



Architectural, Engineering, Planning, and Environmental Services

**Reynolds, Smith and Hills, Inc.**

10748 Deerwood Park Blvd South  
Jacksonville, Florida 32256  
Voice 904 256 2500  
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FL Cert. Nos. AAC001886 EB0005620 LCC000210

June 10, 2003

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

**Re: CPA 2003-02, Southwest Florida International Airport Plan Amendment  
Request for additional information #1**

Dear Mr. Noble:

Please find enclosed the additional information requested for the above referenced Lee Plan Amendment. The following is a summary of the responses to each question and the information provided.

The following applies to Part II of the application:

Please indicate (list) the Map number that is proposed to be amended.

**See Updated Application page 5.**

Please expand this discussion. Staff understands that the application is a result of recent changes to Florida Statutes; please summarize these changes and how this amendment is related to those recent changes.

**See page 5a.**

The following applies to Part III of the application:

A.2. It appears that two strap numbers have been excluded (20-45-26-00-00003.0000 and 32-45-26-00-00001.0010)

**See page 15.**

Please summarize the proposed change for the Subject Property (i.e. how is the Airport Master Plan being proposed to be incorporated into the Lee Plan).

**See page 6 and 6a.**

E.1. The referenced section of Chapter 34 of the Land Development Code (34-395(a)(2)) is not a valid section number in the latest revision to Chapter 34.

**This should have been referenced as 34-935 (a) (2). This section has been updated. See page 6.**

E.2. Staff believes that the application should represent the total square footage of potential development on the subject site.

**See page 6.**

The following comments pertain to Part IV of the application:

A. 1. Planning staff has previously provided verbal comments concerning the proposed language. These comments centered around the proposed non-aviation uses and the MOU. Staff believes that the agreed upon non-aviation thresholds (square footage by use) should be incorporated into the Lee Plan. Staff also believes that the Lee Plan should be amended to provide guidance as to how the uses will be established (i.e. thru a PD rezoning) and that these uses will be subject to the requirements of the Land Development Code (i.e. buffering, open space, landscaping, concurrency, etc.). Staff believes that a summarized/generalized version of Attachment I should be incorporated into the Lee Plan as a new table as well as appropriate references in proposed policies.

**See updated development summary table listed as page 1 and 2 which uses a strike out and underline format to denote changes. We have also added a note at the bottom of the table which address mitigation for the non-aviation related development.**

A. 3. Item A.3 of the plan amendment application requires a map and description of the existing land uses within the subject property and surrounding properties. Staff has located the map of existing uses, but is unable to locate any narrative description of the existing land uses. Please provide a description of the existing land uses for the subject property and surrounding properties, providing details on the name of the development and the density or intensity of the existing uses.

**See new section titled Surrounding Zoning and Land Uses along with a new map for this section.**

A. 4. This item ties in with A.3 above. The application requires a map and description of the existing zoning for the subject property and surrounding properties. The map was provided, but the description appears to be missing. Please provide a description of the surrounding zoning, including the name of the development, zoning resolution numbers, types of uses approved, and what density or intensity is approved under the current zoning.

**See response above**

A. 5. Staff finds the submitted legal description to be cumbersome. Please provide a metes and bound legal description with a certified boundary survey.

**A metes and bounds survey has been included.**

B.3.b. Please provide a follow up letter from Lee County EMS after providing the revised scope of the request.

**See Correspondence.**

B.3.d Please provide the required letter from the appropriate solid waste provider.

**Waiting on response.**

B.3.e Please provide a follow up letter as the submitted letter indicates a desire for continued coordination from Lee Tran.

**Waiting on response.**

C.1. Submitted map is very hard to read, please re-submit an original.

**Original has been submitted.**

Mr. Matthew A. Noble  
May 28, 2003  
Page 3

D.2. Please provide a map showing the subject property location on the archeological sensitivity map for Lee County.

**Map has been updated.**

#### ADDITIONAL COMMENTS

Attachment E.2. refers to a proposed golf course. Please clarify if a golf course is in fact being proposed.

**Typo has been removed. See page 2 attachment E**

Attached are additional comments from Public Works staff.

**The application has been revised.**

Address comments provided by Lee County Natural Resources Department regarding stormwater management system.

**See revised text.**

**The table within the non-aviation related land use discussion has been updated to reflect moving the gas station / convenience store to phase I.**

**The proposed Lee Plan language changes have also been included.**

Please find the attached information and we would be happy to meet with you following your initial review of the request for additional information.

Sincerely,

**Reynolds Smith and Hills, Inc.**

Jeffrey W. Breeden, AICP  
Project Manager

Enclosure

Cc: Bill Horner – LCPA w/ Encl.

# Southwest Florida International Airport

Draft



## II. REQUESTED CHANGE (Please see Item 1 for Fee Schedule)

A. TYPE: (Check appropriate type)

Text Amendment

Future Land Use Map Series Amendment  
(Maps 1 thru 19)  
List Number(s) of Map(s) to be amended

Map 3F

B. SUMMARY OF REQUEST (Brief explanation):

~~A recent change in Florida statutes allows airports to be exempt from the DRI process as long as the Airport Master Plan has been recognized and is in conformance with the local Comprehensive Plan. See attached sheet~~

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

A. Property Location:

1. Site Address: 16000 Chamberlin Parkway, Ft. Myers, FL 33913-8899

2. STRAP(s): See Attachment III - A

B. Property Information

Total Acreage of Property: 6372 +/- acres

Total Acreage included in Request: 6372 +/- acres

Area of each Existing Future Land Use Category: 6372 +/- acres

Total Uplands: 4255 +/- acres

Total Wetlands: 1879 +/- acres Other Surface Waters: 238 +/- acres

Current Zoning: AOPD

Current Future Land Use Designation: Airport

Existing Land Use: Airport

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



### Summary of Request

The purpose of this Lee Plan Amendment Application is the desire of the Lee County Port Authority to request the adoption of the recently completed Airport Master Plan Update into the Lee Plan so that it can abandon the existing Development of Regional Impact (DRI) Development Order (DO) the Southwest Florida International Airport is currently operating under. Chapter 2002-20, Laws of Florida revising FS Chapters 163 and 380 became effective on July 1, 2002. In addition, provision II.H.6.c of the 4<sup>th</sup> DO for the Southwest Florida International Airport contains a provision that allows the Board the option to adopt a resolution to provide relief from DRI requirements in the event that airports are provided relief from DRI requirements from the Florida Legislature. Additional discussion regarding the background and details for HB 261 is provided in attachment G of the application. The desired amendment will allow the Southwest Florida International Airport the additional flexibility of meeting time sensitive aviation demand yet still conducting the necessary coordination with local government.

