

APPLICATION FOR  
COMPREHENSIVE PLAN AMENDMENT (CPA)

LCPA Updates to RSW Noise Zones

MARCH 2016

*Prepared for:*

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

**RECEIVED**  
MAR 14 2016

COMMUNITY DEVELOPMENT

CPA 2016-00004

*Prepared by:*

**JOHNSON**  
**ENGINEERING**  
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**APPLICATION FOR  
LCPA Updates to RSW Noise Zones  
Comprehensive Plan Amendment (CPA)**

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One Original, Six Copies
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- ◆ Proposed Lee Plan Map 1, Page 5 of 8 “Special Treatment Areas” (Airport Noise  
Zone Map)

**SUPPORTING DOCUMENTS**

- ◆ Adopted 2020 Noise Zones and Proposed 2030 Noise Contours
- ◆ IV.A.2. Current Future Land Use Map (RSW)
- ◆ IV.A.4. & 5. Map and Description of Existing Land Uses & Zoning of Subject  
Property and Surrounding Properties (RSW)
- ◆ IV.A.8. Aerial Map (RSW)
- ◆ IV.B.E. Internal Consistency with the Lee Plan Narrative
- ◆ IV.B.G. Sound Planning Principles Narrative

Attached for reference:

- Lee Plan Table 5(a)
- Southwest Florida International Airport 14 CFR Part 150 Noise Exposure Maps Report and  
Noise Compatibility Program Update (September 2013)

**CPA 2016-00004**

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**COMMUNITY DEVELOPMENT**

# 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 incorporate updates from the 2013 Southwest Florida International Airport (RSW) 14 Code of Federal Regulations (CFR) Part 150 Noise Study into the Lee County Comprehensive Land Use Plan (Lee Plan).</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 Lee Plan - Map 1, Page 5 of 8, titled "Special Treatment Areas" (Airport Noise Zone Map) and related Policy 1.7.1 to be consistent with the 2013 Part 150 Noise Study.</p> | <p>5. <b>CATEGORY:</b> C.4r<br/>Budgeting, Purchases, Contracts and Agreements</p> <hr/> <p>6. <b>ASMC MEETING DATE:</b> 2/16/2016</p> <p>7. <b>BoPC MEETING DATE:</b> 3/3/2016</p> |
|---|---|

8. **AGENDA:**

- CONSENT
- ADMINISTRATIVE
- APPEALS
- PUBLIC
- BoCC

9. **REQUESTOR OF INFORMATION:**

(ALL REQUESTS)

NAME Mark Fisher

DIV. Development

10. **BACKGROUND:**

On March 14, 2011, the Board endorsed Environmental Science Associates (ESA) to conduct an update to the 2006 14 CFR Part 150 Noise Study. The Update was a two (2) year effort that included seven (7) public workshops, five (5) individual community meetings, 3 public ASMC/Board meetings and 1 Board public hearing and was approved by the Board of Port Commissioners on January 14, 2013, and the FAA on April 3, 2014. It is referred to as the 2013 Part 150 Noise Study. Part of this study was to update the Noise Exposure Maps for Southwest Florida International Airport. The Noise Exposure Maps (NEM's) are scaled, geographic depictions of the airport, its noise contours, and surrounding area prepared in accordance with 14 CFR Part 150. The noise contours are used to help define noise zones that are referred to in the Lee Plan and Land Development Code.

Requirements at the federal, state and local level are applicable to the study of noise generated by airport activity and the maintenance of noise zones for compatibility of uses around airports. While the federal government sets maximum noise levels for the purposes of aircraft certification and defines significant noise exposure levels for noise sensitive uses, it defers to the state and local government to establish compatible land use and zoning appropriate for their communities. At the local level, the Lee Plan Policy 1.7.1 designates special treatment areas that contain special restrictions or allowances in areas subject to varying levels of airport related noise. This Lee Plan Amendment seeks to

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 (6-0)**
- APPROVED as AMENDED
- DENIED
- OTHER

13. **PORT AUTHORITY ACTION:**

- APPROVED
- APPROVED as AMENDED
- DENIED
- DEFERRED to
- OTHER

## Background (continued)

update Lee Plan - Map 1, Page 5 of 8, titled "Special Treatment Areas" (Airport Noise Zone Map) and related Policy 1.7.1 to be consistent with the 2013 Part 150 Noise Study.

Once endorsed by the Port Board for submittal, the application will follow the normal Lee County Comprehensive Plan 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. It will then go through the process of amending the Land Development Code to amend the Airport Compatibility District for consistency with the Lee Plan and the 2013 Part 150 Noise Study.

### Attachments:

Overlay Zoning Revisions graphic

Application for Comprehensive 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 RSW Noise Zones

**PROJECT SUMMARY:**

Update Lee Plan Map 1, Page 5 of 8 titled "Special Treatment Areas" (Airport Noise Zone Map) and related Policy 1.7.1 to be consistent with the 2013 Southwest Florida International Airport Part 150 Noise Study.


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

3/11/10  
 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: 239-590-4600 Email: mrfisher@flylcpa.com

Agent\*: Laura DeJohn, AICP  
Address: 2122 Johnson Street  
City, State, Zip: Fort Myers, FL 33902  
Phone Number: 239-334-0046 Email: ldejohn@johnsoneng.com

Owner(s) of Record: Lee County  
Address: PO Box 398  
City, State, Zip: Fort Myers, FL 33902  
Phone Number: 239-590-4600 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: Map 1 – Page 5 of 8 – “Special Treatment Areas”

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.

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: 11000-031 Terminal Access Rd, Fort Myers, FL 33913

2. STRAP(s): 9-45-26-00-00002.000

B. Property Information:

Total Acreage of Property: ±6,366.48 ac Airport property [6,433.26 ac total including off-site roads and drainage]

Total Acreage included in Request: n/a

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

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

Current Zoning: AOPD

Current Future Land Use Designation: Airport & Wetlands

Area of each Existing Future Land Use Category: +5,220 ac - Airport;

+1,146 ac - Wetlands

Existing Land Use: Southwest Florida International Airport, including aviation and non-aviation 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: request is to update Airport Noise Zones Map in the Lee Plan

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 boundaries of Airport Noise Zones A-D and related Policy 1.7.1 to be consistent with the adopted SWFIA 2013 Part 150 Noise Study.

E. Potential development of the subject property:

1. Calculation of maximum allowable development under existing FLUM:

Residential Units/Density N/A

Commercial intensity See attached Table 5(a)

Industrial intensity See attached Table 5(a)

2. Calculation of maximum allowable development under proposed FLUM:

Residential Units/Density N/A – No change proposed

Commercial intensity N/A – No change proposed

Industrial intensity N/A – No change proposed

#### 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 – No FLU changes are 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**
7. A copy of the deed(s) for the property subject to the requested change. **N/A**
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 – No changes to development intensities are proposed**

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): **N/A – No changes to development intensities are proposed**
    - a. Sanitary Sewer
    - b. Potable Water
    - c. Surface Water/Drainage Basins
    - d. Parks, Recreation, and Open Space
    - 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: **N/A – No changes to development intensities are proposed**
    - a. Fire protection with adequate response times;
    - b. Emergency medical service (EMS) provisions;
    - c. Law enforcement;
    - d. Solid Waste;
    - e. Mass Transit; and
    - 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 – No changes to development intensities are proposed**  
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 – No changes to development intensities are proposed**  
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 **ATTACHED**

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

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, \_\_\_\_\_, 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.

