



**LOCAL PLANNING AGENCY  
OLD LEE COUNTY COURTHOUSE  
2120 MAIN STREET, FORT MYERS, FL 33901  
BOARD CHAMBERS  
MONDAY, JUNE 27, 2016  
8:30 AM**

**AGENDA**

1. Call to Order/Review of Affidavit of Publication/Pledge of Allegiance
2. Public Forum
3. Approval of Minutes – April 25, 2016
4. Lee Plan Amendments
  - A. CPA2016-00001 – Airport Development Schedules Update
  - B. CPA2016-00004 – RSW Noise Zone Amendment
5. Land Development Code Amendments
  - A. Electronic Changing Messaging Centers/North Fort Myers
  - B. Temporary RVs/Habitat for Humanity
  - C. Lee County Mosquito Control Facilities & Operations
  - D. Buckingham Airfield/Community Facilities (CF) Zoning District
  - E. Lee County Port Authority/Airport Noise Zones
  - F. LDC Regular Two-Year Cycle of Amendments: Ch. 2, Ch. 6, Ch. 10, Ch. 12, Ch. 14, Ch. 22, Ch. 30, Ch. 33, & Ch. 34
  - G. Draft Administrative Code AC 13-16 Transportation Proportionate Share Calculations for New Development Projects (to be discussed with Ch. 2 amendments above)
6. Other Business
7. Adjournment – Next Meeting Date: July 25, 2016

A verbatim record of the proceeding will be necessary to appeal a decision made at this hearing.

Persons with disabilities who need an accommodation to participate in the Local Planning Agency meeting should contact Janet Miller, 1500 Monroe Street, Fort Myers, FL 33901 (239-533-8583 or [jmiller@leegov.com](mailto:jmiller@leegov.com)). To ensure availability of services, please request accommodation as soon as possible but preferably five or more business days prior to the event. Persons using a TDD may contact Janet Miller through the Florida Relay Service, 711.

The agenda can be accessed at the following link approximately 7 days prior to the meeting: <http://www.leegov.com/dcd/events>

Direct links to plan amendment documents: [CPA2016-00001](#)  
[CPA2016-00004](#)

**CPA2016-00001**

**AIRPORT  
DEVELOPMENT  
SCHEDULES  
UPDATE**



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**COMPREHENSIVE PLAN  
AMENDMENT**

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**CPA2016-01  
AIRPORT DEVELOPMENT SCHEDULES  
UPDATE**

**Port Authority Initiated Amendment**

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**Local Planning Agency  
Staff Report**

**6/27/2016**

**LEE COUNTY  
DEPARTMENT OF COMMUNITY DEVELOPMENT  
PLANNING SECTION**

**STAFF REPORT FOR  
COMPREHENSIVE PLAN AMENDMENT  
CPA2016-01**

**Text Amendment**

**Map Amendment**

	<b>This Document Contains the Following Reviews</b>
<input checked="" type="checkbox"/>	<b>Staff Review</b>
	<b>Local Planning Agency Review and Recommendation</b>
	<b>Board of County Commissioners Hearing for Transmittal</b>
	<b>Staff Response to Review Agencies' Comments</b>
	<b>Board of County Commissioners Hearing for Adoption</b>

STAFF REPORT PUBLICATION DATE: June 17, 2016

**PART I  
APPLICATION SUMMARY**

**A. Project Name:**

Airport Development Schedules Update

**B. Applicant/Representative:**

Lee County Port Authority represented by Laura DeJohn of Johnson Engineering.

**C. Proposed Lee Plan Amendments:**

Update Table 5(a), for Southwest Florida International Airport, to consolidate future development into a single phase; update Table 5(b), for Page Field Airport, to consolidate future development into a single phase, and add 25,000 square feet for a multi use hangar; and update Lee Plan Future Land Use and Transportation Elements to reflect these changes and make consistent throughout the Lee Plan.

## PART II RECOMMENDATION AND FINDINGS OF FACT

### A. Recommendation:

Staff recommends that the Board of County Commissioners *transmit* the proposed amendments.

