrant fueling system to the midfield area. General Aviation: Four (4) 15,000 gallon Jet A tanks. One (1) 12,000 gallon 100LL tank.		
Airline Catering	25,000 SF		
Miscellaneous		Relocate high voltage power lines. Upgrade airfield emergency generator. Helipad (11,000 SF). Develop multi-modal center.	
Rental Car Expansion		Rental car fuel farm.	
<b>Non-Aviation Related Land Uses</b>			
		<b>Option 1</b>	<b>Option 2</b>
<b>North of Runway 6-24</b>			
Commercial Retail, Restaurant and Service		27,000 SF 248,750 SF	27,000 SF 248,750 SF
Gas station/convenience store		5,000 SF w/ 24 pumps	5,000 SF w/ 24 pumps
Hotel		187 rooms	187 rooms
Light Manufacturing/Assembly		44,300 SF 191,800 SF	400,000 SF 247,500 SF
Warehouse/Distribution		400,000 SF 429,200 SF	60,800 SF 390,000 SF
Office (This development includes 10% retail.)		275,000 SF 437,500 SF	275,000 SF 437,500 SF
<b>Midfield Area</b>			
Commercial Retail, Restaurant and Service		40,000 SF	40,000 SF
Hotel		Construct 300 Rooms	Construct 300 Rooms
Gas Station/Convenience Store	3,500 SF w/ 24 pumps	Construct 3,500 SF w/24 pumps	Construct 3,500 SF w/24 pumps

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



**TABLE 5(b)**  
**Page Field General Aviation Airport**

**Existing vs. Proposed Development 2020-2025<sup>(4)</sup> Development Schedule<sup>(1)</sup>**

Development	Existing (2015)	Thru 2020-2025 <sup>(2), (3)</sup>	Thru 2025 <sup>(3)</sup>
<b>Landside Intensity (Terminal and Access Facilities)<sup>(4)</sup></b>			
Total Landside Intensity (including Terminal) (See below for facilities by quadrant)	98,100± sq. ft. 123,100 s.f.	20,000± sq. ft.	
Vehicular Parking <sup>(5)</sup>	675 spaces		
Terminal	25,000 s.f.		
Landside Intensity by Quadrant			
North Quadrant			
Buildings & Structures	85,557± sq. ft.		
Vehicular Parking	545 spaces		
East Quadrant			
Buildings & Structures	1,250± sq. ft.	20,000± sq. ft.	
Vehicular Parking	15 spaces		
South Quadrant			
Buildings & Structures	11,209± sq. ft.		
Vehicular Parking	115 spaces		
West Quadrant			
Buildings & Structures	—		
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; Base Ops GA facility access; Fuel farm access; South Road/Danley Drive realignment	Airport Perimeter Road; New General Aviation facility access; North quadrant hangar access roads; Terminal Drive realignment; Fuel farm access; South Road/Danley Drive realignment	
<b>Airside Intensity (Aviation Operations and Support Facilities)<sup>(6)</sup></b>			
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. Yds. 163 Total Based Hangars 18-20 Multi-Use Itinerant Hangars	



Development	Existing (2015)	Thru 2020-2025 <sup>(2), (3)</sup>	Thru 2025 <sup>(3)</sup>
Aviation Support Facilities (See below for facilities by quadrant)	332,991± sq. ft.	400,660± sq. ft.	
Aviation Support Facilities by Quadrant			
North Quadrant			
Hangars, Accessory Office	332,991± sq. ft.	136,788 ± sq. ft. 34,658± sq. ft.	
Accessory Office		1,470± sq. ft.	
East Quadrant			
Hangars	135,923± sq. ft.	10,850± sq. ft.	
Accessory Office		4,682± sq. ft.	
South Quadrant			
Hangars	197,068± sq. ft.	34,658± sq. ft.	
Accessory Office		1,470± sq. ft.	
West Quadrant			
Terminals		25,000± sq. ft.	
Hangars		24,000± sq. ft.	

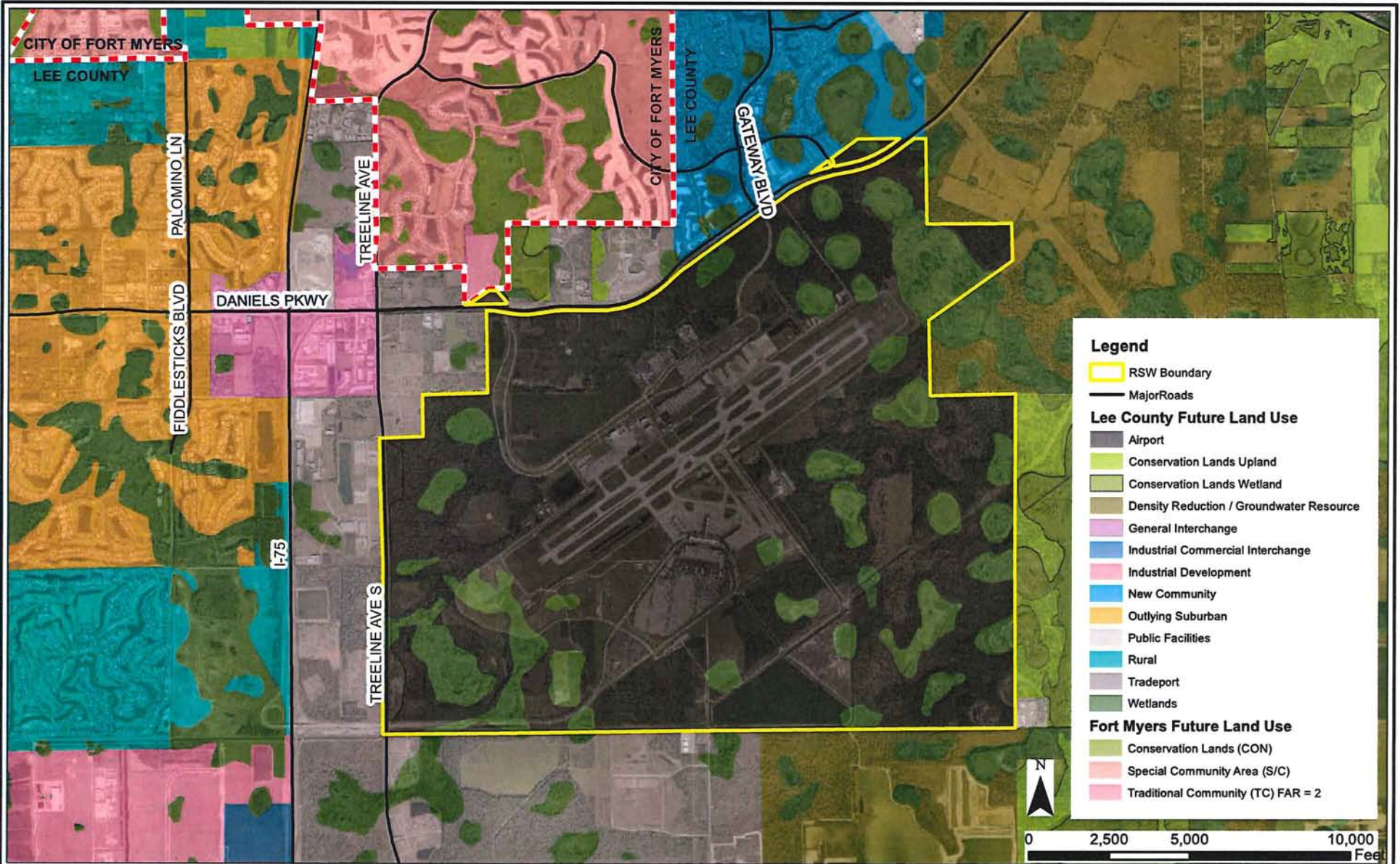
Non-Aviation Intensity			
Existing Facilities			
Commercial			
Retail	304,622± sq. ft.		
Service	108,465± sq. ft.		
Office			
Medical	35,490± sq. ft.		
Non-Medical	7,056± sq. ft.		
Light Industrial	211,658± sq. ft.		
Intensity by Use - Vacant Non-Aviation Parcels <sup>(7)</sup>			
Commercial (Retail & Service)		80,000± sq. ft.	80,000± sq. ft.
Office (Medical & Non-Medical)		33,000± sq. ft.	33,000± sq. ft.
Light Industrial		40,000± sq. ft.	40,000± sq. ft.