The major elements of the proposed Lee Plan Amendment is the incorporation of the newly revised Airport Layout Plan Update Sheet which graphically depicts the proposed development of the airport by phase for the next twenty year planning period, the incorporation of a new table within the Lee Plan that summarizes the proposed development and revisions to the Goals, policies and objectives sections that pertain to the Southwest Florida International Airport. The proposed amendment will establish a new process of reviewing and adopting the proposed development plan for the Southwest Florida International Airport that will allow the future development to be coordinated with local government. In addition, the former GATX – Ft. Myers Petroleum Terminal DRI which was never constructed and is on airport property will be abandoned at the same time.

# Southwest Florida International Airport

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*Lehigh Acres Commercial Overlay:* Not Applicable

*Airport Noise Zone 2 or 3:* Located on Airport Property – No Effect

*Acquisition Area:* Not Applicable

*Joint Planning Agreement Area (adjoining other jurisdictional lands):* Not Applicable

*Community Redevelopment Area:* Not Applicable

D. Proposed change for the Subject Property:

~~This Amendment will bring the Airport Master Plan in conformance with the Lee Plan~~  
[See Attached Sheet](#)

E. Potential development of the subject property:

1. Calculation of maximum allowable development under existing FLUM:

Residential Units/Density	<u>None</u>
Commercial intensity	<u><del>See LDC 34-395 (a)(2)</del> 4,775,000 sq ft Non Aviation</u>
Industrial intensity	<u><del>See LDC 34-395 (a)(2)</del> 4,200,000sq ft. Non Aviation</u>

2. Calculation of maximum allowable development under proposed FLUM:

Residential Units/Density	<u>Same as above</u>
Commercial intensity	<u>Same as above</u>
Industrial intensity	<u>Same as above</u>

## 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.*



### **D. Proposed Change for Subject Property**

The proposed change for this application is to allow the Lee County Port Authority to benefit from the recent changes in the Florida Statutes that allow Airports to be excused from DRI requirements as long as they meet certain criteria. These criteria include a provision that in order for airports to be granted relief from DRI requirements, the Airport Master Plan and resulting Airport Layout Plan Sheet must be adopted into the local comprehensive plan to allow for local government coordination. By adopting the Airport Master Plan and Airport Layout Plan sheet into the Lee Plan, it allows the Lee County Port Authority the necessary flexibility to meet the aviation needs of Southwest Florida.

The proposed Lee Plan Amendment does not change the future land use definition of Airport nor does it change the boundaries currently shown on the Lee County Future Land Use Map. However, the application proposes additional land allowable land uses within the future Airport land use category. These future land uses deal primarily with non-aviation land use activities such as hotel, industrial, office and limited retail land uses and is explained in greater detail in section J of this application. These additional land uses are compatible and similar to those land uses allowed within the future land use category Airport Commerce area which is located to the North and West of the subject property. A table presenting proposed development for the Southwest Florida International Airport has also been generated for inclusion in the Lee Plan.

The Lee Plan Amendment Application proposes to revise Map 3F in the Lee Plan which is the Airport Layout Plan Sheet for Southwest Florida International Airport and proposes several text amendments to address the new master plan update for the airport..



**Attachment III – A**  
**STRAP Numbers**  
**(Revised 5-20-03)**



# Southwest Florida International Airport

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## STRAP Numbers

SC TN RG AR BLOCK LOT	DOR	IMP	MOD	TYP	USE	ACRES
36-45-25-00-00005.0000	86	00	0	0	9910	80.4021
36-45-25-00-00002.0000	86	00	0	0	9910	80.4322
31-45-26-00-00001.1030	99	00	0	0	9905	1.99844
31-45-26-00-00001.1040	99	00	0	0	9905	1.99862
31-45-26-00-00001.1010	00	00	0	0	0000	1.86958
31-45-26-00-00001.1020	63	00	0	0	0000	1.86977
31-45-26-00-00001.1080	63	00	0	0	9905	1.17787
31-45-26-00-00001.2000	86	00	0	0	9905	18.8070
31-45-26-00-00001.1050	99	00	0	0	9905	1.99915
31-45-26-00-00001.1060	99	00	0	0	9905	1.99842
31-45-26-00-00001.1000	80	00	0	0	9905	65.2662
31-45-26-00-00001.1070	86	00	0	0	9905	1.58110
36-45-25-01-0000C.0030	84	00	0	0	9910	3.76320
36-45-25-01-0000B.0010	86	00	0	0	9910	4.64957
36-45-25-01-0000B.0020	86	00	0	0	9910	4.20788
36-45-25-01-0000A.0010	86	00	0	0	9910	4.32015
36-45-25-01-0000A.0060	86	00	0	0	0000	4.27278
36-45-25-01-0000A.0110	86	00	0	0	9910	4.26085
36-45-25-01-0000C.0010	86	00	0	0	9910	3.88970
36-45-25-01-0000C.0020	86	00	0	0	9910	3.56987
36-45-25-01-0000B.0040	00	00	0	0	9910	3.99055
25-45-25-00-00005.0010	90	82	6	0	1800	.303731
36-45-25-01-0000A.0020	86	00	0	0	9910	4.11516
35-45-25-00-00003.0000	101	00	0	0	8600	619.218
19-45-26-00-00002.0000	86	82	6	0	2000	1249.40
36-45-25-00-00001.0000	86	00	0	0	9910	280.889
30-45-26-00-00001.1000	86	00	0	0	9905	25.9933
30-45-26-00-00001.1070	86	00	0	0	0000	2.02158
25-45-25-00-00003.0000	101	01	1	0	8600	1083.31
30-45-26-00-00001.1010	63	00	0	0	0000	2.04309
30-45-26-00-00001.1020	63	00	0	0	0000	1.98977
30-45-26-00-00001.1060	63	00	0	0	0000	2.00952
30-45-26-00-00001.1050	63	00	0	0	0000	1.98587
30-45-26-00-00001.1030	63	00	0	0	0000	1.98778
30-45-26-00-00001.1040	63	00	0	0	0000	1.98567
24-45-25-00-00005.001F	90	65	6	0	2700	2.10903
24-45-25-00-00005.001E	90	65	6	0	2700	2.16248
24-45-25-00-00005.001D	90	65	6	0	2700	1.56156
24-45-25-00-00005.001C	90	65	6	0	2700	1.95788
24-45-25-00-00005.001B	90	65	6	0	2700	2.48094
24-45-25-00-00002.0000	101	00	0	0	8600	365.447
24-45-25-00-00005.001A	90	79	4	0	2700	1.96734
32-45-26-00-00001.0000	86	00	0	0	0000	546.046
30-45-26-00-00003.0000	101	00	0	0	8600	910.379
29-45-26-00-00001.0000	86	00	0	0	0000	37.3531
29-45-26-00-00002.0000	101	00	0	0	8600	685.483
19-45-26-00-00002.0010	46	84	6	0	4800	2.90127
17-45-26-00-00003.0000	101	00	0	0	8600	237.227
20-45-26-00-00003.0000						1.0
32-45-26-00-00001.0010						79.91

