

BOOK 4

CPA2007-57

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

LEE COUNTY COMPREHENSIVE PLAN

THE LEE PLAN

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

BoCC Adoption Document

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February 25, 2009

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

Text Amendment

Map Amendment

✓	This Document Contains the Following Reviews:
✓	Staff Review
✓	Local Planning Agency Review and Recommendation
✓	Board of County Commissioners Hearing for Transmittal
✓	Staff Response to the DCA Objections, Recommendations, and Comments (ORC) Report
✓	Board of County Commissioners Hearing for Adoption

STAFF REPORT PREPARATION DATE: September 10, 2008

PART I - BACKGROUND AND STAFF RECOMMENDATION

A. SUMMARY OF APPLICATION

1. APPLICANT:

The Lee County Port Authority.

2. REQUEST:

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

B. STAFF RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. RECOMMENDATION: Planning staff recommends that the Board of County Commissioners transmit the proposed amendment to the Lee Plan. This recommendation includes: incorporating a revised Table 5; re-titling "Table 5" to "Table 5(b)," updating the "Existing" year to reflect 2008 conditions; reflect existing facilities that were inadvertently omitted in the 2004 adoption.

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

- The proposed plan amendment is being undertaken for the specific purpose of updating Table 5 of the Lee Plan.
- The proposed amendment does not affect the Airport boundaries as contained on the Lee Plan's Future Land Use Map. The proposed amendment does not affect the Airport Mitigation Overlay lands.
- The proposed Table 5 changes are consistent with the approved Airport Master Plan and Airport Layout Plan.
- FS 163.3177(6)(j) and (k) allow local jurisdictions, like Lee County, to incorporate an airport master plan for a licensed publicly owned and operated airport into the local comprehensive plan. This section also provides that any subsequent amendments to the airport master plan can also be incorporated into the local comprehensive plan.
- The Southwest Florida International Airport (SWFIA) is licensed by the Florida Department of Transportation as a publicly owned and operated airport per FS 333.06.
- FS 163.3177(6)(k) provides that development or expansion of an airport consistent with the adopted airport master plan as incorporated into the local comprehensive plan "shall not be a development of regional impact."
- The proposed amendment represents sound planning coordination between Lee County staff and the Port Authority staff.
- The Southwest Florida International Airport is one of the main economic engines in the community.
- The plan amendment does not cause a need to modify any of the FSUTMS model data. The request does not require any transportation network modifications due to traffic.
- A compact and contiguous development pattern will be maintained through this amendment. The proposed amendment will not promote urban sprawl, as the subject property is located adjacent to a significant amount of existing and approved urban development. An examination of the surrounding land uses shows that the area surrounding the subject property is rapidly urbanizing, with the exception of the lands to the east.
- The proposed amendment does not accommodate additional residential development on the Lee Plan's Future Land Use Map. The proposed amendment will not affect Lee County population projections. Continued expansion of the facility is the result of increased growth in the southwest Florida region.

- A review of the Florida Site File indicates that no significant archaeological or historical sites are recorded for or likely to be present within the project area.
- The proposed amendment will have no affect on the School Board's plans to accommodate growth in the County.
- The proposed amendment will have minimal impacts on parks, recreation and open space.
- Lee County EMS currently provides emergency medical services to the Southwest Florida International Airport. Any increased demand for EMS from airport expansions will be addressed by budget plans for new ambulances and personnel.
- The Lee County Solid Waste Disposal System will have sufficient capacity to manage and dispose of the (Class I Municipal Solid Waste) materials anticipated to be generated by the expanded Southwest Florida International Airport.
- The Lee County Utilities system has adequate existing or planned capacity to provide an adequate level of service to accommodate the expanded airport.

D. BACKGROUND INFORMATION

1. EXISTING CONDITIONS:

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

PROPERTY LOCATION: The airport property is generally located on the east side of U.S. I-75, south of Daniels Parkway and north of Alico Road.

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

CURRENT ZONING: The airport property is zoned AOPD.

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

2. BACKGROUND DISCUSSION:

The Lee County Port Authority has the responsibility of managing the planning, development and operation of the Southwest Florida International Airport and Page Field. These airports are the only publicly funded and maintained airports in Lee County. These airports provide service for the rapidly growing aviation needs of the region. This amendment is concerned with the Southwest Florida International Airport and updating the development schedule that is contained in Table 5 of the Lee Plan.