Source: Page Field General Aviation Airport, Master Plan Update, 2002; Page Field Airport Layout Plan, 2006 adopted as Map 3G of the Lee Plan; Lee County Port Authority

Notes:

- (1) The adopted Page Field Master Plan (May 2002) was developed with a 2020 planning horizon. The adopted Airport Layout Plan (February 2006) ~~as amended~~, has a 2025 planning horizon. ~~As of May 2008, LCRA has initiated a process to update the Airport Master Plan through the 2030 planning horizon. Upon completion of the airport master plan update, LCRA will submit an appropriate Lee Plan amendment application to update the Airport Master Plan to reflect an updated 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 adopted as Map 3G of the Lee Plan~~.
- (4) Landside facilities are the portion of an airport that provides the facilities necessary for the processing of passengers, cargo, freight, and ground transportation vehicles and landside facilities in this table consist of are 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.





Lee Plan Table  
5(a) and 5(b) Updates

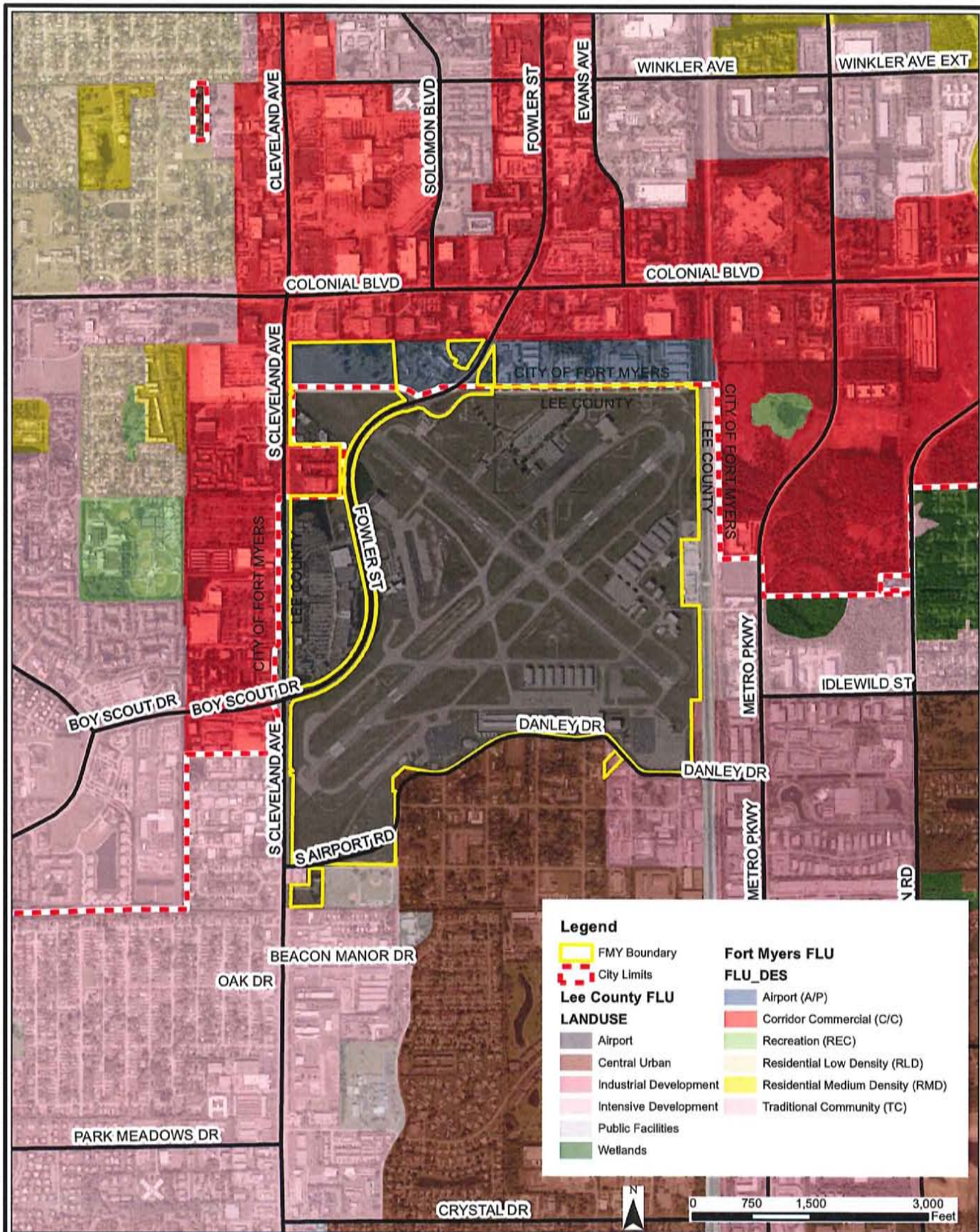
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RSW Future Land Use Map (Current)

DATE	PROJECT NO.	FILE NO.	SCALE	SHEET
November 2015	20150100 CA 21.1	-	AS SHOWN	1





**Legend**

**Fort Myers Boundary**

**City Limits**

**Lee County FLU**

**LANDUSE**

**Fort Myers FLU**

**FLU\_DES**

Airport (A/P)

Corridor Commercial (C/C)

Recreation (REC)

Residential Low Density (RLD)

Residential Medium Density (RMD)

Traditional Community (TC)

Airport

Central Urban

Industrial Development

Intensive Development

Public Facilities

Wetlands

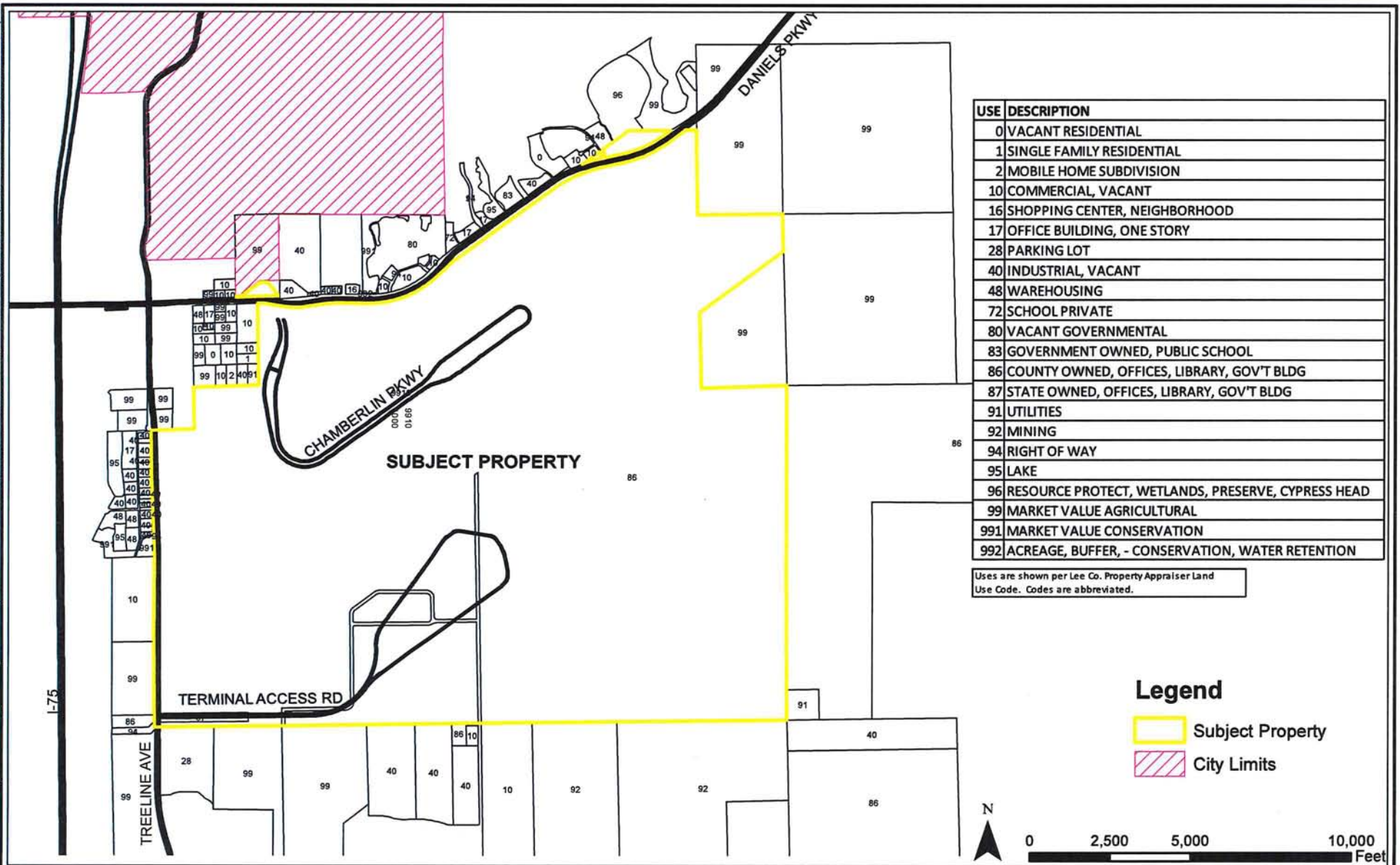
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**FMY Future Land Use Map (Current)  
Lee Plan Table 5(a) and 5(b) Updates**