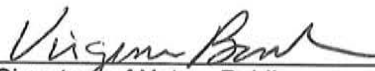
  
Signature of Applicant

3/11/10  
Date

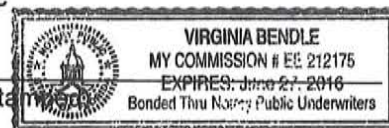
Mark D. Fisher  
Printed Name of Applicant

STATE OF FLORIDA  
COUNTY OF LEE

The foregoing instrument was sworn to (or affirmed) and subscribed before me on 03/11/10 (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)



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

Development	Existing (2010)	2020	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. & Alico Road via Ben Hill Griffin Parkway to Terminal Access Road. Air Cargo Lane improvements from Chamberlin Pkwy. - including a realigned Perimeter Road segment allowing freight transfer within the security fenced, airside/aviation area.	Rehab perimeter service and fuel farm roads. Expand Terminal Access Road entrance to 6 lanes. Construct I-75 access. Connector road for maintenance facilities. New perimeter roads and midfield ATCT and ARFF access roads as part of parallel runway project. Miscellaneous roadway improvements.	
Airport maintenance and Vehicle Maintenance Shop	23,000 SF	Add 6,800 SF to vehicle shop (Total maintenance area 29,800 SF)	
Parking	14,399 total existing spaces		
Passenger	11,461 spaces		
- Hourly	2,519 spaces	Ultimately 5,126 total hourly spaces	
- Daily	8,942 spaces	Ultimately 9,342 total daily spaces	
Employee	1,288 spaces	Total 2,088 employee spaces in 2020	
Taxi/Limo/Toll Booth	150 spaces	Ultimately 200 total Taxi/Limo spaces	
Rental Cars	1,500 spaces in midfield	Ultimately 3,000 total rental car spaces	
Cell Phone Lot	100 spaces		
Airport Training & Conference Center	16,000 SF		
Gun Range	8,500 SF		
Rental Car North Side Service Areas	39,000 SF	Relocate R-A-C service areas to midfield.	
<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. Taxilane B-apron taxilane that runs parallel to former terminal ramp for transitioning aircraft going from ramp to Taxiway A for approximately 1,580 ft. 12,000' parallel S. Taxiway F as-built with midfield construction.	Construct parallel taxiway north of Runway 6R-24L (9,100 ft. x 75 ft. wide). If new large Aircraft (NLA), then 100 ft. wide. Hold bay & by-pass improvements to Runway 6L-24R parallel taxiway. Construct dual cross-field connector taxiways. (Approx. 4,215 ft. long x 75 ft. wide). If NLA, then 100 ft. wide. Construct a portion of south dual parallel taxiways with new parallel runway.	
Terminal Apron	165,000 S.Y. at former terminal site; 332,900 S.Y. at midfield as-built	Add 130,000 S.Y. at midfield for total midfield 462,900 S.Y.	
Air Cargo	Total 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	Add midfield ARFF Station	
Fuel Farm	Commercial: Four (4) 420,000 gallon tanks Jet A. Fuel pumped from existing fuel farm area by a hydrant fueling system to the midfield area. General Aviation: Four (4) 15,000 gallon Jet A tanks. One (1) 12,000 gallon 100LL tank.		

Development	Existing (2010)	2020		2030
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>				
		Option 1	Option 2	
North of Runway 6-24				
Commercial Retail, Restaurant and Service		27,000 SF	27,000 SF	221,750 SF
Gas Station/Convenience Store				5,000 SF w/24 pumps
Hotel				187 Rooms
Light Manufacturing/Assembly		44,300 SF	100,000 SF	147,500 SF
Warehouse/Distribution		100,000 SF	60,800 SF	329,200 SF
Office (This development includes 10 % retail.)		275,000 SF	275,000 SF	162,500 SF
Midfield Area				
Commercial Retail, Restaurant and Service		40,000 SF	40,000 SF	
Hotel		Construct 300 Rooms	Construct 300 Rooms	
Gas Station/Convenience Store		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.



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## LCPA Updates to RSW Noise Zones Request and Background

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### Request

This Comprehensive Plan Amendment package seeks to:

Update Lee Plan Map 1 Page 5 of 8 titled "Special Treatment Areas" (Airport Noise Zone Map) and related Policy 1.7.1 to be consistent with the 2013 Southwest Florida International Airport Part 150 Noise Study.

### Regulatory Background

Requirements at the federal, state and local level are applicable to the study of noise generated by airport activity and the maintenance of Noise Zones for compatibility of uses around airports. While the federal government sets maximum noise levels for the purposes of aircraft certification and defines significant noise exposure levels for noise sensitive uses, it defers to the state and local government to establish compatible land use and zoning appropriate for their communities.

- At the Federal level, parameters are established for Airport Noise Compatibility Planning in Title 14 Code of Federal Regulations (CFR) Part 150.
  
- At the State level, Chapter 333 of Florida Statutes sets forth that airport land use compatibility regulation is within the police powers of political subdivisions in the state, and sets forth the Florida Department of Transportation (FDOT) as the agency responsible for guidelines regarding land use near airports. Chapter 163 of Florida Statutes outlines the requirement for local government comprehensive plans to address compatibility of uses on lands adjacent to airports.
  
- At the local level, the Lee County Comprehensive Plan (Lee Plan) Policy 1.7.1 designates special treatment areas that contain special restrictions or allowances in areas subject to varying levels of airport-related noise. Policy 1.7.1 calls for updating of the noise contours for RSW and initiating amendments to the special treatment areas depicted on the Airport Noise Zone Overlay Map by 2006 and every five years thereafter. Airport Compatibility regulations to address noise compatibility per FDOT guidance are also adopted in the Lee County Land Development Code and can be found in Section 34-1004, Airport Noise Zones.

### RSW Noise Compatibility Planning Background

To maintain compliance with applicable regulations, a series of Noise Exposure Maps (NEMs) have been developed and updated for Southwest Florida International Airport since the late 1980s. Coincident with each NEM update, a Noise Compatibility Program (NCP) has been updated and refined to address the noise concerns resulting from the evolving operational environment. The NEM and NCP process is federally regulated by 14 CFR Part 150.



Each effort to update NEMs and NCP is a multi-year effort. The recent effort to update the NEMs and NCP was through the study referred to as the 14 CFR Part 150 Study completed in 2006. Noise Exposure Maps associated with the 2006 Study reflected noise contours projected for the year 2020. These were the basis for the currently adopted Airport Noise Zone Overlay Map in the Lee Plan (Lee Plan Map 1, Page 5 of 8) and the Airport Noise Zones adopted in the Land Development Code by Ordinance 11-08 (referenced in Section 34-1004[b] as on file at the Lee County Port Authority; otherwise depicted in Appendix C, Map 1: SWFIA Airport Noise Notification Map).