The Southwest Florida International Airport (SWFIA) is an integral component of the regional transportation infrastructure system. The Port Authority prepares a plan, the Airport Master Plan, with periodic updates to provide a comprehensive analysis of current airport facilities and a

determination of trends and activities affecting the Airport and its environment. The Airport Master Plan and updates are based on the criteria and standards set forth by both the Federal Aviation Administration (FAA) and the Florida Department of Transportation (FDOT).

The current "Southwest Florida International Airport Draft Final Master Plan Update 2003" is based on the criteria and standards set forth in the FAA Advisory Circulars (AC) 150/5070-6A, "Airport Master Plans," AC 150/5300-13, Change 6, "Airport Design," as well as the FDOT's "Guidebook for Airport Master Planning." An Airport Master Plan Update includes updated aviation forecasts, facility requirements, demand/capacity analyses, airside and landside alternative analyses, a financial plan, an environmental overview, and an Airport Layout Plan set that meets FAA and FDOT criteria to guide future development on and around the Airport.

Concerning the current effort to update Table 5 of the Lee Plan, the application provides the following:

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

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

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

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

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

Chapter 2002-20, Laws of Florida (HB 261), revising FS Chapters 163 and 380, became effective on July 1, 2002. This legislation provides development or expansion of an airport, consistent with an adopted master plan that has been incorporated into the local comprehensive plan, will not be considered a development of regional impact.

The Florida Legislature adopted Chapter 2002-20, Laws of Florida, which amends FS 163.3177(6) to create a new subsection (k) specifically allowing incorporation of an Airport Master Plan into the comprehensive plan as part of the transportation element. This portion of the Florida Statutes reads as follows:

(k) An airport master plan, and any subsequent amendments to the airport master plan, prepared by a licensed publicly owned and operated airport under s. 333.06 may be incorporated into local government comprehensive plan by the local government having jurisdiction under this act for the area in which the airport or projected airport development is located by the adoption of a comprehensive plan amendment. In the amendment to the local comprehensive plan that integrates the airport master plan, the comprehensive plan amendment shall address land use compatibility consistent with chapter 333 regarding airport zoning; the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport; consistency with the local government transportation circulation element and applicable metropolitan planning organization long-range transportation plans; and the execution of any necessary interlocal agreements for the purposes of the provision of public facilities and services to maintain the adopted level of service standards for facilities subject to concurrency; and may address airport-related or aviation-related development. Development or expansion of an airport consistent with the adopted airport master plan that has been incorporated into the local comprehensive plan in compliance with this part, and airport-related or aviation-related development that has been addressed in the comprehensive plan amendment that incorporates the airport master plan, shall not be a development of regional impact. Notwithstanding any other general law, an airport that has received a development-of-regional-impact development order pursuant to s. 380.06, but which is no longer required to undergo development-of-regional-impact review pursuant to this subsection, may abandon its development-of-regional-impact order upon written notification to the applicable local government. Upon receipt by the local government, the development-of-regional-impact development order is void.

FS 163.3177(6)(k) allows local jurisdictions, like Lee County, to incorporate an airport master plan for a licensed publicly owned and operated airport, like Southwest Florida International Airport,

into the local comprehensive plan. The Southwest Florida International Airport (SWFIA) is licensed by the Florida Department of Transportation as a publicly owned and operated airport per FS 333.06. FS 163.3177(6)(k) also provides that any subsequent amendments to the airport master plan can also be incorporated into the local comprehensive. In addition, FS 163.3177(6)(k) provides that development or expansion of an airport consistent with the adopted airport master plan as incorporated into the local comprehensive plan "shall not be a development of regional impact."

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

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

PART II - STAFF ANALYSIS

A. STAFF DISCUSSION

INTRODUCTION

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

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

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

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

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

Add several additional 2003 existing facilities, previously omitted;

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

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

Lee County staff recognizes the continuing importance of this effort and has worked cooperatively to achieve the best possible modification to Table 5. County staff recognizes that the international airport is one of the main economic engines in the region. A recent economic impact study, completed by the Cincinnati-based consulting firm Ricondo & Associates for the Lee County Port Authority analyzed the airport's direct and indirect contributions to the area's economy. Data showed that the airport generated \$2 billion in economic output, almost 44,000 jobs, and salaries of \$885 million in Southwest Florida during 1999. The airport provides almost 1,400 full-time jobs. The Southwest Florida International Airport has served more than 4 million passengers each year since 1994.