DATE	PROJECT	FILE NO.	SCALE	SHEET
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Lee Plan Table  
5(a) and 5(b) Updates

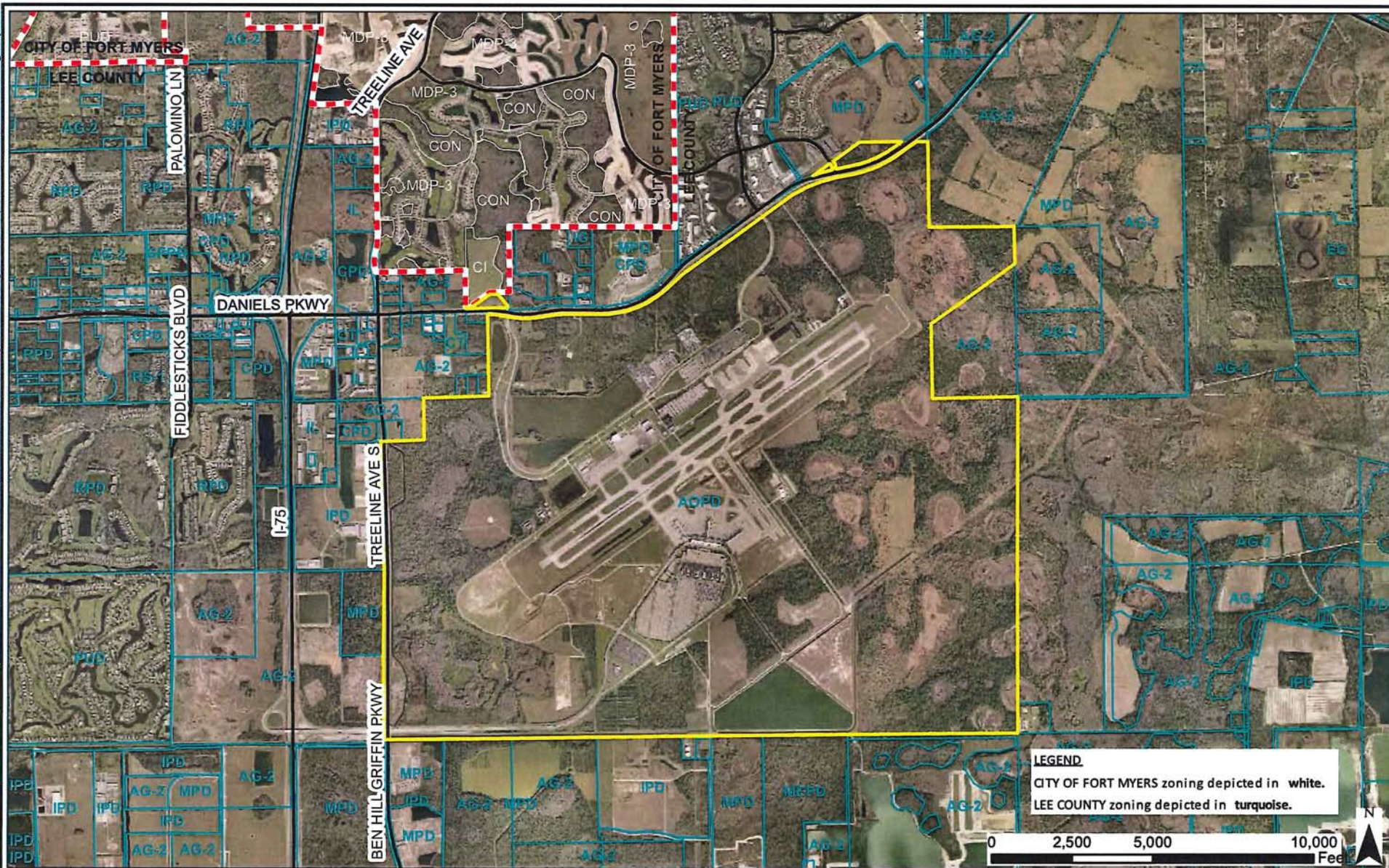
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RSW Surrounding Existing Land Use Map

DATE	PROJECT NO.	FILE NO.	SCALE	SHEET
November 2015	20150100 CA 21.1	-	AS SHOWN	1





Lee Plan Table  
5(a) and 5(b) Updates

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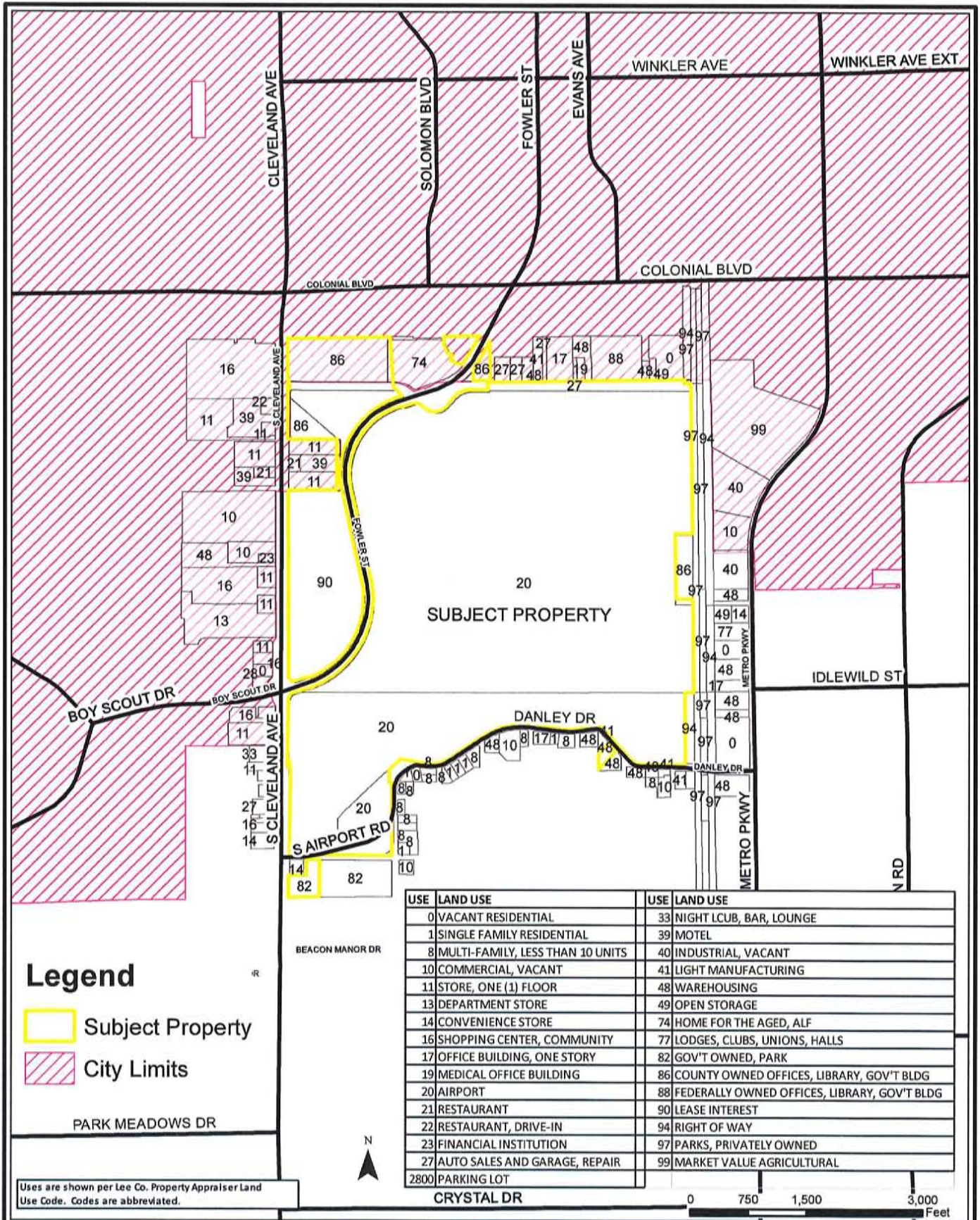
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RSW Zoning Map