### B. Basis and Recommended Findings of Fact:

- The Board of County Commissioners as the Board of Port Commissioners endorsed submittal of this amendment on January 7, 2016.
- The applicant submitted an application to update Table 5(a), Table 5(b), and Lee Plan Future Land Use and Transportation Elements on January 14, 2016.
- Lee Plan Policy 1.2.1 requires “all development on Airport Lands comprising Southwest Florida International Airport must be consistent with Map 3F and Table 5(a).”
- Lee Plan Policy 1.2.1 requires “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).”
- The proposed amendments to Lee Plan Objective 1.2, Policy 1.2.1, Objective 1.9, Policy 1.9.1, Policy 1.9.2, Policy 1.9.4, Policy 47.2.5, Policy 47.3.4, Table 5(a), and Table 5(b) are consistent with the Airport future land use category and the remainder of the Lee Plan.
- The uses and intensities proposed with these amendments are consistent with the surrounding land uses.

## PART III BACKGROUND

### A. Project Summary Discussion:

The Airport Development Schedules Update was filed by the Lee County Port Authority on January 14, 2016. The applicant proposes to amend Table 5(a), for Southwest Florida International Airport (RSW), to consolidate future development into a single phase; update Table 5(b), for Page Field Airport (FMY), to consolidate future development into a single phase, and add 25,000 square feet for a multi use hangar; and update Lee Plan Future Land Use and Transportation Elements to reflect these changes and make consistent throughout the Lee Plan. Additional information about these changes can be found in Part IV of this staff report. The applicant is not proposing any map amendments.

### B. Background Information:

Size of Properties: RSW total acreage is +/-6,366.48 acres.  
FMY total acreage is +/-563.65 acres.

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

(FMY) General Aviation Airport, including aviation and non-aviation support facilities.

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

Current FLUC: (RSW) Airport and Wetlands  
(FMY) Airport

#### **PART IV STAFF ANALYSIS**

In 2002, the Florida Legislature adopted language that allowed incorporation of an Airport Master Plan into the Lee County Comprehensive Plan in lieu of the application of state DRI requirements on Florida airports. As a result, in September 2004 the Southwest Florida International Airport (RSW) Airport Master Plan was incorporated into the Lee Plan and in February 2009 the Page Field (FMY) Master Plan was added into the Lee Plan. As part of the inclusion into the Lee Plan, Lee County requires a Development Schedule Table which breaks down the type, intensity, and timing of development for each airport. Table 5(a) outlines development for RSW and Table 5(b) portrays the development schedule for FMY.

Tables 5(a) and 5(b) layout the Development Schedules for landside, airside, and non-aviation support facilities associated with RSW and FMY. Landside facilities include the terminals and access system, which includes vehicular parking. Airside facilities are required for aviation operations, including runways, ramps, maintenance facilities, air traffic control, etc. Non-aviation support facilities include retail shops, restaurants, hotels, gas stations, etc. that are used to support airport activities and users. Tables 5(a) and 5(b) are consistent with Florida Statute 163.3177 and incorporated in the Lee Plan to facilitate coordination of airport planning efforts that are conducted pursuant to federal regulation with the local jurisdiction comprehensive plan. Updates are occasionally required to accurately reflect the status and ongoing planning efforts for these facilities. The proposed table and text updates are minor and corrective in nature, as further described below.

#### **Table 5(a) Update:**

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

- Update the “existing” development information to reflect 2016 conditions.
- Consolidate future development identified in two phases through 2020 and through 2030 into a single phase through 2030.

These changes address the status of anticipated development and allows for more streamlined planning through a single horizon year. No changes to current or future development potential or intensities are proposed. These updates to Table 5(a) can be found highlighted in Attachment 1.

Table 5(a) was last updated in 2011 (CPA2010-00008) to allow for additional development between the existing runway (Runway 6-24) and Daniels Road.

**Table 5(b) Update:**

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

- Replace the “existing” development information (current in 2008) to reflect 2016 conditions.
- Consolidate future development scheduled for two phases through 2020 and through 2025 into a single phase through 2025.
- Change the table to accurately reflect the intensity associated with the General Aviation Terminal as Landside Intensity instead of Airside Intensity.
- Change the footnotes to define landside facilities per the Federal Aviation Administration definition.
- Consolidate the listing of square footage, occurring by quadrant, to reflect total square footage for the airport.
- Revise the future Aviation Support Facilities total to include a proposed 25,000 square foot multi use hangar.