County staff also recognize that the size, complexity and volume of projects planned and constructed at Southwest Florida International Airport, in addition to new statutory requirements relating to airport master plans and comprehensive plan elements, makes it prudent and appropriate to continue a system of coordinated review between the Airport and various County departments. This application is an example of this collaborative process envisioned by the Lee Plan as amended by CPA2003-02.

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

The parameters listed in Table 5 are the upper limits of non-aviation related land uses that could be developed at SWFIA before the year 2020. The Port Authority will enter into leases with proposed end users, and the uses will still have to be approved through normal local processes such as rezoning, development orders, and building permit approvals.

COMPREHENSIVE PLAN BACKGROUND

The subject property was designated "Airport," "Open Lands," and "Resource Protection and Transition Zones" by the original Lee County Future Land Use Map, adopted in 1984. "Open Lands" was established as a non-urban future land use category with a maximum density of one dwelling unit per acre. Subsequent Lee Plan amendments changed this designation to the Density Reduction/Groundwater Resource category and then to "Airport." The "Resource Protection and Transition Zones" land use categories were consolidated into the "Wetlands" land use category. Currently the property is designated "Airport" and "Wetlands."

SURROUNDING ZONING, LAND USES, AND FUTURE LAND USE DESIGNATIONS

The application materials include a discussion of surrounding zoning and land uses. An examination of the surrounding land uses shows that the area surrounding the subject property is rapidly urbanizing, with the exception of the lands to the east. The surrounding Future Land Use categories consist of Tradeport, New Community and Density Reduction/Groundwater Resources. Tradeport designated lands occur to

the north, west, and south of airport lands. The New Community designation is located north of airport lands. Density Reduction/Groundwater Resource lands are located south and east of airport lands. There are a variety of DRIs, Developments of County Impacts, and planned developments in close proximity to the airport.

North of the subject property is Daniels Parkway and then a variety of planned development and DRI approvals with significant amounts of existing and planned uses. These include the Gateway DRI/PUD, the Worthington Commerce Park MPD, the Airside Plaza DRI/CPD, the Treeline Park IPD, and Airport Woods IPD. The Future Land Use designations for the area immediately north of the subject property include lands with the Tradeport, Wetlands, and New Community designations. There are also vacant properties located to the north of the subject property.

East of the subject property are lands within the Density Reduction/Groundwater Resource Future Land Use Category. The majority of these lands are zoned AG-2 and are either vacant or used for agricultural purposes.

To the south are several existing or proposed DRIs and planned developments with significant amounts of existing and planned uses. These include the Rockett 44 IPD, the Ledo Lines IPD, the Airport South Interchange IPD, the Coca Cola Bottling IPD, the Jetway Tradeport MPD, and the Airport Technology Center. Also south of Alico Road, several developments are occurring or are planned including the Florida Gulf Coast Town Center Mall, Miromar Lakes DRI, and Florida Gulf Coast University. The Future Land Use designation for the area south of the subject property is Tradeport and Density Reduction/Groundwater Resource and then the University Community land use designation south of Alico Road.

The majority of the lands to the west of the airport are zoned AG-2. Along Daniels Parkway, between I-75 and the airport property, a variety of commercial zoning districts such as CT, CG, CH, and CP are present. Within the area south of Daniels Parkway is the Jetport Interstate Commerce Park DRI. This DRI is mainly zoned IL with some commercial zoning such as CT. A portion of this DRI is located within the General Interchange Future Land Use category. This category is located at the I-75 and Daniels Parkway interstate interchange area.

A public rest area for I-75, accessed from Daniels Parkway, is located north of Daniels Parkway and east of I-75. The rest area is designated "Public Facilities" on the Lee Plan's Future Land Use Map.