# Southwest Florida International Airport

Draft  
MAP XX



Southwest Florida International Airport Existing vs. Proposed Development 2005-2020				
Development	Existing	2005	2010	2020
<b>Landside</b>				
Midfield Terminal Complex	28 gates 761,193 S.F.	No improvements planned	Expand to 32-33 gates 771,193 S.F.	Expand to 43-47 gates 978,362 S.F.
Auto Access	Main entrance at intersection of Daniels and Chamberlin Parkway. Access also from Daniels via Treeline and Alico via Ben Hill Griffin Parkway.	Cargo Road improvements from Chamberlin Connector road for maintenance facilities	Rehab perimeter, service and fuel farm roads Expand entrance road to 6 lanes Construct I-75 access	Miscellaneous roadway improvements
<b>Parking</b>	<b>14,399 total existing spaces</b>	<b>No improvements planned</b>	<b>Construct 750 additional employee spaces</b>	<b>Ultimately 5,126 total hourly spaces</b> <b>Ultimately 9,342 total daily spaces</b> <b>Ultimately 200 total Taxi/Limo spaces</b> <b>Ultimately 3,000 total rental car spaces</b>
Passenger	11,461 spaces			
Hourly	2,519 spaces			
Daily	8,942 spaces			
Employee	1,288 spaces			
Taxi/Limo/Toll Booth	150 spaces			
Rental Cars	1,500 spaces			
<b>Airside</b>				
Existing Runway 6-24	12,000 ft. X 150 ft. runway	Rehabilitate 6-24, using taxiway as a temporary runway	No improvements planned	No improvements planned
Parallel Runway 6R-24L	No improvements planned	No improvements planned	Begin construction on 9,100ft. X 150ft. runway (5,385 ft. separation between runways)	No improvements planned
Taxiways	Taxiway A-parallel taxiway to Rnwy 6-24, 12,000 ft. long X 75 ft. wide; Taxilane B-apron taxilane that runs parallel to terminal for transitioning aircraft going from gates to Taxiway A for approximately 1,580 ft.	No improvements planned	Construct parallel taxiway north of Rnwy 6R-24L (9,100ft. X 75ft. wide) If NLA, then 100ft. wide. Hold bay & by-pass improvements to Rnwy 6R-24L parallel taxiway	Construct dual cross-field connector taxiway (Approx. 4,215 ft. long and 75ft. wide) If NLA, then 100ft. wide.
Terminal Apron	165,000 S.Y.	253,700 SY*	No improvements planned	No improvements planned
Air Cargo	Total of 39,500 S.F. cargo building 69,000 S.Y. apron area	Rehabilitate existing cargo ramp (69,000 S.F.) New freight forwarding facility 15,000 S.F. Expand cargo facilities to 41,189 S.F.	Expand building cargo facilities to 45,389 S.F.	Expand cargo building facilities to 58,314 S.F.
Belly Cargo	15,000 S.F.	No improvements planned	No improvements planned	No improvements planned
General Aviation	8,000 S.F. facility 26,180 S.F. hangar space 48,650 S.Y. apron area	Construct multi-use hangars (12,500 S.F.)	Infrastructure for second FBO Construct multi-use hangars (41,000 S.F.)	Construct multi-use hangars (75,500 S.F.) Expand GA apron to 49,700 S.Y.
Aircraft Maintenance	GA General Aviation Large Aircraft	Approximately 13,000 S.F. -	- 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.	Expand to 36,000 S.F. necessary
Aircraft Rescue & Fire Fighting (ARFF)	12,500 S.F.	No improvements planned	Construct new midfield facility of approximate equal size to existing facility of 12,500 S.F.	No improvements planned
Air Traffic Control Tower (ATCT)	Height 76.91 ft., 8,600 S.F.	-	Relocate to midfield same S.F. as existing 8,600 ft. or more. New height must be greater than 80 ft.**	No improvements planned
Land Acquisition	No acquisition planned	Land between Haul and Alico 48 acres Land east of Runway 24 1,150 acres Land for I-75 access road 335 acres	Mitigation land acquisition	Mitigation land acquisition

# Southwest Florida International Airport

Draft  
MAP XX



Table (Continued)  
Southwest Florida International Airport  
Existing vs. Proposed Development 2005-2020

Development	Existing	2005	2010	2020
<b>Airside (Continued)</b>				
<b>NAVAIDs</b>				
General	VORTAC/DME Non-Directional Beacon (NDB) Airport Surveillance Radar (ASR) Rotating Beacon  Segmented Circle		Cat II ILS w/ALS Upgrade RVR for Rnwy 6L-24R Precision GPS Approach	No improvements planned
Runway 6-24	VASI (Visual Approach Slope Indicator) ALS (Approach Lighting System) Instrument Landing System (ILS) Global Positioning System (GPS)	Upgrade to ASR-11 Upgrade VASI to PAPI (during runway rehab)		
Future Runway 6R-24L	-			
Fuel Farm	Commercial (3)420,000 gallon tanks Jet A  General Aviation (4) 15,000 gallon Jet A tanks (1) 12,000 gallon 100LL tank	Fuel to be pumped from existing fuel farm area by a hydrant fueling system to the new midfield area	No improvements planned	No improvements planned
Miscellaneous	No improvements planned		Relocate high voltage power lines Upgrade airfield emergency generator Helipad (11,000 S.F.) Develop multi-modal center	
Stormwater Mitigation		Stormwater/drainage improvements Stormwater Management Plan Cargo area drainage improvements Remove Mitigation area "G"	Stormwater/drainage improvements Daniels property infrastructure	Stormwater/drainage improvements
Security Fencing	As required by FAA	As required by FAA	As required by FAA	As required by FAA
Rental Car Expansion		Rental car fuel farm		
Utilities	As required by various projects	As required by various projects	As required by various projects	As required by various projects
Non-Aviation Related Land Uses				
Hotel		-	Construct 300 Rooms Additional 25,000 S.F.	-
Light Manufacturing/Assembly		Construct 25,000 S.F.	Construct 3,500 S.F. w/ 12 pumps	-Additional 50,000 S.F.
Gas Station/Convenience Store		Construct 3,500 S.F. w/ 12 pumps	Construct 3,500 S.F. w/ 12 pumps	-
Warehouse/Distribution		Construct 25,000 S.F.	Additional 25,000 S.F.	Additional 50,000 S.F.
Office		Construct 75,000 S.F.	Additional 75,000 S.F.	Additional 75,000 S.F.
* Based on Phase I Concept A of the DMJM Concept Design Phase I document				
** A detailed study will be required to determine the exact tower height upon completion of the midfield terminal				
*** It is assumed for planning purposes that the hotel will comprise 300,000 sq. ft. and occupy 3 stories.				