DATE	PROJECT NO.	FILE NO.	SCALE	SHEET
November 2015	20150100 CA 21.1	-	AS SHOWN	1



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### FMY Surrounding Existing Land Use Map Lee Plan Table 5(a) and 5(b) Updates

DATE	PROJECT	FILE NO.	SCALE	SHEET
Nov. 2015	20150100 CA21.1	-	AS SHOWN	1 OF 1





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## FMY Zoning Map Lee Plan Table 5(a) and 5(b) Updates

DATE	PROJECT	FILE NO.	SCALE	SHEET
Nov. 2015	20150100 CA21.1	-	AS SHOWN	1 OF 1



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## LCPA Updates to Tables 5(a) and 5(b) for RSW and FMY Airports

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### Existing Land Uses & Zoning of Subject Property and Surrounding Properties

Existing Land Uses and Zoning of the subject property and surrounding properties are provided below for the two subject sites: (I) RSW - Southwest Florida International Airport and (II) FMY - Page Field.

#### **I. RSW - Southwest Florida International Airport**

##### **Existing Land Use & Zoning of Subject Property (RSW)**

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The RSW property is currently developed and operated as Southwest Florida International Airport (RSW). Existing uses at the Airport property include airport facilities associated with an international airport, as regulated and approved by the Federal Aviation Administration. The existing and proposed uses on Airport property are identified on the Airport Layout Plan (Lee Plan Map 3F) according to the land use, transportation, environmental, safety and operational issues addressed during the Airport Master Planning process. The RSW property is zoned AOPD (Airport Operations Planned Development as approved by Zoning Resolution Z-14-030). The uses on the property can be described according to three general areas:

**The area North of Runway 6-24** consists of existing rental car facilities, water management and conservation areas, aviation related uses, fueling area, flight services, the Training Center, the Airport Surveillance Radar (ASR) tower, Air Traffic Control tower, Airport Vortac, airport vehicle maintenance, pistol shooting range, and 300 acres for non-aviation development approved by zoning resolution Z-14-030. Future rental car facilities and future Passenger Multi-modal facilities are also anticipated in the northwest area of the property along Treeline Avenue.

**The Midfield Terminal Area** consists of the terminal, a fire station, Runway 6-24 and parking to serve more than 20,500 daily passengers, with 51.66 acres of non-aviation development area approved for hotel and commercial uses by zoning resolution Z-14-030. A future parallel runway to the south of the terminal is proposed and shown on the adopted Airport Layout Plan (Map 3F). Future parking areas, Air Traffic Control Tower, Aircraft Rescue and Airport Rotating Beacon are also anticipated in the Midfield area.

**The South Area** is currently undeveloped, and is proposed for stormwater detention, aviation related uses, and future potential non-aviation uses. An existing FPL Power Transmission line is proposed to be relocated along the south property line and east property line to resolve conflict with the future parallel runway. Well head locations are also anticipated along the southeast edge of the Airport property.



## Existing Land Use & Zoning of Surrounding Property (RSW)

---

### North

Surrounding the RSW property to the north are areas designated as New Community and Tradeport on the Future Land Use Map. A small portion of the Airport property lying north of Daniels Parkway at Chana Court is bordered by land area within the City of Fort Myers and designated as Traditional Community (Arborwood) on the City's Future Land Use Map.

Existing uses to the north of RSW include a mix of agricultural, commercial, industrial, office, educational and recreational facilities. Lands include agricultural and natural land zoned Commercial Intensive and Conservation on the City of Fort Myers Zoning Map; smaller industrial and flex space buildings zoned Tourist Commercial and General Commercial; the Boston Red Sox Spring Training Facility zoned Mixed Planned Development; and a mix of uses within the Gateway Community zoned PUD and MPD, which include Gateway K-8 Charter School, office/flex buildings, Gateway Charter High School, business condominiums, the Worthington Commerce Park with warehousing and distribution, and agricultural and natural land associated with the Gateway DRI.

*The proposed Table 5(a) update to revise the adopted airport development schedule from two phases to a single phase will be consistent with the existing and surrounding properties to the north.*

### South

Existing uses to the south of RSW include a mix of undeveloped land, agricultural, industrial, and mining land. To the southwest is the Airport Crossings development including proposed industrial, commercial, hotel and parking uses and zoned MPD. Agricultural grazing land zoned AG-2 extends along the south boundary of the Airport, which is subject to pending applications for DRI and MPD to allow industrial, office, retail, and hotel uses. The Green Meadow Water Treatment Plant zoned AG-2 is accessed from Airport Haul Road and abuts the southern boundary of the Airport. The IHUB project is zoned IPD and abuts the Airport property to the south, and is proposed to include industrial, heavy commercial, research and limited retail uses. There is also a mining operation zoned AG-2 adjoining the Airport to the south.

*The proposed Table 5(a) update to revise the adopted airport development schedule from two phases to a single phase will be consistent with the existing and surrounding properties to the south.*

### East

Surrounding RSW to the east are areas designated as DRGR, Conservation Lands Upland, Conservation Land Wetland, and Wetland on the Future Land Use Map.

Along the southeast boundary of the Airport property is a Lee County utility facility zoned AG-2. The remainder of the eastern property line is bordered by natural, undeveloped land and some agricultural grazing land all zoned AG-2. The proposed large scale multi-use Fountains DRI application remains in the permitting process, and was submitted to include residential, commercial, warehouse, hotel, and golf course occupying 2,769 acres between the Airport Property and SR 82 to the east.

*The proposed Table 5(a) update to revise the adopted airport development schedule from two phases to a single phase will be consistent with the existing and surrounding properties to the east.*

#### **West**

Surrounding RSW to the west are areas designated as Tradeport on the Future Land Use Map. Existing uses to the west of the airport property are designated CPD, CT, IL, IPD, and MPD. These uses include Arborwood Village to the northwest, Jetport Interstate Commerce Park, and Southwest International Commerce Park. Areas to the west have been developed with a range of uses including warehousing, office, commercial, and hotel.

*The proposed Table 5(a) update to revise the adopted airport development schedule from two phases to a single phase will be consistent with the existing and surrounding properties to the west.*



## II. FMY - Page Field

### Existing Land Uses & Zoning of Subject Property (FMY)

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The Page Field Airport Property is currently developed and operated as Page Field General Aviation Airport. Existing uses include facilities associated with a general aviation airport (base operations, aircraft maintenance and storage, and flight training facilities) and non-aviation support facilities (commercial, office, industrial at Page Field Commons and Page Field Medical Village). The existing and proposed uses are identified on the Airport Layout Plan (Lee Plan Map 3G) according to the land use, transportation, environmental, safety and operational issues addressed during the Airport Master Planning process as regulated by the Federal Aviation Administration.

Approximately 563.65 acres of the site lies within Lee County and is currently zoned Page Field Airport Operations Planned Development (AOPD). The remaining approximately 17.85 acres of the site lies within the City of Fort Myers and is zoned CI, Commercial Intensive and RM-16, High Density Multifamily.

### Existing Land Uses & Zoning of Surrounding Property (FMY)

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#### North

The properties located to the north of the airfield are within the City of Fort Myers and are zoned CI, Commercial Intensive and IL, Light Industrial. The uses to the north consist primarily of industrial uses, including warehouse, postal service facility, and equipment rental. Along Colonial Boulevard to the north are a variety of commercial and office uses and car dealerships, which are also zoned CI, Commercial Intensive and IL, Light Industrial.

*The proposed Table 5(b) update to revise the adopted airport development schedule from two phases to a single phase, and revise the aviation support facilities intensities to accommodate a proposed hangar within the Page Field aviation area will be consistent with the existing and surrounding properties to the north.*

#### South

The properties to the south of the airfield are within the jurisdiction of Lee County. The zoning designations for this area include CG, MH-1, CS-2, TFC-2, IPD, IL, CG, and C-1. Uses within this area include a Lee County community park (Brooks Park), and residential, industrial, and commercial uses on small parcels.