TRANSPORTATION/TRAFFIC CIRCULATION IMPACTS

The subject property currently has access from Daniels Parkway via Chamberlin Parkway and Paul J. Doherty Parkway. The new mid-field terminal main access is from Treeline Avenue/Ben Hill Griffin Parkway. The Port Authority's desire is to have a direct connection to I-75 in the future.

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

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

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

Staff concludes that the plan amendment does not cause a need to modify any of the FSUTMS model data. The request does not require any transportation network modifications due to traffic.

POPULATION ACCOMMODATION

The request does not accommodate additional residential development on the Lee Plan's Future Land Use Map. The application provides the brief discussion:

The proposed development of two animal kennels and clinics at the Southwest Florida International Airport through the year 2020 will not affect the Lee County population projections. The project is to provide a service to existing users of the airport. Users of the airport will be those residing in and visiting the area that use air travel as a primary mode of transportation. The amendment will not require any revisions to Table 1(b) (Planning Community Year 2020 Allocations), or the Lee Plan Future Land Use Map.

Staff concurs that the proposed amendment will not affect Lee County population projections. Continued expansion of the facility is the result of increased growth in the southwest Florida region as a whole.

ENVIRONMENTAL CONSIDERATIONS

The application includes: a Florida Land Use, Forms and Cover Classification System (FLUCFCS) Code map; a topography map; a wetlands map; and, a table of plant communities. The Division of Environmental Sciences (ES) staff has reviewed the amendment and provided comments dated September 4, 2008. This memo raises no objection to the proposed amendment:

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

SOILS

The applicant has provided a soils map and information in the background materials. The brief descriptions associated with the soil types depicted on the table prepared by the applicant are based on information provided in the Soil Survey of Lee County, Florida (U.S. Department of Agriculture, Soil Conservation Service, 1984).

HISTORIC RESOURCES

The application includes a letter, dated January 14, 1994, from the Division of Historical Resources and State Historic Preservation Officer, Florida Department of State. This letter provides the following:

A review of the Florida Site File indicates that no significant archaeological or historical sites are recorded for or likely to be present within the project area. Furthermore, because of the project location and/or nature it is unlikely that any such sites will be affected. Therefore, it is the opinion of this office that the proposed project will have no effect on historic properties listed, or eligible for listing, in the National Register of Historic Places, or otherwise of historical or architectural value. The project is also consistent with the historic preservation laws of Florida's Coastal Management Program.

The application also includes two other letters, dated January 28, 2000 and April 6, 2001, from the Division of Historic Resources, Florida Department of State. Both of these letters indicate that, for Township 45 South, Range 24 East, Sections 23-26, 35-36, and Township 45 South, Range 26 East, Sections 17-20, and 30-32, the Florida Master Site File lists no archaeological sites, historical standing structures, or field surveys.

Lee County staff note that there are areas on the airport property designated in the "Area of archaeological sensitivity, Sensitivity Level 2. Chapter 22 of the Lee County Land Development Code defines the Sensitivity Level 2 as follows:

*Those areas containing known archaeological sites that have not been assessed for significance but are likely to conform to the criteria for local designation, or **areas where there is a high likelihood that unrecorded sites of potential significance are present.** (Bolding added for emphasis)*

Staff is not aware of any historic or archaeological resources occurring on this site. The Port Authority will be required to obtain a "Certificate to dig" from Lee County prior to or in conjunction with the issuance of a final development order for activity within areas designated as being within the "Sensitivity Level 2" areas. "Activity" in this context means new construction, filling, digging, removal of trees or any other activity that may alter or reveal an interred archaeological site.

SCHOOL IMPACTS

Lee County School District staff reviewed the proposal and provided written comments dated December 14, 2007. This letter provides the following:

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

PARKS, RECREATION AND OPEN SPACE

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

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

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

EMERGENCY MEDICAL SERVICES (EMS)

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

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

SOLID WASTE

The subject property is within Lee County Solid Waste District #3. The collection company for District #3 is Waste Pro. With the existing Gulf Coast Landfill, the Waste-to-Energy facility, and the Lee/Hendry Disposal facility all online, staff anticipates that there will be adequate capacity in the County's solid waste system to accommodate the additional waste that will likely accompany the expansion of the airport.