- 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.
- 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.



### Surrounding Zoning and Land Uses

To the north of the property is Daniels Parkway and a variety of PUDs have been approved or in process. The following is a summary from east to west:

- The Gateway DRI / PUD is located directly north of the airport and consists of an approximately 3,368 acre mixed use development. Gateway is approved for 731 acres of commercial development, 248 acres of conservation, 1,001 acres of public use development and 7,094 single and multi family residential units.
- The Worthington Commerce Park MPD application is pending with Lee County. This development will rezone approximately 310 acres from the Gateway PUD to MPD and remove the property from the Gateway DRI.
- The Airside Plaza CPD/DRI located west of Gateway and North of the subject property has been approved for 200,000 sq. ft. of commercial retail, 170,000 sq. ft. of commercial office, 300 unit hotel (40,000 sq. ft.), and 500,000 sq. ft. of industrial or a total of 910,000 sq. ft. of development on 125 acres.
- The Treeline Park IPD is located North of the subject property and is approved for 33,600 sq. ft of Commercial development and 64,800 sq. ft of Industrial development or a total of 98,000 sq. ft of development on 9.3 acres.
- The Airport Woods IPD is approved for 150,000 sq. ft of Commercial Office, 30,000 sq. ft of Commercial Retail, 520,000 sq. ft of Industrial for a total of 700,000 sq. ft. on 62.1 acres.

To the west of the property is I-75 and the future Treeline Avenue and Ben Hill Griffin Parkway scheduled to open in early 2005. Treeline Avenue and Ben Hill Griffin Parkway have been designed to be a controlled access roadway system. The majority of land west of the airport is zoned AG-2. However, it is expected that additional development will occur once Treeline Avenue and Ben Hill Griffin Parkway are open to traffic.

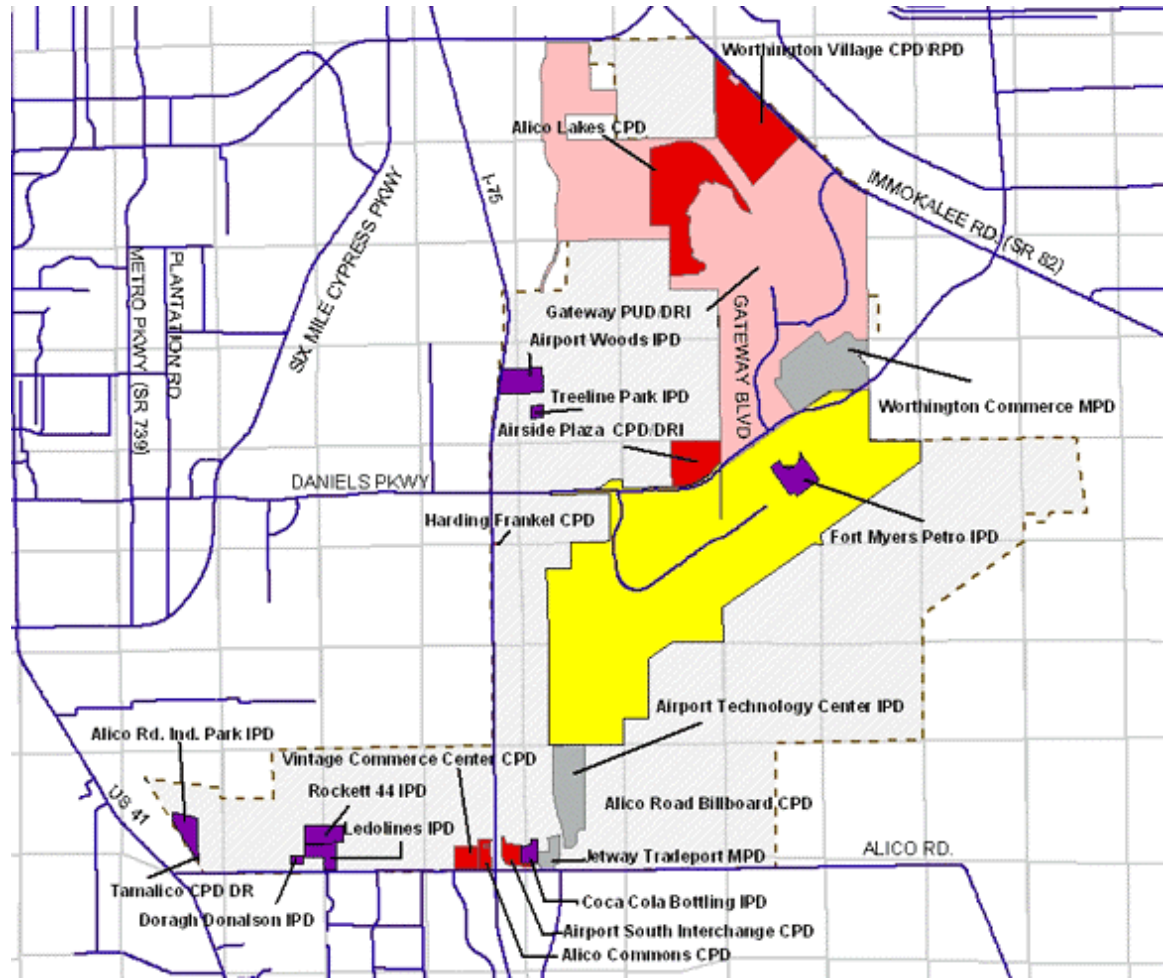
To the south are also several existing or proposed DRI/PUDs adjacent to the subject property. In addition, Gulf Coast University is located approximately 3 miles south of the subject property. The following is a summary from west to east:

- The Rockett 44 IPD is approved for 506,000 sq. ft. of Industrial land use on 44 acres.
- The Ledo Lines IPD is approved for 75,000 sq. ft. on 38 acres.
- The Airport South Interchange IPD application is pending.
- The Coca Cola Bottling IPD is approved for 25,000 sq. ft. on 20.2 acres.
- The Jetway Tradeport MPD application is pending.
- The Airport Technology Center application is pending.