*The proposed Table 5(b) update to revise the adopted airport development schedule from two phases to a single phase, and to revise the aviation support facilities intensities to accommodate a proposed hangar within the Page Field aviation area, will be consistent with the existing and surrounding properties to the south.*

### East

Immediately east of the site is the Lee Tran facility zoned IL, Light Industrial, and Lee County's John Yarbrough Linear Park and the Seminole Gulf Railroad right-of-way. These and other properties to the east of the airfield are within the jurisdiction of Lee County and are zoned CI, CC, IL and IPD. Properties to the northeast within the City of Fort Myers are zoned MU, Mixed Use and PUD, Planned Unit Development. The variety of existing uses in this area include vacant/undeveloped land, storage and warehousing, general industrial, and commercial retail.

*The proposed Table 5(b) update to revise the adopted airport development schedule from two phases to a single phase, and to revise the aviation support facilities intensities to accommodate a proposed hangar within the Page Field aviation area will be consistent with the existing and surrounding properties to the east.*

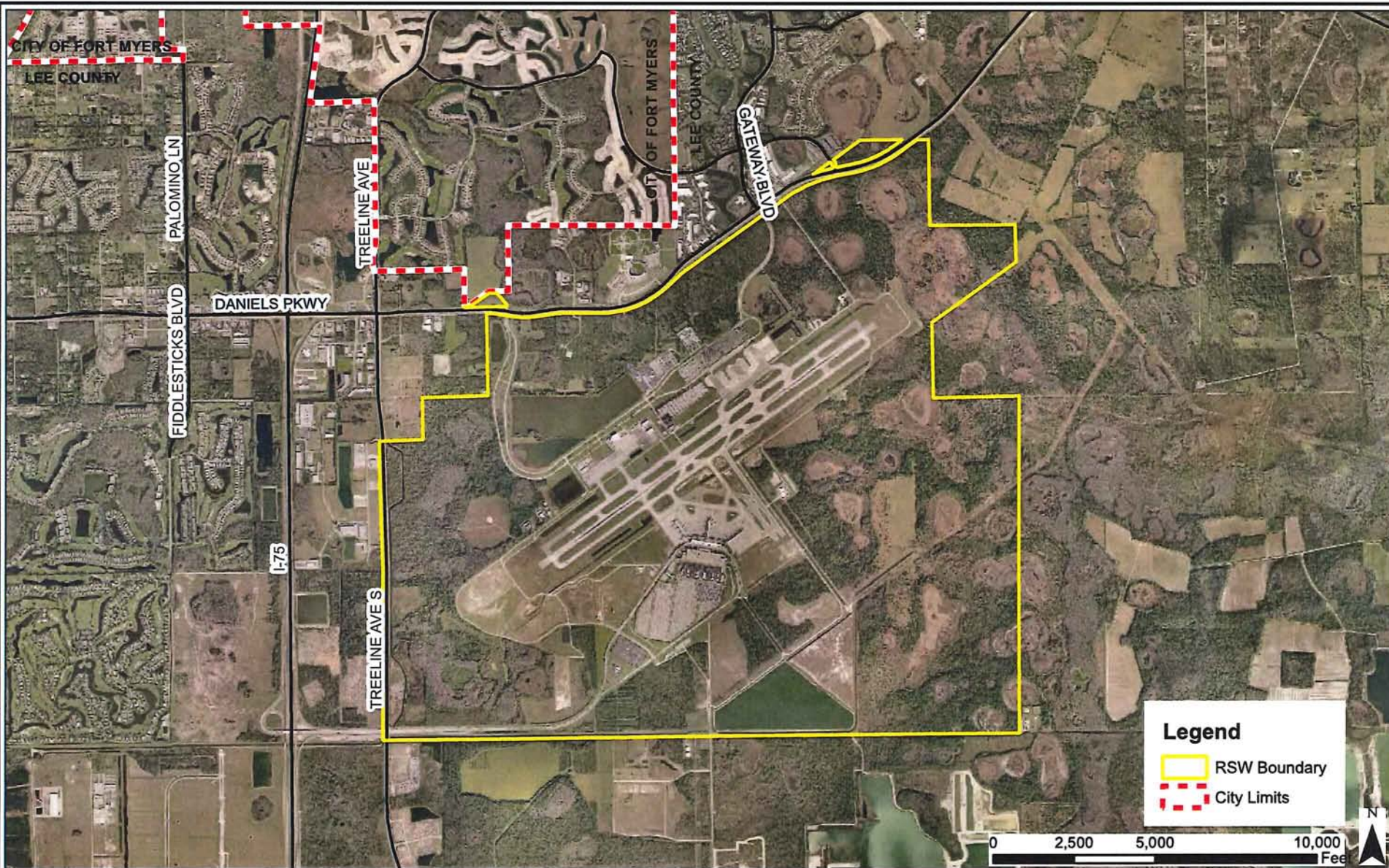
### West

To the west of the airfield is Fowler Street, beyond which is Page Field Commons which is non-aviation designated land part of the Page Field Airport. Beyond Page Field Commons is US 41. Most property to the west of US 41 is within the City of Fort Myers, with the exception of property that lies within Lee County to the southwest of the airport.

The property that falls within the City of Fort Myers is primarily retail in nature, and zoned CI, Commercial Intensive. Uses include Baers Furniture, Travelodge Fort Myers, La Quinta Inna Fort Myers, Burlington Coat Factory, and Sam's Club. A site that was formerly a mobile home park is now vacant. The property that falls within Lee County is zoned C-1, C-2, and CPD and is developed with smaller commercial and office uses.

*The proposed Table 5(b) update to revise the adopted airport development schedule from two phases to a single phase, and to revise the aviation support facilities intensities to accommodate a proposed hangar within the Page Field aviation area, will be consistent with the existing and surrounding properties to the west.*





Lee Plan Table  
5(a) and 5(b) Updates

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RSW Aerial Map

DATE	PROJECT NO.	FILE NO.	SCALE	SHEET
November 2015	20150100 CA 21.1	-	AS SHOWN	1





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## FMY Aerial Map Lee Plan Table 5(a) and 5(b) Updates

DATE	PROJECT	FILE NO.	SCALE	SHEET
Nov. 2015	20150100 CA21.1	-	AS SHOWN	1 OF 1



Existing and Future Conditions Analysis

**SANITARY SEWER**

Existing and Future Condition:

Sanitary sewer is provided by Lee County Utilities, City of Fort Myers and septic at Page Field. It is provided by Lee County Utilities at RSW. Services are available for the approved development potential for FMY per Z-11-013 (DCI2010-00019) and RSW per Z-14-030 (DCI2013-00021).

*There is no sewer demand associated with the proposed Table updates, and no water demand anticipated for the proposed hangar at Page Field.*

**POTABLE WATER**

Existing and Future Condition:

Lee County Utilities provides potable water service to the FMY and RSW. Services are available for the approved development potential for FMY per Z-11-013 (DCI2010-00019) and RSW per Z-14-030 (DCI2013-00021).

*There is no water demand associated with the proposed Table updates, and no water demand anticipated for the proposed hangar at Page Field.*

**SURFACE WATER / DRAINAGE**

Existing and Future Condition:

Surface water management systems are designed for RSW and FMY to provide treatment and attenuation through interconnected dry and wet detention areas. Conveyance is provided through a network of upland cut ditches and underground drainage pipes.

A master surface water management system (SWMS) serves where the proposed hangar will be located in the west quad of the FMY airfield. The master system was designed and permitted (ERP 36-02961-S; application no. 050912-31) to serve the General Aviation Terminal with access and parking, two parallel taxiways, two hangars, aircraft apron and future development areas. The SWMS design accounts for full development at the western quadrant of Page Field Airport. The SWMS provides the required water quality treatment with an additional 50% volume and attenuation for the 25 year - 72 hour storm event. Stormwater runoff from the proposed hangar will be directed to the interconnected dry and wet detention areas providing the required water quality storage for the proposed commercial use via sheet flow and interconnected underground drainage pipes. Existing dry detention areas located between the proposed hangar and Taxiways C and E will be maintained. All future development will meet the applicable requirements of the Water Management District and Lee County through the permitting process.

Existing and Future Conditions Analysis

**PUBLIC SCHOOLS**

Existing and Future Condition:

A letter has been requested from the Lee County School District to confirm the proposed amendment application will have no effect on the Lee County public school system.