Lee County Solid Waste Division staff reviewed the request and provided written comments dated December 19, 2007. This letter provides the following:

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

MASS TRANSIT

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

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

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

POLICE

The Port Authority maintains an Airport Police Department that provides law enforcement and security services at the Southwest Florida International Airport. The Port Authority Police Department reviewed the request and provided written comments dated December 13, 2007. These comments are reproduced below:

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

FIRE

The Port Authority maintains an Aircraft Rescue and Fire Fighting Department to provide fire and medical rescue services at the Southwest Florida International Airport. The Port Authority Aircraft Rescue and Fire Fighting Department reviewed the request and provided written comments dated December 17, 2007. These comments are reproduced below:

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

UTILITIES

The application includes the required potable water and sanitary sewer analysis. The submitted analysis provides an estimation of demand for these services in 2020. Lee County Utilities staff reviewed the request and provided comments dated July 10, 2008. This letter is reproduced below:

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

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

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

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

Staff also notes that the County's concurrency system is applicable to the proposed non-aviation related uses. In other words, individual non-aviation related projects will have to demonstrate that there is adequate capacity in the potable water and sanitary sewer systems to address project impacts prior to a local development order approval.

INTERNAL CONSISTENCY WITH THE LEE PLAN

The Airport is considered a Future Urban Area by the Lee Plan. The amendment is not proposing to make any adjustment to the "Airport" land use designation on Map 1. Objective 1.2 describes the "Southwest Florida International Airport Area."

Lee Plan Policy 1.7.6 discusses the Planning Communities Map (Map 16) and Acreage Allocation Table (Table 1(b)). This map and table depict the proposed distribution, extent, and location of generalized land uses for the year 2030. Acreage totals are provided for land in each Planning Community in unincorporated Lee County. No final development orders or extensions to final development orders will be issued or approved by Lee County that will allow the acreage totals for residential, commercial or industrial uses contained in Table 1(b) to be exceeded. The proposed amendment is consistent with the allocations contained on Table 1(b) and will not affect established county population projections.

Goal 2 of the Lee Plan and its subsequent objectives and policies address growth management concerns. Goal 2 seeks to provide for an economically feasible plan, which coordinates the location and timing of new development with the provision of infrastructure by government agencies, private utilities, and other sources. The subject property has access to the arterial road network as well as to public water and sewer.

Objective 2.2 seeks to direct new growth to those portions of the Future Urban Areas where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created. Staff believes that a compact and contiguous growth pattern will be achieved through this plan amendment. The subject property is within an urbanizing area and is surrounded on three sides by existing or approved urban development. Staff finds that a compact growth pattern is preferable to urban development occurring more distant from existing urban areas and urban infrastructure. Staff finds that the proposed plan amendment promotes a compact growth pattern and minimizes urban sprawl.

Objective 2.4 of the Lee Plan requires regular examination of the Future Land Use Map in light of new information and changed conditions, and make necessary modifications or amendments to address these changes. Staff finds that conditions around the subject property have changed significantly since the property was designated as Airport and Open Lands as established by the 1984 Lee Plan. Since 1984, many new projects have been developed or approved in the immediate area including a significant amount of commercial and light industrial uses. When all of these projects are built out, the area will have a distinctly urban character.

Policy 2.4.4 states that Lee Plan amendment applications to expand employment centers recognized by the Plan, which include light industrial, commercial retail and office land uses, will be evaluated by the Board of County Commissioners in light of the locations and cumulative totals already designated for such uses, including the 1994 addition of 1400 acres to the Airport Commerce (renamed Tradeport) category just south of the Southwest Florida International Airport. Staff believes this area is emerging as an employment center due to the presence of the Southwest Florida International Airport, as well as the Florida Gulf Coast University located to the south. The update to Table 5 will allow the Port Authority an opportunity to enter into lease agreements with private developments that choose to be located in close proximity to the Southwest Florida International Airport. This is consistent with and furthers the County's desire to diversify the local economy. Establishment of non-aviation related uses advances or furthers the intent of the Lee Plan's Economic Element, including Goal 110 and Policy 110.4.4.

The proposed plan amendment furthers and advances Goal 31. Goal 31 seeks to provide a coordinated system of railways, aviation, ports, and roads. The amendment also furthers and advances Objective 32.6. Objective 32.6 seeks agency coordination to ensure that existing and future air system needs can be met safely and with a minimum of land use conflict by coordinating aviation facility plans with appropriate federal, state, regional, and local review and permitting agencies.