In order to update and maintain compliance with the Lee Plan, another series of NEMs and NCP was commissioned in 2011 by Lee County Port Authority. This effort was completed by Environmental Science Associates (ESA) in a document titled "Southwest Florida International Airport 14 CFR Part 150 – Noise Exposure Maps Report and Noise Compatibility Program Update" dated September 2013. The FAA Record of Approval for this Study is dated April 2014. This most recently approved effort is referenced hereinafter as the "September 2013 Part 150." Noise Exposure Maps associated with the September 2013 Part 150 reflect noise contours projected for the year 2030. This is the basis for updates that are proposed to the Noise Zones depicted in the Lee Plan and referenced in the Land Development Code. The update is mandated by current Lee Plan Policy 1.7.1, and recommended as an implementation measure in the September 2013 Part 150.

RSW Noise Zone Amendments  
Proposed Lee Plan Text Amendments

Amendments to Lee Plan Policy 1.7.1 are proposed in order to align the Lee Plan with the September 2013 Part 150 Noise Study. These text changes are in conjunction with corresponding map amendment to Lee Plan Map 1, Page 5 of 8.

The text amendments are proposed as follows (underline indicates additions, ~~strikethrough~~ indicates deletions):

**OBJECTIVE 1.7: SPECIAL TREATMENT AREAS.** Designate on the Future Land Use Map, as overlays, special treatment areas that contain special restrictions or allowances in addition to all of the requirements of their underlying categories.

**POLICY 1.7.1:** The Airport Noise Zones cover areas subject to varying levels of airport-related noise. ~~By 2006 and every 5 years thereafter,~~In conformance with Airport Noise Compatibility Planning outlined in Title 14 Code of Federal Regulations (CFR) Part 150, the Port Authority will update the aviation forecasts and associated noise contours for the Southwest Florida International Airport when warranted by operational changes and initiate an amendment to the Airport Noise Zone Overlay Map to reflect ~~the findings of this study~~updates as applicable. In addition to meeting the requirements of the underlying Future Land Use Map categories, properties within the Noise Zone Overlay must meet the following:

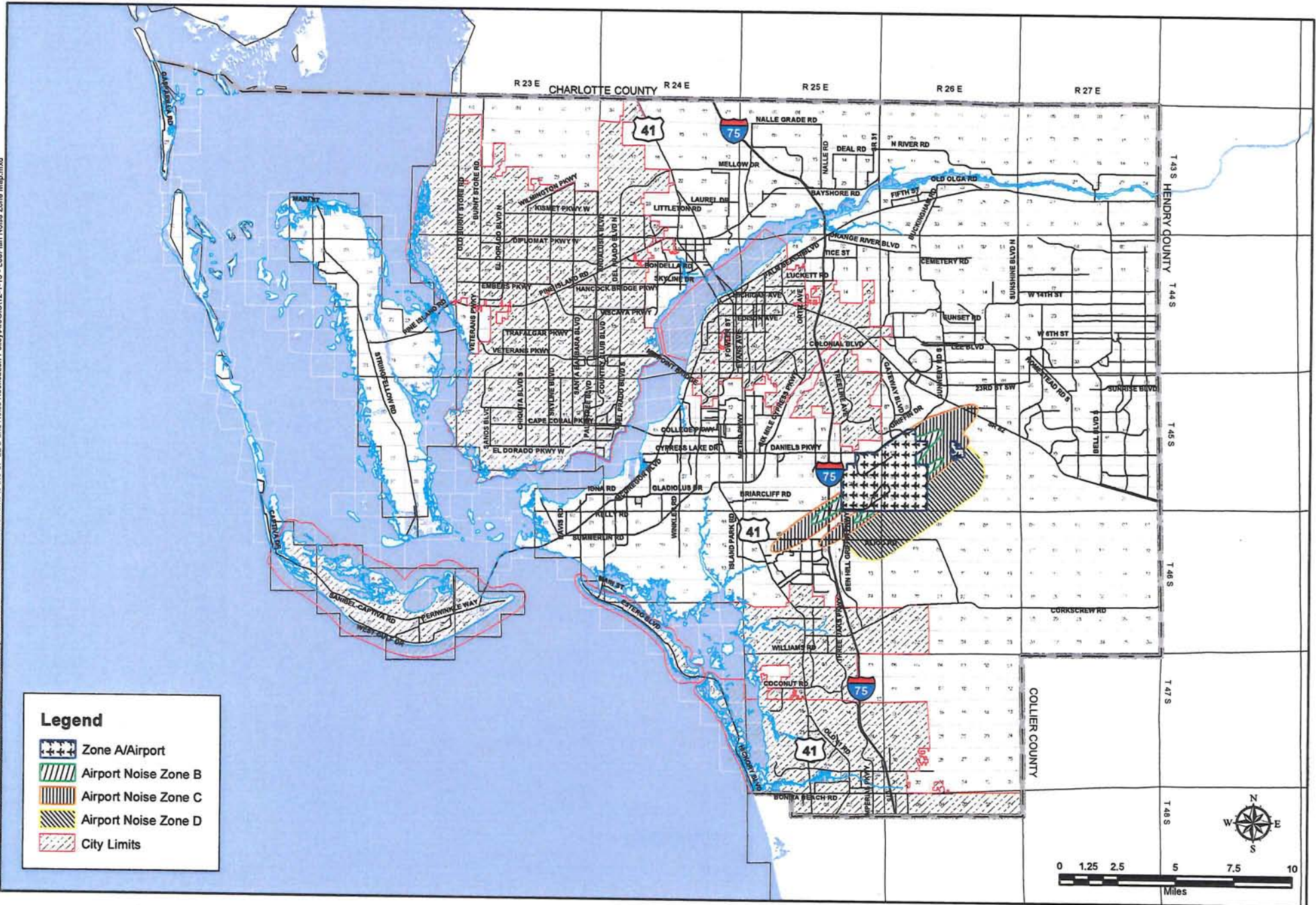
~~Airport Noise Zone A/Airport Property~~ Airport Property is limited to uses that are compatible with airports and air commerce, including but not limited to those necessary to provide services and convenience goods to airline passengers, those generally associated with airport operation, and related development. Upon disposition of any Port Authority property, the land is then subject to the Noise Zone as applicable based on the most recent Composite DNL Noise Contours map for SWFIA approved by the FAA.

Airport Noise Zone B does not permit any residential units, places of worship, libraries, schools, hospitals, correctional institutions or nursing homes. However, residential units, including mobile or manufactured homes, that were lawfully existing as of June 27, 2000 will be treated as legally permitted uses and may be replaced with a new mobile or manufactured home or conventional single family construction as long as such replacement would be otherwise allowed by the Land Development Code. However, an existing conventional home may not be replaced with a new mobile or manufactured home. One conventional single family home is permitted on each lot in a plat properly recorded before June 27, 2000 if such use would have been permitted on the lot prior to June 27, 2000. Airport Noise Zone B requires formal notification as provided for in the Land Development Code~~through recording of the Airport Noise Zone in the official county records of potential noise and over flights and applies to all development, both existing and new, within the zone.~~

Airport Noise Zone C allows existing and new construction and land uses as would otherwise be permitted by the Land Development Code. ~~However, t~~This zone requires formal notification as provided for in the Land Development Code~~through recording of the Airport Noise Zone in the official county records of potential noise and over flights and applies to all development, both existing and new, within the zone.~~