These updates show the status of anticipated development and again allows for more streamlined planning through a single horizon year. The proposed 25,000 square foot multi use hangar will be used to support the economic feasibility and maximization of uses at the airport. Updates to Table 5(b) can be found highlighted in Attachment 1.

**Text Update:**

The updates proposed to Lee Plan Objective 1.2, Policy 1.2.1, Objective 1.9, Policy 1.9.1, Policy 1.9.2, Policy 1.9.4, Policy 47.2.5, and Policy 47.3.4 are intended to resolve inconsistencies in date references between Lee Plan text and Tables 5(a) and 5(b). The Airport Master Plans, Airport Layout Plans, and Development Schedule Tables are updated occasionally per Federal Aviation Administration policies and procedures. These amendments allow for continuity within the Lee Plan in anticipation of future updates. The proposed Objective/Policy text amendments can be found in strikethrough and underline format text in Attachment 1.



## **PART V INTERDEPARTMENTAL REVIEW**

### **Transportation:**

Due to the nature of the proposed amendment, Lee County staff did not require a Traffic Circulation Analysis. In an email dated September 29, 2015, Lee County DCD staff states:

*I've considered your question relating to whether we should require some sort of traffic analysis from the Port Authority for their proposed Lee Plan amendment with respect to adding an additional 25,000 square foot hangar to their site. In consultation with Lee County Department of Transportation staff, I don't believe that a traffic study is necessary at this time due to the fact the vehicular traffic generated from the additional hangar, when distributed throughout the entire road network, will likely not be significant.*

### **Natural Resources:**

The Division of Natural Resources reviewed the proposed amendment and provided that there are no issues with the proposed amendment.

### **Environmental:**

Lee County Environmental staff reviewed the proposal and stated that there are no issues with the proposed amendments.

### **Transit:**

There is no transit demand associated with the proposed amendments.

### **Law Enforcement:**

In a letter dated December 8, 2015, the Lee County Port Authority Chief of Police states that the department anticipates providing adequate law enforcement services to accommodate the proposed development.

### **Fire:**

Fire service will be provided by the Lee County Port Authority Aircraft and Fire Fighting. A letter dated November 20, 2015 states that the proposed amendment to the Lee Plan which includes changes to Table 5(a) and Table 5(b) will not impede the ability to continue providing emergency response service to the airports.

### **Emergency Medical Services (EMS):**

Emergency Medical Service is provided by the Lee County Emergency Medical Service. A letter dated November 18, 2015 states that the service availability for the proposed amendments is adequate at this time.

### **School District:**

In a letter dated November 23, 2015, School District of Lee County staff states that the proposed amendment does not impact classroom needs.

**Solid Waste:**

In a letter dated November 18, 2015, Solid Waste staff states that the division is capable of providing service to the subject site. Solid waste generated at the site will be disposed of at the Lee County Resource Recovery Facility and the Lee-Hendry Regional Landfill.

**Utilities:**

There is no water or sewer demand associated with the proposed amendments.

## **PART VI CONCLUSION**

Lee County staff has reviewed the proposed amendments and finds that they are consistent with the adopted Airport Layout Plans, Maps 3F and 3G, and the Airport future land use category. The uses and intensities proposed are consistent with the surrounding land uses and there will be no level of service issues. There is adequate water and sewer capacity to serve the increased development that will be permitted by the proposed amendment.

The proposed amendments will keep the Lee Plan up to date by incorporating the latest development schedule data into Table 5(a) and Table 5(b), and by maintaining consistency with the Lee Plan Future Land Use and Transportation Elements.

Staff recommends that the Board of County Commissioners *transmit* the proposed amendment based on the findings of fact provided in Part II of this staff report.