FLORIDA STATE COMPREHENSIVE PLAN

The application provides a discussion concerning consistency of the proposal with the Florida State Comprehensive Plan as contained in F.S. 187.201. The discussion highlights various areas in which the plan amendment furthers and advances the State Comprehensive Plan. Staff concurs that the proposal is consistent with the State Comprehensive Plan.

AFFECT ON ADJACENT LOCAL GOVERNMENTS

The application provides that the proposed amendment "will not affect adjacent local governments and their comprehensive plans. Staff concurs that the amendment will not affect adjacent local governments and their comprehensive plans. Staff notes that the City of Fort Myers is annexing land north of the airport, but the amendment will not affect these lands or the City's Comprehensive Plan.

B. CONCLUSIONS

The proposed amendment provides sound planning coordination between Lee County staff and the Port Authority staff. The proposed update to Table 5 has been justified by adequate data and analysis.

C. STAFF RECOMMENDATION

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

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

DATE OF PUBLIC HEARING: April 28, 2008

A. LOCAL PLANNING AGENCY REVIEW

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

DATE OF PUBLIC HEARING: September 22, 2008

A. LOCAL PLANNING AGENCY REVIEW

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

B. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY

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

C. VOTE:

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

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

DATE OF TRANSMITTAL HEARING: October 22, 2008

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

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

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

C. VOTE:

A. BRIAN BIGELOW

AYE

TAMMARA HALL

AYE

ROBERT P. JANES

AYE

RAY JUDAH

AYE

FRANKLIN B. MANN

AYE

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

DATE OF ORC REPORT: January 16, 2009

A. DCA OBJECTIONS, RECOMMENDATIONS AND COMMENTS

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

B. STAFF RESPONSE

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

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

DATE OF ADOPTION HEARING: February 25, 2009

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

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

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

C. VOTE:

A. BRIAN BIGELOW	<u> </u> AYE
TAMMARA HALL	<u> </u> AYE
ROBERT P. JANES	<u> </u> AYE
RAY JUDAH	<u> </u> AYE
FRANKLIN B. MANN	<u> </u> AYE