Airport Noise Zone D allows existing and new construction and land uses as would otherwise be permitted by the Land Development Code. ~~However, t~~This zone requires formal notification as provided for in the Land Development Code~~through recording of the Airport Noise Zone in the official county records of potential noise and aircraft over flights associated with future training activity and applies to all development, both existing and new, within the zone.~~ (Amended by Ordinance No. 00-22, 02-02, 07-09, xx-xx)

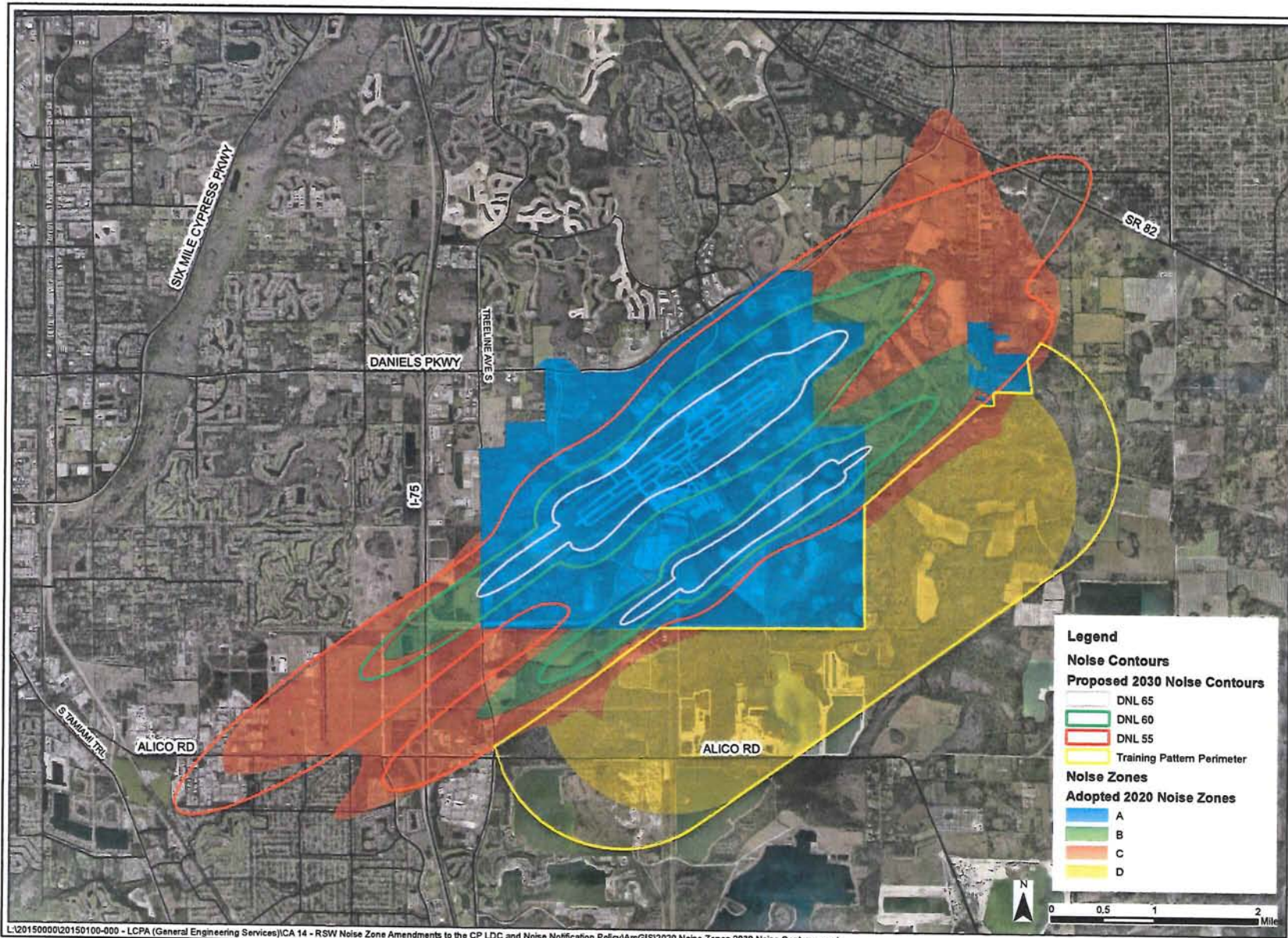






# SUPPORTING DOCUMENTS





L:\20150000\20150100-000 - LCPA (General Engineering Services)\CA 14 - RSW Noise Zone Amendments to the CP LDC and Noise Notification Policy\ArcGIS\2020 Noise Zones 2030 Noise Contours.mxd