**PART IV  
LOCAL PLANNING AGENCY  
REVIEW AND RECOMMENDATION**

DATE OF PUBLIC HEARING: June 27, 2016

**A. LOCAL PLANNING AGENCY REVIEW:**

**B. SUMMARY OF LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT:**

**1. RECOMMENDATION:**

**2. BASIS AND RECOMMENDED FINDINGS OF FACT:**

**C. VOTE:**

<b>NOEL ANDRESS</b>	_____
<b>JOHN CASSANI</b>	_____
<b>DENNIS CHURCH</b>	_____
<b>JIM GREEN</b>	_____
<b>STAN STOUDE</b>	_____
<b>ROGER STRELOW</b>	_____
<b>GARY TASMAN</b>	_____

## **CPA2016-01 Airport Development Schedules Update Proposed Lee Plan Text Amendments**

**OBJECTIVE 1.2: SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AND PAGE FIELD GENERAL AVIATION AIRPORT AREAS.** Designate on the Future Land Use Map adequate land in appropriate locations to accommodate the projected growth needs of the Southwest Florida International Airport and the business and industrial areas related to it, as well as research and development activities and other non-aviation related development that is not necessarily related to the airport, ~~through the year 2030~~. Designate on the Future Land Use Map existing and proposed development areas for Page Field General Aviation Airport. The Lee County Port Authority desires to establish non-aviation related uses to provide a supplementary revenue source as well as providing an opportunity for businesses that desire a location on airport property. Designate on the respective Airport Layout Plans suitable areas to accommodate these desired uses and provide general policy guidance as to how these uses will be developed. These categories are also considered Future Urban Areas. (Amended by Ordinance No. 94-30, 02-02, 04-16, 07-12, 09-14)

**POLICY 1.2.1:** Airport Lands includes the existing facility and projected growth areas for the Southwest Florida International Airport and Page Field General Aviation Airport ~~through the year 2030~~. The Airport Lands comprising the Southwest Florida International Airport includes airport and airport-related development as well as non-aviation land uses as proposed in the ~~approved 2003~~ currently adopted 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~~ Federal Aviation Administration 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 ~~L~~ands 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)

**OBJECTIVE 1.9: PAGE FIELD GENERAL AVIATION AIRPORT.** Page Field General Aviation Airport plays a vital role as a reliever airport facility to Southwest Florida International Airport. In its role as a reliever airport, Page Field reduces general aviation traffic from Southwest Florida International Airport, thereby increasing the capacity and efficiency of the International Airport. Therefore, it is important to designate the land comprising the Page Field General Aviation Airport as Airport Lands on the Future Land Use Map. This designation should include adequate land to accommodate the projected growth needs of Page Field General Aviation Airport in its continued role as an airport reliever, including the industrial, commercial and office uses necessary to continue viable aviation activity ~~through 2025~~. (Added by Ordinance No. 09-14)

**POLICY 1.9.1:** In order to create the revenue source necessary to maintain Page Field General Aviation Airport as a viable aviation operation and reliever to Southwest Florida International Airport, the Port Authority seeks to establish non-aviation uses on the Page Field General Aviation Airport property. Suitable locations for these non-aviation uses are designated on the Page Field Airport Layout Plan adopted as Lee Plan Map 3G. The Page Field Airport Layout Plan ~~sheet~~ (Map 3G) was adopted by the Federal Aviation Administration as part of the ~~2002~~ Page Field Airport Master Plan Update. ~~This update and documents comprising~~ The 2002 currently adopted Airport Master Plan approval ~~are~~ is incorporated into the Lee Plan by reference as support for ~~adoption~~ of Map 3G and Table 5(b). (Added by Ordinance No. 09-14)

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

Airport property must be consistent with Map 3G and Table 5(b) and will be required to comply with the Lee County Land Development Code regulations, including, but not limited to, the impact fee regulations. Any environmental mitigation deemed necessary to support development of Page Field General Aviation Airport property will be addressed separately by each development project and is not entitled to claim a benefit from the Airport Mitigation Lands Overlay area (Map 3M). (Added by Ordinance No. 09-14)

**POLICY 1.9.4:** The Page Field Airport Master Plan and Airport Layout Plan (Map 3G) will be updated in accordance with Federal Aviation Administration requirements ~~no less than every 5-8 years, with the next amendment anticipated to be approved by the Federal Aviation Administration in 2010. A~~ with a corresponding comprehensive plan amendment ~~will be~~ submitted by the Port Authority to update Map 3G and Table 5(b) prior to obtaining local development approval. ~~to reflect the updated Page Field Master Plan as approved. The planning horizon used for the master plan update should be consistent with the Lee Plan Horizon, which can be verified by Lee County as part of the Master Plan Update process. Lee County staff will be included in the Master plan update process as required under the terms of the existing memorandum of understanding regarding airport development.~~ (Added by Ordinance No. 09-14)