*There is no residential development proposed, and no school demand associated with the proposed Table updates.*





Direct Dial: (239) 590-4566

Fax: (239) 768-4482

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

November 20, 2015

RICHARD WM. WESCH  
PORT AUTHORITY ATTORNEY

BOARD OF  
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CECIL L. PENDERGRASS

Robert E. Modys, Planner  
Johnson Engineering  
P. O. Box 1550  
Fort Myers, FL 33902-1550

Re: FMY and RSW Comprehensive Plan Amendment–  
Request for Letter of Service Availability

Dear Robert:

In response to your letter dated November 18, 2015, please be advised that the Lee County Port Authority Aircraft Rescue and Fire Fighting (ARFF) will continue to provide fire and rescue services to the following airport properties in Fort Myers, FL:

- Page Field General Aviation Airport (FMY) –  
Comprised of approximately 656.48 acres of developed and undeveloped property and includes the 378 acres in the South Fort Myers Planning Community mentioned in your letter.
- Southwest Florida International Airport (RSW) –  
Comprised of approximately 6,367 acres within the Gateway/Airport Planning Community.

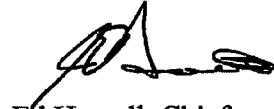
The ARFF department provides all fire protection and non-ambulance medical services to both airport properties. Fire Station 91 (FMY) and Station 92 (RSW) are located on airport and are fully staffed and equipped 24 hours per day, 7 days per week. The proposed amendment to the Lee Plan which includes changes to Table 5(a) and Table 5(b), as specified in your letter, will not impede our ability to continue providing excellent emergency response service to our airports.

Robert E. Modys, Johnson Engineering  
November 20, 2015  
Page 2

Please contact me if additional information is required.

Sincerely,

LEE COUNTY PORT AUTHORITY

A handwritten signature in black ink, appearing to read 'Ed Howell', with a stylized flourish at the end.

Ed Howell, Chief  
Aircraft Rescue and Fire Fighting

L15 REM-JE

Attachment

By U. S. Mail

cc/att: Ellen Lindblad, Planning  
Barry Bratton, Page Field  
Emily Underhill, Development  
Gary Duncan, Aviation  
Mark Fisher, Development  
Peter Modys, Aviation  
Greg Hagen, Legal



**LEE COUNTY**  
SOUTHWEST FLORIDA  
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*District Five*

Roger Desjarlais  
*County Manager*

Richard Wm. Wesch  
*County Attorney*

Donna Marie Collins  
*Hearing Examiner*

November 18, 2015

Robert Modys  
Johnson Engineering, Inc.  
2122 Johnson St.  
Fort Myers, FL 33902

Re: Letter of Service Availability

Mr. Modys,

I have received your request for a Letter of Service Availability for the FMY/RSW Comprehensive Plan Amendment.

Lee County Emergency Medical Services is the primary EMS transport agency responsible for coverage for both properties. A number of resources are used to serve both areas, notably six separate EMS stations around each of the facilities.

Given that the plan changes are focused on Page Field, this evaluation is limited to that service area. It is our opinion that the service availability is adequate at this time.

If there are changes to this plan, especially the size or scope of the development, an additional analysis of the impacts will be required.

Sincerely,

Benjamin Abes  
Deputy Chief, Operations  
Division of Emergency Medical Services





(239) 590-4771

Direct Dial:

Fax:

(239) 590-4795

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

RICHARD WM. WESCH  
PORT AUTHORITY ATTORNEY

December 8, 2015

BOARD OF  
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LARRY KIKER

FRANK MANN

JOHN E. MANNING

CECIL L. PENDERGRASS

Mr. Robert E. Modys  
Planner  
Johnson Engineering  
PO Box 1550  
Fort Myers, FL 33902-1550

Dear Mr. Modys:

In response to your letter dated November 18, 2015, please be advised the Lee County Port Authority Police Department anticipates providing adequate law enforcement services to accommodate the scheduled development at Page Field through 2025, and at RSW through 2030.

Please feel free to contact me if additional information is needed.

Sincerely,

LEE COUNTY PORT AUTHORITY

Jack T. Cavanaugh  
Chief of Police

JTC:het  
0033L-15

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT

11000 Terminal Access Road, Suite 8671 • Fort Myers, Florida 33913-8213  
[www.flylcpa.com](http://www.flylcpa.com)



**LEE COUNTY**  
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Roger Desjarlais  
*County Manager*

Richard Wm. Wesch  
*County Attorney*

Donna Marie Collins  
*Hearing Examiner*

November 18, 2015

Mr. Robert E. Modys  
Johnson Engineering  
2122 Johnson Street  
Fort Myers, FL 33901

**SUBJECT: FMY & RSW Comprehensive Plan Amendment –  
Letter of Availability**

Dear Mr. Modys:

The Lee County Solid Waste Division is capable of providing solid waste collection service for the planned commercial establishments proposed for the Page Field General Aviation Airport and Aviation Support Facilities through our franchised hauling contractors. Disposal of the solid waste from the airport and supporting facilities 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.

Please review the requirements of Solid Waste Ordinance No. 11-27 as it pertains to container space requirements for garbage service of commercial establishments.

If you have any questions, please call me at (239) 533-8000.

Sincerely,

Brigitte Kantor  
Operations Manager  
Solid Waste Division



## THE SCHOOL DISTRICT OF LEE COUNTY

2855 COLONIAL BLVD. ♦ FORT MYERS, FLORIDA 33966 ♦ WWW.LEESCHOOLS.NET

DAWN M HUFF  
LONG-RANGE PLANNER  
Planning, Growth & School Capacity  
Phone: 239-337-8142  
FAX: 239-335-1460

STEVEN K. TEUBER  
CHAIRMAN, DISTRICT 4  
MARY FISCHER  
VICE CHAIRMAN, DISTRICT 1  
JEANNE S. DOZIER  
DISTRICT 2  
CATHLEEN O'DANIEL MORGAN  
DISTRICT 3  
PAMELA H. LARIVIERE  
DISTRICT 5  
GREGORY K. ADKINS, ED. D.  
SUPERINTENDENT  
KEITH B. MARTIN, ESQ.  
BOARD ATTORNEY

November 23, 2015

Mr. Robert Modys  
2122 Johnson St.  
P.O. Box 1550  
Fort Myers, FL 33902-1550

RE: FMY & RSW Comprehensive Plan Amendment

Dear Mr. Modys:

This letter is in response to your email dated November 18, 2015 for the FMY & RSW Comprehensive Plan Amendment with regard to educational impact. This is located in the East and South Choice Zones, Sub Zones E2 and S2.

After reviewing the submittal, this project is sufficient as it has no impact on classroom needs.

Thank you for your attention to this issue. If I may be of further assistance, please call me at (239) 337-8142.

Sincerely,

Dawn M Huff  
Long-Range Planner



E. Internal Consistency with the Lee Plan

**1. Discuss how the proposal affects established Lee County population projections, Table 1(b) (Planning Community Year 2030 Allocations), and the total population capacity of the Lee Plan Future Land Use Map.**

Residential units are not associated with this request. The proposed updates to the airport development schedules will not have an impact on existing population projections for Lee County as outlined in Lee Plan Table 1(b) titled Planning Community Year 2030 Allocations.

**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.**

**GOAL 1: FUTURE LAND USE MAP.** To maintain and enforce a Future Land Use Map showing the proposed distribution, location, and extent of future land uses by type, density, and intensity in order to protect natural and man-made resources, provide essential services in a cost-effective manner, and discourage urban sprawl. (Amended by Ordinance No. 94-30).

**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, 09-14).

**POLICY 1.2.1:** Airport Lands includes the existing facility and projected growth areas for the Southwest Florida International Airport and Page Field General Aviation Airport through the year 2030. 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, 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. The physical design of the airport expansion will minimize any degradation of the recharge capability of land being developed. Wetland mitigation for any future expansion or development of aviation and non-aviation uses on Airport Lands must be designed so it does not create a wildlife hazard. Development and land management practices on airport property will be in accordance with FAA directives and



other required agency approvals. 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. 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, 09-14, 11-16, 13-12)

**POLICY 1.2.6:** Any future airport expansion or development of aviation-related uses or non-aviation related uses will provide appropriate buffer areas, as determined by Lee County, for the protection of groundwater resources in the Southeast and Northeast quadrants of the airport property. (Added by Ordinance No. 04-16)

**POLICY 1.2.7:** In cooperation with local, state, and Federal regulatory agencies, the Port Authority will work to minimize and correct any wildlife hazards arising from existing wetlands located on airport property. Site improvements on airport property will be designed to minimize attractiveness to wildlife of natural areas and man-made features on airport property such as detention/retention ponds, landscaping, and wetlands, which can provide wildlife with ideal locations for feeding, loafing, reproduction, and escape. Development within the non-aviation area, as designated on Map 3F, is limited to a maximum of 300 acres north of runway 6-24 and approximately 52 acres within the midfield terminal area. All development must be in compliance with Map 3F and the intensities outlined in Table 5(a). Development of additional acreage will require prior Lee Plan amendment approval. (Added by Ordinance No. 04-16, Amended by Ordinance No. 11-16, 13-12)

**RESPONSE (RSW):** The update of Table 5(a) does not involve any change to development intensities previously approved for RSW. The consolidation of the phased horizon years



of 2020 and 2030 into one horizon year of 2030 will not impact the development of the Airport property as previously approved.