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LEE COUNTY PORT AUTHORITY

Noise Zone Amendments

Lee County, Florida

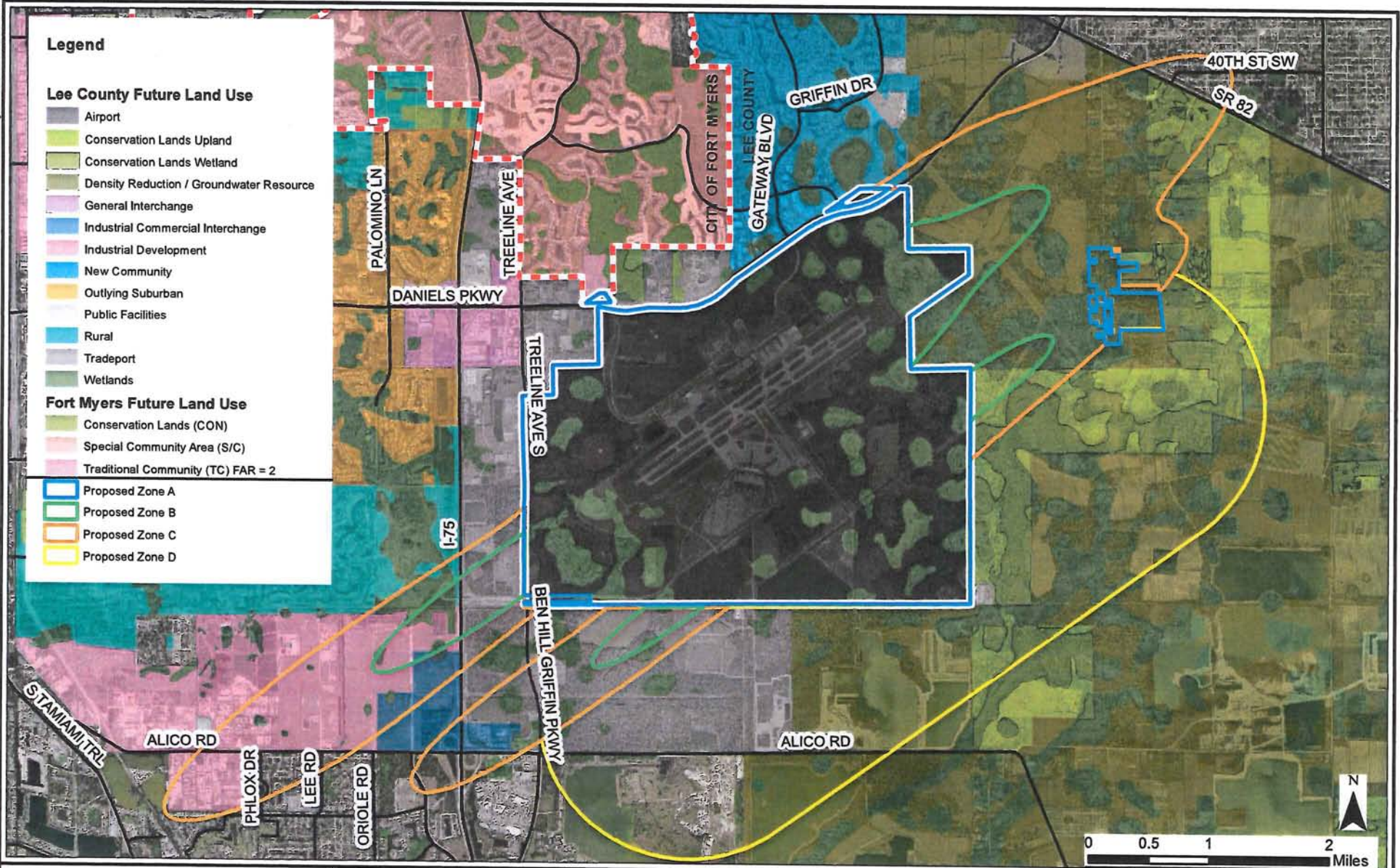
NO.	REVISIONS	DATE

DATE: November 2014  
 PROJECT NO.: 20150100 task 1.4  
 FILE NO.:  
 SCALE: As Shown

Adopted 2020 Noise Zones  
 Proposed 2030 Noise Contours

SHEET NUMBER  
 1





Lee Plan  
Noise Zone Updates

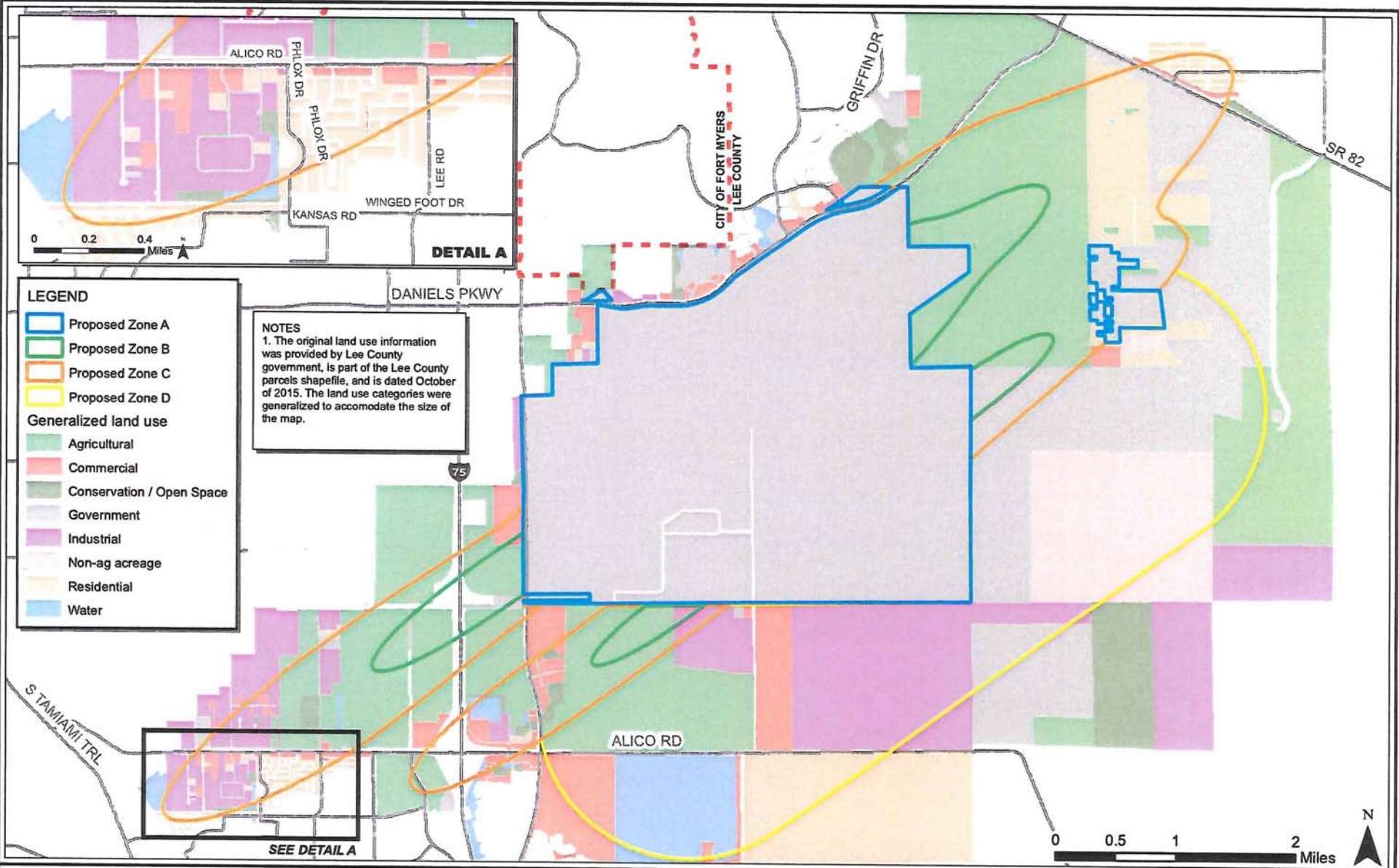


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RSW Future Land Use Map (Current)