To the east of the subject property are no major roads and the majority of land is zoned AG-2

An examination of surrounding land uses shows that the area is currently primarily agricultural / vacant land use immediately surrounding the subject property. There are several scattered commercial developments to the West, North and South of the subject property. However, the this area is rapidly urbanizing and will be under additional development pressure with the continued growth of Gulf Coast University to the South and the eventual opening of Treeline Avenue / Ben Hill Parkway.

The surrounding future land use categories surrounding the subject property include Airport Commerce to the north, west and south, density reduction / groundwater resource to the east and new community also to the north. The proposed additional land uses within the Airport future land use category are compatible with the land uses currently allowed within the Airport Commerce future land use category.



Scale: NTS

Source: Lee County, 2003



**RS&H**  
**Reynolds, Smith and Hills, Inc.**  
 Architectural, Engineering Planning  
 and Environmental Services  
 Jacksonville, Florida

**Southwest Florida International Airport  
 Lee County Comprehensive Plan Amendment**

Adjacent PUD/DRI Developments



**Attachment A – 5  
Legal Description of Property**

A full size boundary survey has been submitted



**Attachment B – 3b  
Emergency Medical Service Letter**

# Southwest Florida International Airport

Draft



**LEE COUNTY**  
SOUTHWEST FLORIDA

BOARD OF COUNTY COMMISSIONERS

335-1604

Writer's Direct Dial Number: \_\_\_\_\_

Bob Janes  
District One

Douglas R. St. Cerny  
District Two

Hay Judah  
District Three

Andrew W. Coy  
District Four

John E. Albion  
District Five

Donald D. Stilwell  
County Manager

James G. Yaeger  
County Attorney

Diana M. Parker  
County Hearing  
Examiner

May 23, 2004

Mr. Jeffery W. Breeden, AICP  
Project Manager  
Reynolds, Smith and Hills, Incorporated  
10748 Deerwood Park Boulevard South  
Jacksonville, Florida 32256

**Re: EMS Adequacy / Availability for Southwest Florida International  
Airport Terminal Facility Relocation**

Dear Mr. Rice:

As previously stated, Lee County EMS currently provides emergency medical services to the Southwest Florida International Airport. I anticipate any increased demand for EMS from the above named project to be addressed by budget plans for new ambulances and personnel.

As phases of this project are completed and the facilities grow, increasing traffic and heightened security will challenge our ability to maintain response time minimums. Lee County EMS will work with the Airport Fire Department to determine additional resources sufficient to meet these demands while maintaining our response time reliability standards.

If you would like to discuss this further, please call me at the above referenced number.

Sincerely,

DIVISION OF PUBLIC SAFETY

Chief Chris Hansen  
EMS Manager

H:\hansenhc\impact\SWFIA letter to Jeff Rice RSE&H.0503



P.O. Box 398, Fort Myers, Florida 33902-0398 (941) 335-2111  
Internet address <http://www.lee-county.com>  
AN EQUAL OPPORTUNITY AFFIRMATIVE ACTION EMPLOYER





**Attachment B – 3d  
Solid Waste Letter**

# Southwest Florida International Airport

Draft



## LEE COUNTY SOUTHWEST FLORIDA

BOARD OF COUNTY COMMISSIONERS

Writer's Direct Dial Number: (239) 338-3302

Bob Janes  
District One

Douglas R. St. Cerny  
District Two

Ray Judah  
District Three

Andrew W. Coy  
District Four

John E. Albion  
District Five

Donald D. Stilwell  
County Manager

James G. Yaeger  
County Attorney

Diana M. Parker  
County Hearing  
Examiner

June 2, 2003

Mr. Jeff Breeden  
Aviation Planning  
Reynolds, Smith and Hills, Inc.  
10748 Deerwood Park Blvd. South  
Jacksonville, FL 32256-0597

**Subject: Lee County South West Regional Airport**

Dear Mr. Breeden:

The Lee County Solid Waste Division is planning the development of disposal facilities such that these facilities will have sufficient capacity to manage and dispose of the (Class I Municipal Solid Waste) materials anticipated to be generated by the expanded Regional Airport. It is understood that the airport will continue to pay the County's solid waste disposal assessments and remain in compliance with the County's solid waste ordinances. We direct your attention to the County's ordinance No. 00-20 that contains requirements for the minimum amount of area 'set-aside' for the placement of solid waste and recycling containers and access requirements for such containers. We stress that these requirements are minimum and that the design engineer should provide sufficient areas for this activity.

We also encourage the airport's operator to establish a comprehensive recycling program at the existing and expanded airport facilities including all administrative, terminal, and tenant areas. Such a program would be instrumental in lessening the impact of the development on the County's disposal facilities. The Solid Waste Division is available to assist airport administration in establishing an effective and efficient program.

If you have any questions, please call me.

Sincerely,

Lindsey J. Sampson, Director  
Solid Waste Division

Cc: Emory Smith, Recycling Coord.

DOCUMENT1



P.O. Box 398, Fort Myers, Florida 33902-0398 (239) 335-2111  
Internet address <http://www.lee-county.com>  
AN EQUAL OPPORTUNITY AFFIRMATIVE ACTION EMPLOYER



**Attachment B – 3e  
Mass Transit Letter**

# Southwest Florida International Airport

Draft



**LEE COUNTY**  
SOUTHWEST FLORIDA

**BOARD OF COUNTY COMMISSIONERS**

239-277-5012 x2233

Writer's Direct Dial Number: \_\_\_\_\_

Bob Janes  
District One

Douglas R. St. Cery  
District Two

Ray Judah  
District Three

Andrew W. Coy  
District Four

John E. Albion  
District Five

Donald D. Stillwell  
County Manager

James G. Yaeger  
County Attorney

Diana M. Parker  
County Hearing  
Examiner

June 10, 2003

**Mr. Jeff Breeden**  
Reynolds, Smith and Hills, Inc.  
4651 Salisbury Road  
Jacksonville, FL 32256

**RE: LEE COUNTY COMPREHENSIVE PLAN AMENDMENT**

Dear Mr. Breeden:

This is a follow-up letter to Lee County Transit's (Lee Tran) original correspondence dated October 28, 2002 in regards to preparing a Lee Plan application package for the Southwest Florida International Airport. Lee Tran would like to provide future service for Lee County's residents and visitors once the new midfield terminal is completed at the airport, however we were concerned that we had not yet been contacted by an airport representative to discuss the inclusion of transit amenities in the new terminal design. After discussions with Lee County Port Authority officials, we have been informed that further planning for ground transportation services to the new midfield terminal will not occur until 2004, and that we will be involved with that process at that time. We will be pleased to provide continued service to the airport and look forward inclusion in the planning process next year.