**RESPONSE (FMY):** The update of Table 5(b) maintains compliance with the Lee Plan and is consistent with airport master planning efforts as approved by FAA for ongoing development within the existing Airport property.

The proposed table updates will not impact groundwater resources or wildlife areas, nor will it create any wildlife hazards.

The proposed table updates are consistent with Map 3F and Map 3G of the Lee Plan.

**OBJECTIVE 2.2: DEVELOPMENT TIMING.** 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. Development orders and permits (as defined in F.S. 163.3164(7)) will be granted only when consistent with the provisions of Sections 163.3202(2)(g) and 163.3180, Florida Statutes and the county's Concurrency Management Ordinance. (Amended by Ordinance No. 94-30, 00-22)

**RESPONSE (RSW):** The update of Table 5(a) does not involve any change to development intensities previously approved for RSW. The RSW Airport is a Future Urban Area where adequate facilities have been identified to exist or be assured through past Lee Plan amendment and zoning actions.

**RESPONSE (FMY):** The update of Table 5(b) includes revision of aviation support facilities intensities at FMY to reflect a total intensity which accommodates addition of a  $\pm 25,000$  s.f. multi-use hangar proposed to be located in the west quadrant of Page Field. The FMY Airport is a Future Urban Area where adequate facilities have been identified to exist or be assured through past Lee Plan amendment and zoning actions.

Service provider letters have been requested for Fire Protection, Emergency Medical Services, Law Enforcement, Solid Waste, and Public Schools to document that the proposed table updates will not adversely impact service levels.

**GOAL 46: COORDINATED SYSTEM OF RAILWAYS, AVIATION, PORTS AND ROADS.** Develop and maintain a coordinated system of railways, aviation, ports, roads, and related facilities to facilitate the safe and efficient movement of commerce, consistent with community values and economic objectives. (Amended by Ordinance No. 99-15)

**OBJECTIVE 46.1: FUTURE LAND USES.** The county will encourage the location of suitable commerce movement support facilities such as warehouses, cargo handling facilities, and transfer points at areas appropriately designated on the Future Land Use Map. (Amended by Ordinance No. 99-15)

**RESPONSE (RSW):** The International Airport provides for commerce movement support

facilities as approved. The update of Table 5(a) does not involve any change to development intensities previously approved for RSW.

**RESPONSE (FMY):** By providing for  $\pm 25,000$  s.f. of multi-use hanger space, the update of Table 5(b) facilities safe and efficient movement of commerce consistent with community values and economic objectives. Further, the location of the proposed facility is consistent with the adopted Map 3G.

**GOAL 47: COORDINATED SYSTEM OF AVIATION FACILITIES.** Develop and maintain a coordinated system of aviation facilities to facilitate the safe, cost effective and efficient movement of commerce consistent with community values and economic objectives (Amended by Ordinance 99-15).

**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). 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, 09-14)

**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 Development Schedules (Table 5(a) and (b), respectively). (Amended by Ordinance No. 98-09, 99-15, 04-16, 09-14)

**POLICY 47.1.3:** The Port Authority will continue to expand existing and proposed aviation facilities such as the terminal building, airport aprons, cargo facilities, roadways and parking in order to meet the forecasted demand. (Amended by Ordinance No. 98-09, 99-15, 04-16)

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



**POLICY 47.1.6:** The Port Authority will maintain guidelines for the location, development, and operation of private aviation facilities that would add to Lee County's overall tax base. (Amended by Ordinance No. 99-15)

**POLICY 47.1.7:** The Port Authority will plan to accommodate growth at the existing facilities and provide for the development of future aviation facilities as warranted. (Amended by Ordinance No. 98-09, 99-15).

**RESPONSE (RSW):** The International Airport provides for commerce movement support facilities as approved. The update of Table 5(a) does not involve any change to development intensities previously approved for RSW, and is consistent with the adopted Map 3F.

**RESPONSE (FMY):** Updating Table 5(b) to provide for the addition of ±25,000 s.f. of hanger space will aid in the expansion of economic growth in Lee County. The proposed change provides for the development of aviation facilities as envisioned in Policy 47.1.7. All facilities located on the Airport property remain consistent with the LCPA's guidelines for the location, development, and operation of private aviation facilities, consistent with the adopted Map 3G.

**OBJECTIVE 47.3: FUTURE DEMANDS.** Continually evaluate the projected demands for public aviation facilities and ensure their adequate provision.

**POLICY 47.3.2:** The appropriate costs for expansion as depicted in the approved Port Authority CIP will continue to be coordinated with the Capital Improvements element. (Amended by Ordinance No. 99-15).

**POLICY 47.3.3:** Maximum use of airport facilities should be ensured before expanding or developing new facilities. (Amended by Ordinance No. 07-09)

**RESPONSE (RSW):** The update of Table 5(a) does not involve any change to development intensities previously approved for RSW. The proposed changes will not incur new costs and does not introduce the expansion or development of new facilities, and supports the maximization of use of the RSW facility.

**RESPONSE (FMY):** The addition of 25,000 s.f. of multi-use hanger space on the Airport property will provide the adequate provision of aviation facilities and support the maximization of use of the FMY facility. All costs will be coordinated with Lee County capital improvement planning through ongoing coordination efforts.

**POLICY 47.3.4:** The proposed development schedule for the Southwest Florida International Airport ~~through the year 2020 for landside and airside uses and through the year 2030 for nonaviation uses~~ 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. These Tables include 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 Table 5(a), Table 5(b), 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, Amended by Ordinance No. 09-14, 11-16, ~~xx-xx~~)

**RESPONSE: Amendment to Policy 47.3.4 is proposed as noted with strikethrough indicating deletion in order to maintain consistency with the proposed horizon year amendments to Tables 5(a) and 5(b).**

**OBJECTIVE 47.4: ACCESS.** The Southwest Florida International Airport is an intermodal facility of significant value to the regional, state and federal transportation systems. Protecting this resource requires the provision of adequate landside and airside capacity. (Amended by Ordinance No. 99-15)

**POLICY 47.4.1:** The County and Port Authority will coordinate aviation facility expansion and demand, consistent with the Airport Layout Plan, through the County's annual Capital Improvement Program in conjunction with regular briefings by Port Authority staff to County staff. (Amended by Ordinance No. 98-09, 99-15, 04-16)

**POLICY 47.4.3:** The Port Authority will coordinate surface transportation planning for Page Field and the Southwest Florida International Airport with the Lee County Metropolitan Planning Organization, the county Department of Transportation, Lee Tran, and the Florida Department of Transportation to ensure adequate access to the airports. (Amended by Ordinance No. 98-09, 99-15, 07-09)

**RESPONSE (RSW):** The update of Table 5(a) does not involve any change to development intensities previously approved for RSW and is consistent with the Airport Layout Plan (Map 3F). The proposed updates to Table 5(a) will not impact access to Southwest Florida International Airport.

**RESPONSE (FMY):** The addition of 25,000 s.f. of hanger space on the Airport property will not adversely impact surface transportation to and from Page Field, nor will it impact existing Lee Tran access to the airport. The update of Table 5(b) is consistent with the Airport Layout Plan (Map 3G).

**OBJECTIVE 47.5: COORDINATED COMMERCE MOVEMENT.** The Port Authority will provide facilities that are economically feasible and compatible with adjacent land uses,

environmental standards and public safety, and that also meet the needs of commerce movement enterprises and facilities. (Amended by Ordinance No. 99-15)

**POLICY 47.5.1:** The Port Authority will continue to coordinate plans for existing and proposed aviation facilities with appropriate transportation agencies such as the Federal Aviation Administration, the Transportation Security Administration, the Lee County Metropolitan Planning Organization, the Florida Department of Transportation, Lee Tran and the Lee County Department of Transportation. (Amended by Ordinance No. 98-09, 99-15, 07-09)

**POLICY 47.5.2:** The county will monitor roads leading to Page Field and the Southwest Florida International Airport in order to facilitate efficient and convenient access for airport users. (Amended by Ordinance No. 99-15)

**POLICY 47.5.4:** The county will consider land use compatibility when reviewing development proposals within the vicinity of existing or proposed aviation facilities. (Amended by Ordinance No. 99-15)

**RESPONSE (RSW):** The update of Table 5(a) does not involve any change to development intensities previously approved for RSW and is consistent with the Airport Layout Plan (Map 3F). The proposed changes to Table 5(a) will not impact the movement of goods and users in and out of the Airport property.