DATE	PROJECT NO.	FILE NO.	SCALE	SHEET
January 2016	20150100 CA 14	-	AS SHOWN	1





Lee Plan  
Noise Zone Updates

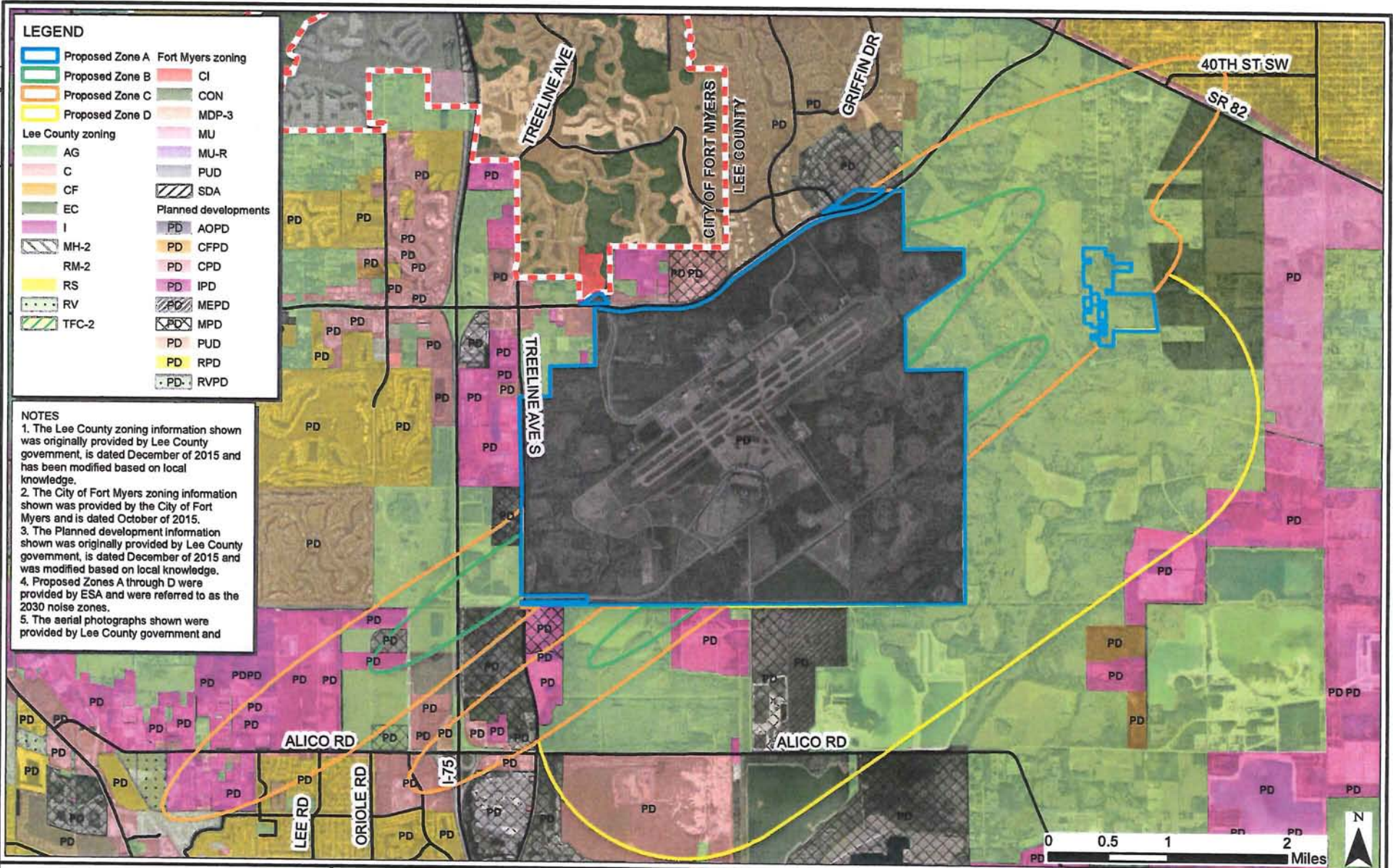


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RSW Surrounding Existing Land Uses

DATE	PROJECT NO.	FILE NO.	SCALE	SHEET
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Lee Plan  
Noise Zone Updates



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RSW Zoning Map

DATE January 2016	PROJECT NO. 20150100 CA 14	FILE NO. -	SCALE AS SHOWN	SHEET 1
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**LCPA Updates to RSW Noise Zones**  
**Existing Land Uses & Zoning**  
**of Subject Property and Surrounding Properties**

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Existing Land Uses and Zoning of the subject property and surrounding properties are provided below for Southwest Florida International Airport (RSW).

**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).

Airport property is subject to Noise Zone A in the current and proposed Lee Plan Map 1, Page 5 of 8 titled "Special Treatment Areas." Airport property within Noise Zone A consists of the RSW property and property in Lee County Port Authority ownership to the east of RSW known as "Timber Trails," which is designated Density Reduction/Groundwater Resource, zoned AG-2 and currently undeveloped.

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

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**North**

Given the nature of arrival, departure and training flight patterns, noise zones do not extend to the north of RSW, with the exception of an approximately 12.8-acre segment of property north of Daniels Road that falls within the proposed Noise Zone C. This property is part of the Gateway DRI, designated New Community on the Future Land Use Map. Noise Zone C allows any use allowed by underlying zoning, and properties are only subject to notification of existence of the Noise Zone.

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 updates to Lee Plan Map 1 (Page 5 of 8) do not include proposed noise zones north of the airport property, with exception of an approximately 12.8-acre segment of proposed Noise Zone C that extends into the Gateway DRI north of Daniels Parkway. Noise Zone C allows all uses per the Land Development Code, therefore the proposed updates are not anticipated to adversely impact the existing or approved uses north of the airport property.*

### **South**

Due to anticipated use of the future parallel runway, some property to the south of RSW is within Noise Zones C and B. Due to potential training flight patterns, an area south of RSW is also designated in Noise Zone D. Noise Zones C and D allow any use allowed by underlying zoning, and properties are only subject to notification of existence of the Noise Zone. Noise Zone B prohibits residential units, places of worship, libraries, schools, hospitals, correctional institutions or nursing homes, with allowance for residential units that were legally permitted or platted prior to June 27, 2000.

Existing uses immediately 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 Meadows 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.

Further south beyond Alico Road is currently undeveloped property that is designated University Community, and zoned Centerplace CCPD and Miromar Lakes MPD. Noise Zone D is proposed to extend onto these properties. Noise Zone D allows any use allowed by underlying zoning, and properties are only subject to notification of existence of the Noise Zone.

*The proposed updates to Lee Plan Map 1 (Page 5 of 8) do not impact property to the south of the airport, with the exception Noise Zone D extending south of Alico Road. Noise Zone*



*D allows all uses per the Land Development Code, therefore the proposed updates are not anticipated to adversely impact the existing or approved uses south of the airport property.*

### **East**

Property to the east of RSW currently falls within Noise Zones D, C and B. Also to the east of RSW are properties owned by the Lee County Port Authority in the Timber Trails area. These properties owned by the Port Authority are designated within Noise Zone A. The properties are zoned AG-2 and are currently undeveloped.

Noise Zones D and C allows any use allowed by underlying zoning, and properties are only subject to notification of existence of the Noise Zone. Noise Zone B prohibits residential units, places of worship, libraries, schools, hospitals, correctional institutions or nursing homes, with allowance for residential units that were legally permitted or platted prior to June 27, 2000.

To the east of RSW are areas designated as Density Reduction/Groundwater Resource, 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.

Noise Zone B is proposed to extend onto approximately 50 acres of property to the east. Given the current designation of Density Reduction/Groundwater Resource and Conservation Lands Wetland on the property where Noise Zone B is proposed to extend, this slight adjustment of Noise Zone B is not anticipated to be in conflict with the future land use as designated.

Noise Zone C is proposed to extend beyond State Road 82. Noise Zone C allows any use allowed by underlying zoning, and properties are only subject to notification of existence of the Noise Zone.

Noise Zone D is also proposed to extend to the east where properties are designated Density Reduction/Groundwater Resource and Conservation Lands Wetland. Noise Zone D allows any use allowed by underlying zoning, and properties are only subject to notification of existence of the Noise Zone.

*The proposed updates to Lee Plan Map 1 (Page 5 of 8) are not anticipated to adversely impact lands located east of the airport property. The proposed approximately 50-acre*

*expansion of Noise Zone B is on land designated on the future land use map as Density Reduction/Groundwater Resource and Wetlands, therefore the proposed updates are not anticipated to adversely impact the existing or approved uses east of the airport property. Noise Zone C is proposed to extend onto property east of State Road 82, and Noise Zone D is proposed to extend onto property designated on the future land use map as Density Reduction/Groundwater Resource and Conservation Lands Wetland. Noise Zones C and D allow all uses per the Land Development Code, therefore the proposed updates are not anticipated to adversely impact the existing or approved uses where expansions of Noise Zones C and D are proposed.*

### **West**

Property to the west (primarily southwest) of RSW falls within Noise Zones C and B. Noise Zone C allows any use allowed by underlying zoning, and properties are only subject to notification of existence of the Noise Zone. Noise Zone B prohibits residential units, places of worship, libraries, schools, hospitals, correctional institutions or nursing homes, with allowance for residential units that were legally permitted or platted prior to June 27, 2000.