If you have any further questions or comments, please call me at 277-5012 ext. 2233.

Sincerely,

TRANSIT DIVISION

A handwritten signature in black ink, appearing to read "Michael Horsting".

Michael Horsting  
Transit Planner

Recycled Paper

P.O. Box 398, Fort Myers, Florida 33902-0398 (239) 335-2111  
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AN EQUAL OPPORTUNITY AFFIRMATIVE ACTION EMPLOYER

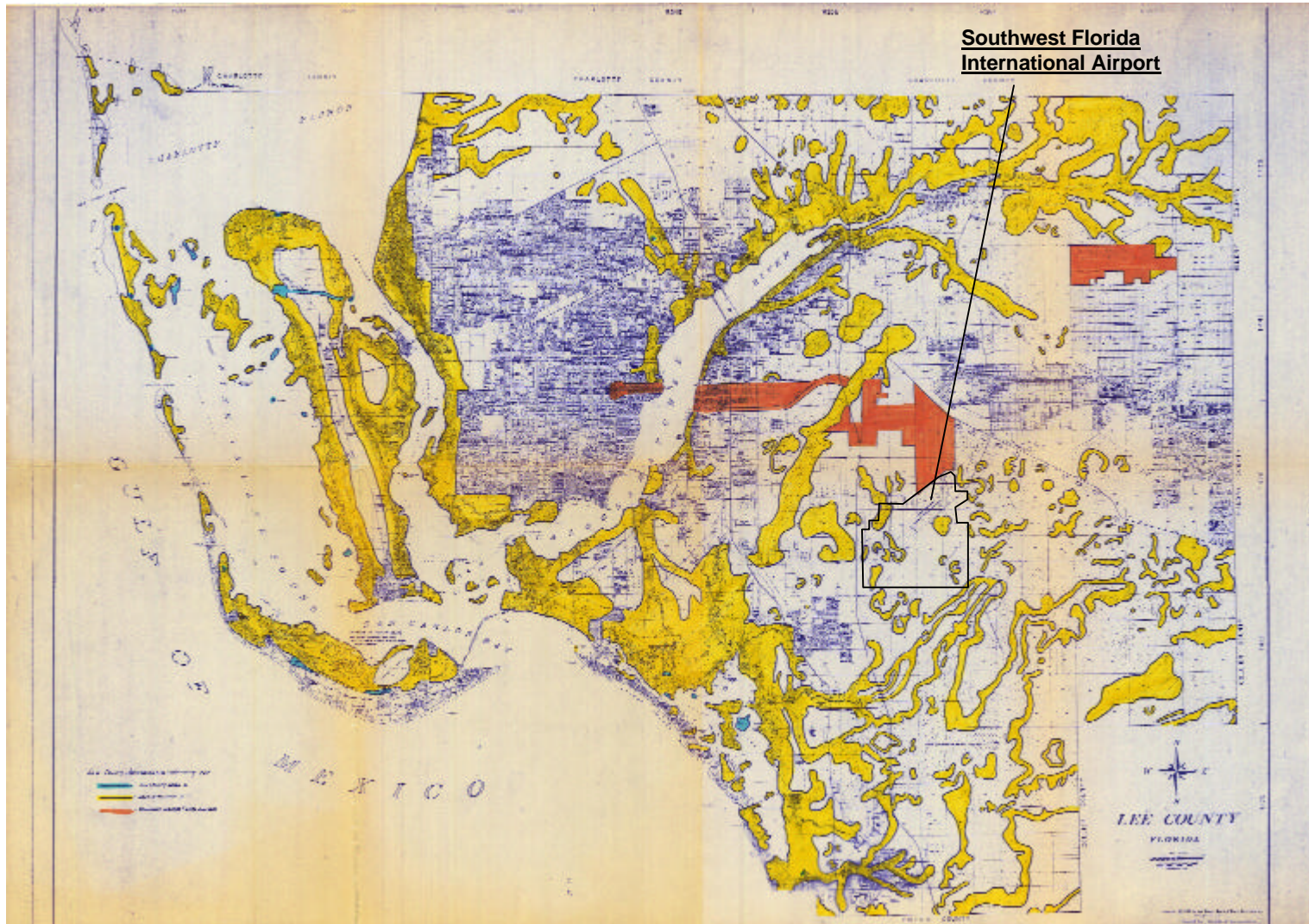


**Attachment C – 1  
FLUCFCS Information and Map**



**ATTACHMENT C – 1**  
**FLUCFCS INFORMATION AND MAP**

A full size map has been included in the submission



Source: Florida Department of State, 1999



**RS&H**  
**Reynolds, Smith and Hills, Inc.**  
 Architectural, Engineering Planning  
 and Environmental Services  
 Jacksonville, Florida

Southwest Florida International Airport  
 Lee County Comprehensive Plan Amendment

Attachment D - 2  
**Archeological Sensitivity Map**



## ATTACHMENT E INTERNAL CONSISTENCY WITH THE LEE PLAN

1. **Discuss how the proposal affects established Lee County population projections, Table 1(b) (Planning Community Year 2020 Allocations), and the total population capacity of the Lee Plan Future Land Use Map.**

The proposed development through the year 2020 for Southwest Florida International Airport will not affect Lee County population projections. The project is the result of increasing growth in the area in both population and tourism. Users of Southwest Florida International Airport will be those residing in and visiting the area who 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.

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.**

OBJECTIVE 1.2: Southwest Florida International Airport Area. 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 through the year 2020. These categories are also considered Future Urban Areas. (Amended by Ordinance No. 94-30, 98-09, 00-22)

**POLICY 1.2.1 which discusses permitted land uses will be revised to include the additional permitted land uses of Southwest Florida International Airport.**

OBJECTIVE 2.4: Future Land Use Amendments. Regularly examine the Future Land Use Map in light of new information and changed conditions, and make necessary modifications.