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



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

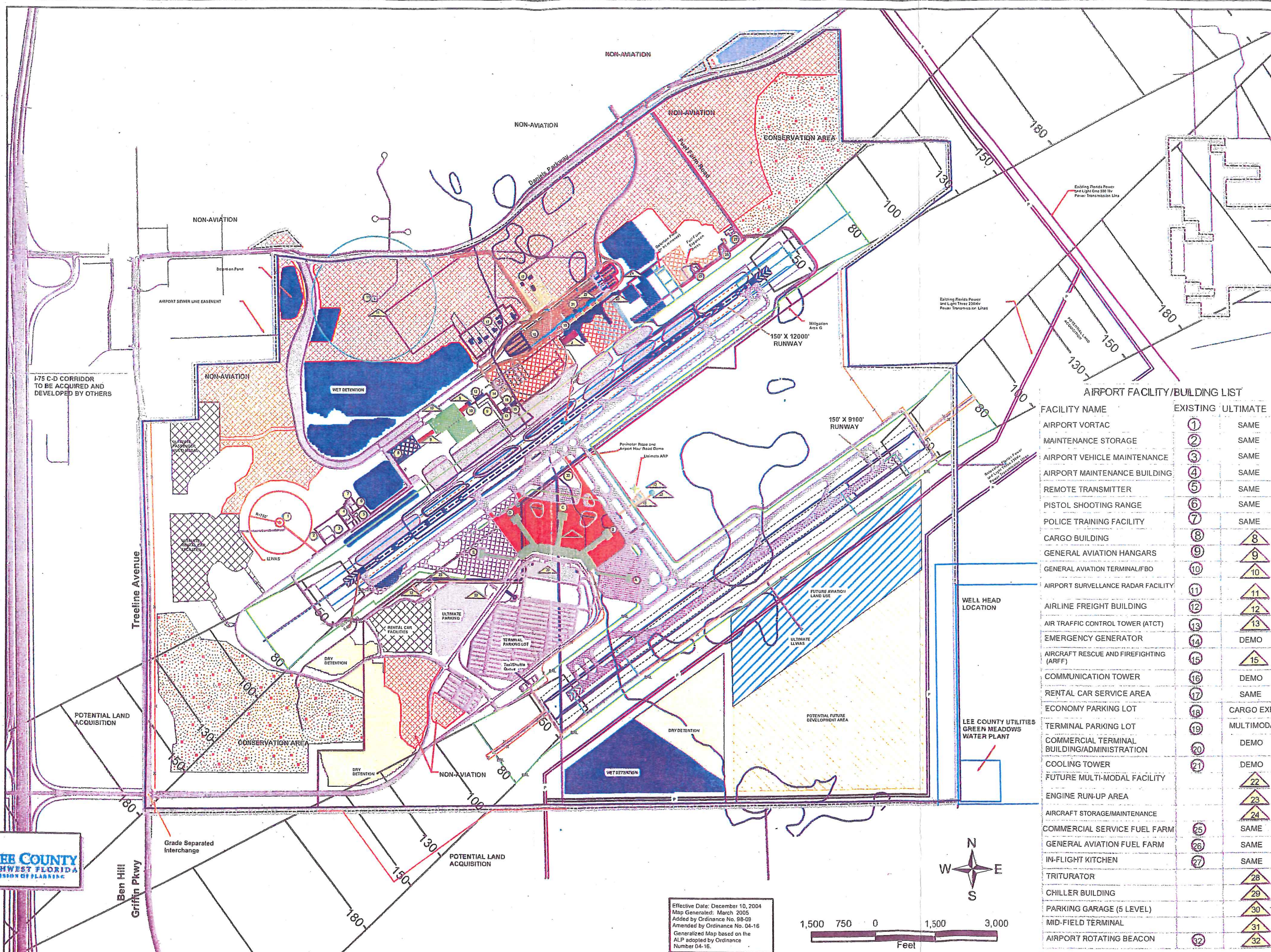
**TABLE 5a
Southwest Florida International Airport
Development Schedule**



Development	Existing	2020	
Airside (continued)			
Airline Freight Forwarding (Belly Cargo)	15,000 SF	New freight forwarding (belly cargo) facility of 15,000 SF in midfield area	
General Aviation	8,000 SF FBO and hangar facility 26,180 SF hangar space 48,650 S.Y. apron area	Infrastructure for second FBO Construct multi-use hangars (129,000 SF) Expand GA apron to 49,700 S.Y.	
Aircraft Maintenance General Aviation Large Aircraft	Approximately 13,000 SF	Expand to 36,000 SF as necessary Construct one hangar to accommodate aircraft including the Boeing 747. Land to accommodate an additional three hangars should be set aside, should it be needed in the future.	
Air Traffic Control Tower (ATCT)	Height 76.91 ft., 8,600 SF	Relocate to midfield - same SF as existing 8,600 ft. or more. New height must be greater than 80 ft. AGL	
Aircraft Rescue and Fire Fighting (ARFF)	14,000 SF	Add midfield ARFF Station	
Fuel Farm	Commercial: Four (4) 420,000 gallon tanks Jet A Fuel pumped from existing fuel farm area by a hydrant fueling system to the midfield area General Aviation: (4) 15,000 gallon Jet A tanks (1) 12,000 gallon 100LL tank		
Airline Catering -	25,000 SF		
Miscellaneous		Relocate high voltage power lines Upgrade airfield emergency generator Helipad (11,000 SF) Develop multi-modal center	
Rental Car Expansion		Rental car fuel farm	
Non-Aviation Related Land Uses		Option 1	Option 2
Commercial and Service		40,000 SF	40,000 SF
Animal Kennel and Clinic		Construct 300 Rooms	Construct 300 Rooms
Hotel ³⁾		44,300 SF	100,000 SF
Light Manufacturing/Assembly		Construct 3,500 SF w/ 24 pumps	Construct 3,500 SF w/ 24 pumps
Gas Station/Convenience Store		100,000 SF	60,800 SF
Warehouse/Distribution		275,000 SF	275,000 SF
Office ³⁾			

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

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



AIRPORT FACILITY/BUILDING LIST

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

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