**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 obtaining local development order ~~permitting~~ approval for the affected airport. ~~In accordance with FAA requirements, the Southwest Florida International Airport Master Plans and corresponding Airport Layout Plans (Maps 3F and 3G) will be comprehensively updated in accordance with Federal Aviation Administration requirements, at least once every 5 to 8 years.~~ (Amended by Ordinance No. 99-15, 04-16, 09-14)

**POLICY 47.3.4:** The proposed development schedule for the Southwest Florida International Airport ~~through the year 2020 for landside and airside uses and through the year 2030 for nonaviation uses is depicted in Table 5(a) of the Lee Plan.~~ The proposed development schedule for the Page Field General Aviation Airport ~~through the year 2025 is depicted in Table 5(b) of the Lee Plan.~~ These Tables include both aviation and non-aviation related development. If the FAA-Federal Aviation Administration/FDOT Florida Department of Transportation mandate navigational improvements (NAVAIDS) or require improvements related to Airport security or safety at Southwest Florida International Airport or Page Field General Aviation Airport, then the Port Authority may pursue installation of the improvement even though the improvement is not specifically identified on Table 5(a) or Table 5(b). However, the Port Authority must obtain all appropriate approvals and permits prior to installation, including approval from Lee

County. If these improvements precipitate a substantive change to Table 5(a), Table 5(b), Map 3F, or Map 3G, then the Port Authority must pursue a Lee Plan amendment incorporating the changes ~~in the next available amendment cycle.~~ (Added by Ordinance No. 04-16, Amended by Ordinance No. 09-14, 11-16, xx-xx)

## **GLOSSARY**

### **PAGE FIELD GENERAL AVIATION AIRPORT PROPOSED DEVELOPMENT**

**SCHEDULE (TABLE 5(b))** - This Table depicts the proposed development schedule for the Page Field General Aviation Airport ~~through the year 2025~~. The Table will be updated by Lee Plan amendment based on future Airport Master Plan and Airport Layout Plan updates. (Added by Ordinance No. 09-14)

### **SOUTHWEST FLORIDA INTERNATIONAL AIRPORT PROPOSED**

**DEVELOPMENT SCHEDULE (TABLE 5(a))** - This Table depicts the proposed development schedule for the Southwest Florida International Airport ~~through the year 2020~~. (Added by Ordinance No. 04-16, Amended by Ordinance No. 07-12, 09-14)

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

<b>Development</b>	<b>Existing (2015)</b>	<b>2020 Through 2030</b>	<b>2030</b>
<b>LANDSIDE</b>			
Midfield Terminal Complex	28 gates; 798,000 SF as-built	Expand from 28 gates to 47 gates; 1,278,900 SF (Total 2020 area)	
Auto Access	Entrances at the intersections of Daniels Parkway at Chamberlin Parkway, Paul J. Doherty Parkway, and Fuel Farm Road (located east of Doherty Parkway). Access also from Daniels via Treeline Ave. & Allico Road via Ben Hill Griffin Parkway to Terminal Access Road & I-75 Connector. Air Cargo Lane improvements from Chamberlin Pkwy. - including a realigned Perimeter Road segment allowing freight transfer within the security fenced, airside/aviation area.	Rehab perimeter service and fuel farm roads. Expand Terminal Access Road entrance to 6 lanes. <del>Construct I-75 access</del> -Connector road for maintenance facilities. New perimeter roads and midfield ATCT and ARFF access roads as part of parallel runway project. Construct Skyplex Boulevard. 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 & bypass improvements to Runway 6L-24R parallel taxiway. Construct dual cross-field connector taxiways. (Approx. 4,215 ft. long x 75 ft. wide). If NLA, then 100 ft. wide. Construct a portion of south dual parallel taxiways with new parallel runway.	
Terminal Apron	165,000 S.Y. at former terminal site; 332,900 S.Y. at midfield as-built	Add 130,000 S.Y. at midfield for total midfield 462,900 S.Y.	
Air Cargo	Total 39,500 SF cargo buildings; 69,000 S.Y. apron area	Expand cargo building facilities to 58,314 SF	
Airline Freight Forwarding (Belly Cargo)	15,000 SF	New freight forwarding (belly cargo) facility of 15,000 SF in midfield	
General Aviation	8,000 SF FBO and hangar facility; 26,180 SF hangar space; 48,650 S.Y. apron area	Infrastructure for second FBO. Construct multi-use hangars (129,000 SF). Expand GA apron to 49,700 S.Y.	
Aircraft Maintenance - General Aviation & Large Aircraft	Approximately 13,000 SF	Expand to 36,000 SF as necessary. Construct one hangar to accommodate aircraft including the Boeing 747. Land to accommodate an additional three hangars should be set aside, should it be needed in the future.	
Air Traffic Control Tower (ATCT)	Height 76.91 ft., 8,600 SF	Relocate to midfield - same SF as existing 8,600 ft. or more. New height must be greater than 80 ft. AGL	
Aircraft Rescue and Fire Fighting (ARFF)	14,000 SF, plus Midfield ARFF facility	Add midfield ARFF Station	