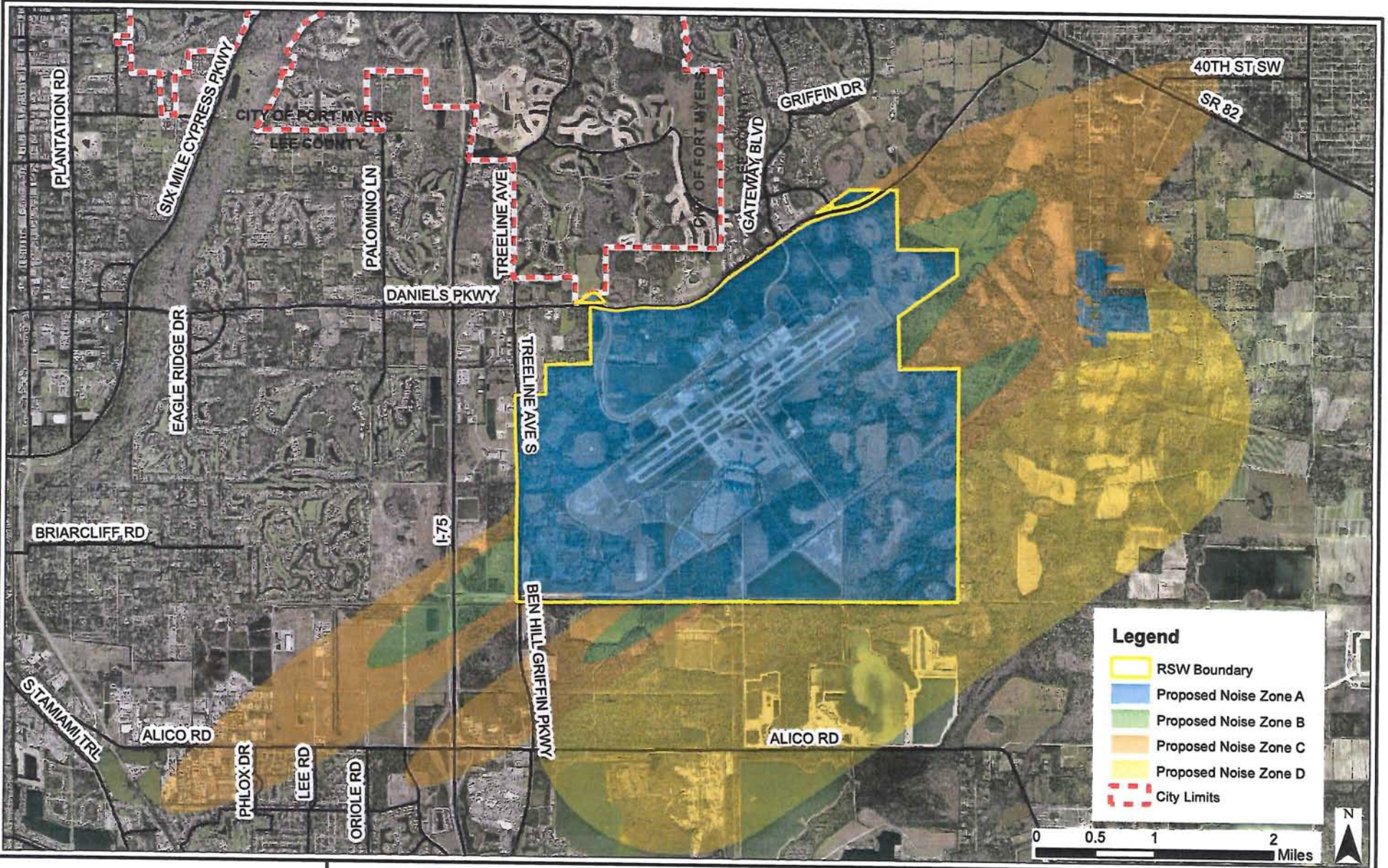
Immediately west of RSW are properties designated as Tradeport on the Future Land Use Map, and zoned CPD, CT, IL, IPD, and MPD. Existing and approved uses include warehousing, office, commercial, and hotel.

Proposed expansion of Noise Zone B extends west of I-75. This expansion affects approximately 135.6 acres of land that is currently undeveloped and designated Tradeport, Industrial and Wetlands. Given the current designation of these properties where Noise Zone B is proposed to extend, this adjustment of Noise Zone B is not anticipated to be in conflict with the future land use as designated.

Noise Zone C is proposed to extend beyond Alico Road to the southwest. Noise Zone C allows any use allowed by underlying zoning, and properties are only subject to notification of existence of the Noise Zone.

*The proposed updates to Lee Plan Map 1 (Page 5 of 8) are not anticipated to adversely impact lands located west of the airport property. The proposed approximately 135.6-acre expansion of Noise Zone B is on land designated on the future land use map as Tradeport, Industrial and Wetlands, therefore the proposed updates are not anticipated to adversely impact the existing or approved uses west of the airport property. Noise Zone C is proposed to extend onto property southwest of Alico Road. Noise Zone C allows all uses per the Land Development Code, therefore the proposed updates are not anticipated to adversely impact the existing or approved uses where expansion of Noise Zone C is proposed.*





**Legend**

- RSW Boundary
- Proposed Noise Zone A
- Proposed Noise Zone B
- Proposed Noise Zone C
- Proposed Noise Zone D
- City Limits



Lee Plan  
Noise Zone Update

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RSW Aerial Map

DATE	PROJECT NO.	FILE NO.	SCALE	SHEET
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LCPA Updates to RSW Noise Zones  
Internal Consistency with the Lee Plan

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- 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 update is to the Lee Plan Map 1 (Page 5 of 8) depicting the Airport Noise Zone Special Treatment Areas. The expansion of Noise Zone B, the noise zone that does not permit any residential units, is not proposed to impact land designated for residential use per the Lee County Future Land Use Map. Therefore, neither the population projections nor the total population capacity of the Lee Plan Future Land Use Map are altered by this update.

**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.**

**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, *subject to pending text changes per application CPA2016-00001*)

**POLICY 1.2.3:** Airport Noise Zones are subject to varying levels of airport-related noise; see Policy 1.7.1 for details of these overlay zones.

**RESPONSE:** The Update of Lee Plan Map 1 Page 5 of 8 (Airport Noise Zone Map) and related Policy 1.7.1 will allow for further development of the airport property based on the 2013 Southwest Florida International Airport Part 150 Noise Study as approved by the FAA in April 2014.

The updates associated with this Lee Plan amendment reflect noise contours projected in the vicinity of RSW for the year 2030 as opposed to the existing Lee Plan Noise Map that reflects noise projections through the year 2020. This update is consistent with the current Lee Plan Policy 1.7.1.

**OBJECTIVE 1.7: SPECIAL TREATMENT AREAS.** Designate on the Future Land Use Map, as overlays, special treatment areas that contain special restrictions or allowances in addition to all of the requirements of their underlying categories.