**RESPONSE (FMY):** The addition of 25,000 s.f. of hangar facilities within the Airport property supports the economic feasibility of the airport and help address the needs of commerce movement enterprises and facilities. Compatibility with adjacent land uses is demonstrated in the document titled Existing Land Uses & Zoning of Subject Property and Surrounding Properties included with this application. Development on airport property is compliant with federal, state and local environmental and public safety standards and agency requirements. The addition of 25,000 s.f. of hangar space will not negatively impact roads adjacent and leading to Page Field.

**OBJECTIVE 47.6:** AGENCY COORDINATION. Ensure that existing and future air system needs can be met safely and with a minimum of land use conflict by coordinating aviation facility plans with appropriate federal, state, regional, and local review and permitting agencies. (Amended by Ordinance No. 99-15)

**POLICY 47.6.2:** While airport facilities will be operated in conformance with applicable state and federal regulations, the Port Authority will strive to ensure that Lee County environmental and other regulations are also implemented to the greatest extent possible. (Amended by Ordinance No. 99-15)



**POLICY 47.6.3:** The Port Authority will develop plans for aviation in the county that are consistent with the Continuing Florida Aviation System Planning Process and the National Plan of Integrated Airport Systems. (Amended by Ordinance No. 99-15)

**POLICY 47.6.4:** The safety of aircraft operators, aircraft passengers, and persons on the ground will guide the Port Authority in the operation of county airports, and hazardous wildlife attractants on or near the airports will be avoided. (Added by Ordinance No. 99-15)

**RESPONSE (RSW):** The update of Table 5(a) does not involve any change to development intensities previously approved for RSW. The update through a Lee Plan Amendment constitutes agency coordination contemplated in Objective 47.6. The update will not affect ongoing compliance with regulations and adherence to planning processes and safety precautions.

**RESPONSE (FMY):** The proposed update of Table 5(b) to accommodate the addition of 25,000 s.f. of hanger space on the Airport property through a Lee Plan Amendment constitutes agency coordination contemplated in Objective 47.6. Ongoing compliance with regulations and adherence to planning processes and safety precautions will continue.

**POLICY 47.7.3:** The Port Authority will abide by all other relevant parts of this comprehensive plan in the construction and operation of Page Field Airport and the Southwest Florida International Airport, especially the Future Land Use, Conservation and Coastal Management, and Transportation elements. (Amended by Ordinance by No. 98-09, Amended and Relocated by Ordinance No. 99-15, Amended by Ordinance No. 07-09)

**RESPONSE:** The proposed updates of Table 5(a) and Table 5(b) through a Lee Plan Amendment constitutes coordination and ensures compliance with the comprehensive plan as contemplated in Policy 47.7.3 an as enumerated in this Lee Plan Compliance narrative.

**GOAL 151: SERVICE COORDINATION.** To provide for efficient and effective coordination of provision of public services by Lee County and its special districts, bodies, boards, and other entities.

**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, Amended by Ordinance No. 09-14)

**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, Amended by Ordinance No. 09-14)

**POLICY 151.4.3:** Prior to submittal of any application to amend the Lee Plan, the Port Authority staff must obtain an endorsement of the proposed plan amendment application package, including the Airport Layout Plan, from the Board of Port Commissioners. Written evidence of this endorsement must be included in the plan amendment application package. The Port Authority staff will coordinate the date and time the endorsement request will be presented to the Port Commissioners with the County in order to provide County staff with ample opportunity to attend the meeting and address the Port Commissioners as necessary. (Added by Ordinance No. 04-16)

**POLICY 151.4.4:** Prior to formal submittal of any Lee Plan amendment package, rezoning request, or development order application, the Port Authority staff will informally present the proposed application to Lee County staff for initial comments and input regarding consistency with the Lee Plan and County regulations. (Added by Ordinance No. 04-16)

**POLICY 151.4.5:** The Port Authority is the lead agency in coordinating efforts to obtain approval for Southwest Florida International Airport access improvements with agencies participating in the Lee County Metropolitan Planning Organization. This includes the incorporation of improvements into the Financially Feasible Transportation Plan (Map 3A) and the Lee County Metropolitan Planning Organization Financially Feasible Highway Plan



and Needs Assessment. The Port Authority will work with local, state, and federal transportation agencies to identify and obtain funding for access improvements to the airport. (Added by Ordinance No. 04-16).

**RESPONSE:** This Lee Plan Amendment application has been prepared and processed in compliance with these policies. An informal presentation to Lee County staff was held on September 23, 2015 consistent with Policy 151.4.4. Prior to submittal, endorsement by the Port Commissioners has been coordinated with Lee County staff consistent with Policy 151.4.3.

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

Approximately 17 acres of the Page Field (FMY) property lies within the City of Fort Myers. The Page Field Airport Development Schedule is incorporated in the City of Fort Myers Comprehensive Plan, so an update reflecting the proposed Table 5(b) changes will be coordinated with the City staff to maintain consistency.

The City of Fort Myers city limits are within close proximity to the northern boundary of the Southwest Florida International Airport (RSW) property. A small portion of the Airport property that is north of Daniels Parkway borders the Arborwood Master Planned Community that lies along Treeline Avenue within the City of Fort Myers. Because the requested changes to Table 5(a) do not involve any change to development intensities previously approved for RSW, the proposed update will be coordinated with City staff, but will have no impact.

Pursuant to Lee Plan Policy, the City of Fort Myers and Lee County coordinate to ensure land use regulations on lands surrounding Airport property promote compatibility between uses. Through this amendment application process the City and County continue adhering to Intergovernmental Coordination goals, objectives and policies of their Comprehensive Plans.



**4. List State Policy Plan and Regional Policy Plan goals and policies which are relevant to this application.**

This application furthers the following State Policy Plan (SPP) goals and policies and Regional Policy Plan (RPP) strategy and action:

SPP Goal 17(a) Florida shall protect the substantial investments in public facilities that already exist and shall plan for and finance new facilities to serve residents in a timely, orderly, and efficient manner.

SPP Policy 17(b)1. Provide incentives for developing land in a way that maximizes the uses of existing public facilities.

SPP Policy 17(b)5. Encourage local government financial self-sufficiency in providing public facilities.

SPP Policy 17(b)6. Identify and implement innovative but fiscally sound and cost-effective techniques for financing public facilities.

SPP Policy 19(b)5. Ensure that existing port facilities and airports are being used to the maximum extent possible before encouraging the expansion or development of new port facilities and airports to support economic growth.

SPP Policy 21(b)13. Promote coordination among Florida's ports to increase their utilization.

SPP Policy 24(b)5. Ensure that the transportation system provides maximum access to jobs and markets.

RPP Economic Development Strategy: Ensure the adequacy of lands for commercial and industrial centers, with suitable services provided.

RPP Regional Transportation Strategy: Assist as possible agencies responsible for the airports in the Region so as to assure that they will be expanded to meet the regional aviation systems needs for foreseeable demand in passengers and cargo and in private small plane operations.

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LCPA Updates to Tables 5(a) and 5(b) for RSW and FMY Airports  
Sound Planning Principles

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Florida's growth management law is designed to ensure sound planning for the proper placement of growth and protection of the state's land, water, and other natural resources since such resources are essential to our collective quality of life and a strong economy.

This request to amend the Development Schedule Tables provides for proper planning and coordination between the Port Authority and Lee County consistent with a duly adopted Airport Layout Plan that is in accordance with an adopted Airport Master Plan, which is also incorporated in the County's Comprehensive Plan as provided for in Florida Statutes Section 163.3177(6)(k).

Through the process of data collection and analysis associated with the airport planning process, land use compatibility, market factors, environmental conditions, and fiscal planning are considered. The resulting Development Schedules that are based on the Airport Master Plans and incorporated into the Lee Plan must be kept up-to-date and accurately reflect existing conditions and anticipated future development horizons. The requested amendments are based on these sound planning principles to provide for the proper placement of growth, protection of natural resources, and furtherance of a strong economy.