**The proposed amendment to the Lee Plan is consistent with this objective. As the Lee County Port Authority is requesting a revision to the Future Land Use Map in regards to changes to provisions regarding DRI regulations for airports.**



# Southwest Florida International Airport

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~~GOAL 16: Private Recreational Facilities in the DR/GR. To ensure that the development of Private Recreational Facilities in the DR/GR areas is compatible with the intent of this Future Land Use category, including recharge to aquifers, development of future wellfields and the reduction of density. (Added by Ordinance No. 99-16)~~

~~The proposed golf course located at the Southwest Florida International Airport will be designed and constructed to be in compliance with the standards listed in this section.~~

GOAL 31: 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)

**The proposed amendment to the Lee Plan is in conformance with this goal.**

OBJECTIVE 32.1: Economic Growth. The capacity of Southwest Florida International Airport will be expanded in compliance with the adopted Airport Master Plan to aid in the diversification of the county's economic growth. Project implementation and approval will be funded through user fees, airline contributions, and other funding sources not involving general county tax dollars. (Amended by Ordinance No. 98-09, 99-15)

**The proposed amendment to the Lee Plan is in compliance with this objective.**

OBJECTIVE 32.4: Access. The Southwest Florida International Airport is an intermodal facility of significant value to the region, state and federal transportation system. Protecting this resource requires the provision of adequate landside and airside capacity. (Amended by Ordinance No. 99-15)

**The proposed amendment to the Lee Plan is in compliance with this objective.**

OBJECTIVE 32.6: 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)

**The proposed amendment to the Lee Plan is in compliance with this objective.**



GOAL 109: Growth Management. To coordinate the plans and policies of Lee County, its municipalities, and adjacent local governments so as to guide, manage, and regulate urban growth in a compatible fashion.

**The proposed amendment to the Lee Plan is in conformance with this goal.**

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

The proposed amendment to the Lee Plan provides a more comprehensive approach of consolidating the Airport Master Plan required by the Federal Aviation Administration and the Florida Department of Transportation and the Lee Plan is required by the Florida Department of Community Affairs. The proposed action will not affect 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.**

The Florida State Comprehensive Plan listed in F.S. 187.201 was reviewed and the proposed amendment is in compliance with the following sections and goals:

(11) ENERGY

1. Policy 4: *Ensure energy efficiency in transportation design and planning and increase the availability of more efficient modes of transportation.*

As described in this application, the Southwest Florida International Airport helps support an efficient means of transportation allowing visitors and residents of the area access to the air transportation system thereby reducing the amount of congestion on the roadway system. Aviation is the most efficient means of long distance travel and the only effective means of rapid transport for time sensitive travel for passengers and goods. Intermodal connections afford travel by the most efficient mode thus supporting the regions increased need for mobility.

17) PUBLIC FACILITIES

1. Goal: *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.*

As described in this application, The Lee County Port Authority has made a substantial investment with the use of Federal and state grants along with user fees to develop the Southwest Florida International Airport. The current Midfield Terminal project that is under

# Southwest Florida International Airport

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construction alone represents an investment of 380 million dollars which is the largest single project in Southwest Florida. Approval of this Comprehensive Plan amendment will allow continued development and protection of the public investment of the facility

Policy 5: *Encourage local government financial self-sufficiency in providing public facilities.*

The approval of this comp plan amendment will allow the continued development of the Southwest Florida International Airport and the additional land uses being requested will provide additional sources of revenue to the applicant. The additional revenue generated by the proposed development will assist in making the airport more financially self-sufficient.

## (19) TRANSPORTATION

Goal: *Florida Governments shall economically and efficiently provide the amount and quality of services required by the public.*

The applicant meets the desired goal of this section

## (20) GOVERNMENTAL EFFICIENCY

Policy 1: *Encourage the greater cooperation between, among and within all levels of Florida government through the use of appropriate interlocal agreements and mutual participation for mutual benefit.*

The adoption of the Airport Master Plan Update for Southwest Florida International Airport is the result of cooperation among the Lee County Port Authority and Lee County which recognize the mutual benefit all citizens of the region receive from the Airport.

Policy 5: *Eliminate the needless duplication or, and promote cooperation in, governmental activities, among, and within state, regional, county, city and other governmental units.*

This process of combining the airport master planning process into the local comprehensive planning process eliminates the often-dual track system for Airport Master Plans and Development of Regional Impact reviews. Airport Master Plans are required by the Federal Aviation Administration and Florida Department of Transportation and the Development of Regional Impact Reviews required by the Florida Department of Community Affairs are often prepared at separate intervals and can have conflicting information. This new procedure will eliminate this duplicative process.

## (24) EMPLOYMENT

Policy 5: *Ensure that the transportation system provides maximum access to jobs and markets*

The adoption of this application will allow continued growth and expansion of the Southwest Florida International Airport, which will provide continued access the Southwest Florida region.



## ATTACHMENT B – 2C SURFACE WATER/DRAINAGE BASINS ANALYSIS

Hydrologically, the SWFIA is **predominantly** located within the Six Mile Cypress Watershed Basin. Generally, all surface water within this basin travels in a westerly direction toward the Six Mile Cypress **Strand Slough**, the Ten Mile Canal, **to Estero Bay** and then out into the Gulf of Mexico.

Historically, the flow of stormwater runoff within the area of the Airport has been predominantly dispersed over the land surface. With the construction of I-75 directly west of the Airport property, this flow was channeled through two separate box culverts (one north and one south of the northerly section line for Section 34, Range 25 E, Township 45S) and underneath a 145-foot-long bridge on the south end of Section 34. Flow from the interstate box culverts then runs west under Fiddlesticks Boulevard and, ultimately, into the Six Mile Cypress **Strand Slough**. Flow from the 145-foot-long bridge runs both west to Ten Mile Canal and northwest into Six Mile Cypress Strand, the Ten Mile Canal, **to Estero Bay** and then out into the Gulf of Mexico.

The SFWMD and the Lee County Commissioners have each adopted **criteria regulations** that limit the surface water outfall for developed properties in the Six Mile Cypress Watershed to 37 cubic feet per second per square mile (csm). Outfalls of greater than 37 csm may result in downstream flooding and create a drought effect for onsite ecological systems. **Limiting the flow to 37 csm A-37-csm-outfall** would also result in a beneficial hydroperiod for the downstream Six Mile Cypress Slough.