**POLICY 1.7.1:** (REFER TO TEXT AMENDMENT LANGUAGE PROPOSED WITH THIS APPLICATION)

**RESPONSE:** The proposed changes are necessary to update noise exposure projected through 2030 consistent with requirements at the federal, state and local level applicable to the study of noise generated by airport activity and the maintenance of Noise Zones for compatibility of uses around airports.

**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 46.2: 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:** By updating the existing Airport Noise Zone Map to be consistent with the approved September 2013 Part 150 Study, this request furthers the facilitation of the safe and efficient movement of commerce. Community values and economic objectives are protected by reducing the likelihood of incompatible land uses adjacent the Airport Property.



**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).

**POLICY 47.1.2:** The development potential of Southwest Florida International Airport will continue to be protected by the acquisition of additional land for runway and taxiway, road access, storm water management, and environmental mitigation use, consistent with the adopted Airport Master Plan and the Port Authority's Capital Improvement Program. (Amended by Ordinance No. 98-09, 99-15, 07-09)

**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 47.1.7:** 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:** The proposed updates address compatibility while accommodating growth of aviation activity as analyzed in the September 2013 Part 150 Study through the year 2030. This supports the goal and policy intent to allow for continued aviation related development potential and the implementation of planned facilities.

**OBJECTIVE 47.2: DEVELOPMENT COMPATIBILITY.** The county and Port Authority will evaluate development proposals for property located within the vicinity of existing aviation facilities to ensure land use compatibility, to preclude obstructions to aircraft operations, and to protect airport capacities. (Amended by Ordinance No. 99-15, 07-09)

**POLICY 47.2.2:** The county will coordinate with the Port Authority to ensure that regulations in the Lee County Land Development Code restrict land uses in areas covered by the Airport Noise Zones (ANZ) to those uses that are compatible with the operation of the airport. (Amended by Ordinance No. 99-15)

**POLICY 47.2.4:** To the greatest extent possible, future airport master plans will retain the long term aviation expansion capability and capacity at both Page Field Airport and the Southwest Florida International Airport. (Amended by Ordinance No. 99-15).

**POLICY 47.2.5:** The county will utilize the approved Airport Master Plans and FAR Part 150 Study, including updates, as a basis to amend the comprehensive land use plan and the

land development code to prohibit development that is incompatible with the Southwest Florida International Airport or Page Field General Aviation Airport; and, to ensure future economic enhancement consistent with Objective 46.2. Future updates of the Southwest Florida International Airport Master Plan and Page Field General Aviation Airport Master Plan that precipitate substantive changes to the Airport Layout Plans (Map 3F and Map 3G, respectively) will require a Lee Plan Amendment prior to local permitting approval for the affected airport. In accordance with FAA requirements, the Southwest Florida International Airport Master Plan and corresponding Airport Layout Plan (Map 3F) will be comprehensively updated at least once every 5 to 8 years. (Amended by Ordinance No. 99-15, 04-16, 09-14, *subject to pending text changes per application CPA2016-00001*)

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

**RESPONSE:** This request helps maintain the noise-related land use controls around the Airport to manage the potential for future incompatible development consistent with FAA policy and Florida Statute. This update will maintain the long term aviation expansion capability and capacity at Southwest Florida International Airport by identifying noise-related land use conflicts in the vicinity.

**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)

**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 47.5.3:** The county will coordinate with private investors by reviewing plans and otherwise providing technical assistance in the development of aviation facilities in Lee County to ensure land use, airspace, and environmental compatibility. (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)

**POLICY 47.5.5:** Locations adjacent to or near aviation facilities are identified in the Future Land Use Map as suitable for commerce movement support facilities such as warehouses, cargo handling facilities, and other transfer points, and will be periodically reviewed and updated. (Amended by Ordinance No. 98-09)



**POLICY 47.5.7:** The County will protect existing and proposed aviation facilities from the encroachment of incompatible land uses by updating the Future Land Use Map as needed to achieve consistency with revisions to the respective FAR Part 150 Studies (if applicable), and Airport Layout Plans for Southwest Florida International Airport and Page Field, as proposed by the Port Authority. (Amended by Ordinance No. 99-15, 04-16)

**RESPONSE:** The proposed updates are consistent with these objectives and policies in that Noise Zones are mechanisms to address compatibility with adjacent and surrounding land uses. This update incorporates current noise exposure study information associated with the latest approved FAR Part 150 Study. Implementation of the 2013 Part 150 Study through the update of Noise Zone Maps contributes to land use compatibility within the vicinity of the airport property.

**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)

**RESPONSE:** The proposed Noise Zone Map update is derived from the September 2013 Part 150 Study, which was prepared consistent with the Code of Federal Regulations (CFR) Part 150, and approved by the FAA. Implementation is consistent with the Continuing Florida Aviation System Planning Process as well as the National Plan of Integrated Airport Systems. All aviation facility plans associated with Southwest Florida International Airport are coordinated with federal, state, regional, and local review and permitting agencies as applicable.

**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:** This request is consistent with all relevant parts of the Comprehensive Plan, as detailed in this 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 151.4.1:** Port Authority staff will ensure that Lee County staff is directly involved in the review and approval process related to the ongoing update of the Airport Master Plan for Southwest Florida International Airport and Page Field General Aviation Airport. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Layout Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments to the Airport zoning approvals and compliance with the Lee County Land Development Code. (Added by Ordinance No. 04-16, 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 is the result of coordination between Lee County staff and Lee County Port Authority staff as outlined in the Objective and Policies above. The application content was presented to Lee County staff at a meeting on January 4, 2016. Prior to submittal, endorsement by the Board of Port Commissioners has been coordinated with the Lee County staff consistent with Policy 151.4.3.

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

Southwest Florida International Airport is within the limits of Lee County. The proposed Noise Zones associated with this update do not extend into the municipal limits located in the vicinity of the airport.

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. The request will not impact the Arborwood Community or the City of Fort Myers as both entities are located outside of the extents of the Airport Noise Zones, as depicted on the proposed Lee Plan Map 1 (Page 5 of 8) submitted with this application.

The revised Airport Noise Zones do not include areas incorporated by the Village of Estero or the Town of Fort Myers Beach.

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.

LCPA Updates to RSW Noise Zones  
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 update the Noise Zone Mapping and associated references in Policy 1.7.1 provides for proper planning and coordination between the Port Authority and Lee County. The implementation of Noise Zones help to fulfill federal, state and local requirements for addressing compatibility of uses around airports.

The proposed updates to the Lee Plan are derived from a current Part 150 Noise Study approved by the FAA, which is consistent with the parameters established for Airport Noise Compatibility Planning in Title 14 Code of Federal Regulations (CFR) Part 150.

Addressing compatibility of land uses within the vicinity of the airport by implementation of noise zones is in accordance with future land use planning requirements found in Florida Statutes Section 163.3177(6)(a)2.(g).

The resulting Noise Zones that are based on an approved Part 150 Study and incorporated into the Lee Plan must be kept up-to-date and accurately reflect anticipated future development horizons. The requested amendments are based on airport operation projections through the year 2030, which brings the Noise Zones in closer alignment with the Lee Plan planning horizon. The maintenance of Noise Zones that are up to date and consistent with a current Part 150 Study is supportive of sound planning principles to provide for the proper placement of growth, protection of natural resources, and furtherance of a strong economy.