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

1. This table is for general phasing and major development items only. More specific details is available in the annual Capital Improvement Plan (CIP) prepared by the Lee County Port Authority for the Southwest Florida International Airport.

2. All non-aviation related development will meet local land development code requirements such as open space requirements listed in LDC Sec. 10-415 and Wetland impacts requirements listed in LDC Sec. 14-293. All development will be required to undergo local site and zoning review prior to local development order issuance. This Development includes 10% retail.

3. Development within the "Potential Future Development Area" will require amendment of the Lee Plan prior to development.

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

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

<b>Development</b>	<b>Existing (2015)</b>	<b>Thru 2020-2025<sup>(2), (3)</sup></b>	<b>Thru-2025<sup>(3)</sup></b>
<b>Landside Intensity (Terminal and Access Facilities)<sup>(4)</sup></b>			
Total Landside Intensity (including Terminal) (See below for facilities by quadrant)	98,100± sq. ft. 123,100 s.f.		20,000± sq. ft.
Vehicular Parking <sup>(5)</sup>	675 spaces		
Terminal	25,000 s.f.		
<b>Landside Intensity by Quadrant</b>			
<b>North Quadrant</b>			
Buildings & Structures	85,557± sq. ft.		
Vehicular Parking	545 spaces		
<b>East Quadrant</b>			
Buildings & Structures	4,250± sq. ft.	20,000± sq. ft.	
Vehicular Parking	15 spaces		
<b>South Quadrant</b>			
Buildings & Structures	11,200± sq. ft.		
Vehicular Parking	115 spaces		
<b>West Quadrant</b>			
Buildings & Structures	—		
Auto Access	Main terminal entrance from Danley Drive; Terminal Drive; Airport facilities accessways from Danley Drive; Airport facility access from Landingview Way Airport Perimeter Road; Base Ops GA facility access; Fuel farm access; South Road/Danley Drive realignment	Airport Perimeter Road; New General Aviation facility access; North quadrant hangar access roads; Terminal Drive realignment; Fuel farm access; South Road/Danley Drive realignment	
<b>Airside Intensity (Aviation Operations and Support Facilities)<sup>(6)</sup></b>			
<b>Airfield Facilities</b>			
Runway 05-23	6,401 ft. x 150 ft. Runway		
Runway 13-31	4,997 ft. x 150 ft. Runway		
Aprons/Ramps	217,100± sq. yds.		62,200± sq. yds.
<b>Primary Taxiways</b>			
Taxiway A	6,401± ft. Taxiway		
Taxiway B	4,997± ft. Taxiway		
Taxiway C	6,547± ft. Taxiway		
Taxiway D	2,897± ft. Taxiway		
Taxiway E	1,860± ft. Taxiway	1,052± ft. Taxiway	
Future Aviation-Support Facilities Identified in Airport Master Plan		4,000 sq. Yds. 163 Total Based Hangars 18-20 Multi-Use Itinerant Hangars	

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

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

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

Notes:

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