Lee County includes the 37 csm requirement in its Development Standards Ordinance (DSO). The DSO allow the use of a variety of mitigative efforts, such as onsite water detention in swales and basins, and other structural methods of regulating flow, to reduce the **peak overall** discharge into the Ten Mile Canal.

### Summary of Airport Stormwater System

Implementation of the midfield terminal relocation added approximately 623.5 acres of additional impervious surfaces and required an expanded surface water management system at SWFIA. This additional impervious surface also includes the future parallel runway.

The basic concept is a self-contained watershed system for the Airport. The watershed boundary is generally Daniels Parkway and its proposed Northeast extension on the North; FPL easement on the east and south; the south line of sections 31,34,35 and 36 on the south; and future Treeline Avenue on the

# Southwest Florida International Airport

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west. Since sheetflow is predominantly from northeast to southwest, the future Treeline Avenue acts as the control for surface flow coming off the westside of the Airport Property. Flow from the remainder of the property is routed through dry and wet detention basins and through the South Outfall conveyance to positive outfalls. A North Outfall has been planned for future development but is not under construction. From Treeline Avenue, it will be routed through two conveyances to positive outfalls.

The plan for surface water runoff near the south side of the existing runway is to perpetuate existing flow to the west. The existing perimeter road on the western portion of the property will separate the surface water runoff of the existing facilities from that of the proposed facilities. There will be two primary detention areas. The northwesterly detention area will serve the existing terminal facilities and the proposed taxiway and will provide pretreatment and water quality treatment. The southerly detention area will provide pretreatment, water quality and water quantity control for the Midfield Terminal facilities currently under construction. The facilities will discharge to the southerly detention area then over a weir to the westerly flowway. The entire area is and will be held to the 37csm allowable discharge for 25-year storm event by the system design. Control at Treeline Avenue is provided by weirs. Weir gates are used to preempt stormwater runoff or hold water back to protect previously flooded downstream areas.

All future development will be designed similarly to the Midfield Terminal project with a self contained watershed system and will be designed for the 37 csm requirement outlines by the South Florida Water Management District.

# Southwest Florida International Airport

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### Non Aviation Related Development

#### LAND USE SUMMARIES

Land Use	Year		
	2005	2010	2020
Hotel / Motel <sup>(1)</sup>		300 Rooms	
Office Development <sup>(1)</sup>	75,000 sq. ft.	150,000 sq. ft.	225,000 sq. ft.
Gas Station	3,500 sq. ft.	<del>3,500 sq. ft.</del>	
Convenience Store	12 Pumps	<del>12 Pumps</del>	
Warehouse	25,000 Sq. Ft	50,000 Sq. Ft	100,000 Sq. Ft
Light Manufacturing	25,000 Sq. Ft	50,000 Sq. Ft	100,000 Sq. Ft

Source: Reynolds Smith & Hills, Inc. Analysis  
2003

Note: All proposed development totals are cumulative

<sup>(1)</sup>This development includes 10% retail



## ATTACHMENT A – 1 PROPOSED TEXT CHANGES

NOTE: These are the following Visions, Policies, Goals, and Objectives that will be recommended to be modified.

LEE COUNTY – A Vision for 2020 – 10. Gateway/Airport: This Community is located South of SR 82, generally east of I-75, north of Alico Road including those portions of the Gateway development which have not been or not anticipated to be annexed into the City of Fort Myers, the Southwest Florida International Airport and the properties it is expected the airport will use for its expansion, the lands designated as Airport Commerce, and the land designated as Industrial Development west of I-75 north of Alico Road. In addition to these two land use designations, properties in this community are designated New Community (the Gateway development), Airport, Density Reduction/Groundwater Resource (primarily the anticipated airport expansion areas), Rural, and General Interchange. The road network in this community is planned to change dramatically over time creating access to and from this community to the north, south, and east without relying on I-75.

There are three distinct areas within this community. The Gateway portion of this community is the area where residential uses will occur. Gateway will be a thriving, nearly built-out, mixed-use community in 2020. The population of this community is anticipated to grow from 1,500 permanent residents in 1996 to approximately 8,000 in 2020 and is expected to have fewer than 1,000 units remaining to be built in the year 2020. The Gateway/Airport community will remain to have an average seasonal resident influx for the Lee County area with an expected 2020 functional population of 10,000.

The second area in this community is the Southwest Florida International Airport. The airport will be greatly expanded by 2020. The expanded airport will have a second parallel runway and a new terminal building which will more than double the existing capacity of the airport. Development will be guided by the Airport Master Plan Update

The airport expansion and the completion of Florida Gulf Coast University are expected to energize the remaining area in this community, the commercial and industrial component of this community. This portion of the community is to the south and west of Gateway and the airport and extends west of I-75 along Alico Road. While this segment of the community is not expected to build out during the timeframe of this plan, the area will be much more urbanized with hi-tech/clean industry businesses. (Added by Ordinance No. 99-15)

# Southwest Florida International Airport

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POLICY 1.2.1: Airport lands include the Southwest Florida International Airport's existing facility and projected growth areas through the year 2020. These areas will include airport-related development to support the continued development of the Southwest Florida International Airport to include hotels/motels, airport related terminals and freight transfer facilities, light industrial, service stations, limited retail, shopping, and office development. Any future airport expansion will ~~also include extensive environmental buffer areas for the protection of groundwater resources and wildlife habitat~~ offset environmental impacts through the mitigation park or other appropriate mitigation acceptable to the permitting agencies. The physical design of the airport expansion will minimize any degradation of the recharge capability of land in the expansion area. Any airport expansion beyond the present boundaries will be subject to ~~appropriate modifications to the DRI development order and any~~ necessary amendments to the Lee Plan. (Amended by Ordinance No. 94-30, 00-22)

POLICY 1.2.2: The Airport Commerce areas are commercial and industrial lands adjacent to the airport needed to accommodate projected growth through the year 2020. These areas will include developments consisting of light manufacturing or assembly, warehousing, and distribution facilities; offices; ground transportation and airport related terminals or transfer facilities; and hotels/motels, meeting facilities, and other hospitality services. Because this area is located within the Six Mile Cypress Basin and is also a primary point of entry to Lee County, special environmental and design review guidelines will be applied to its development to maintain the appearance of this area as a primary point of entry into Lee County. Retail commercial uses in this category are only permitted within hotels and motels. Property in Section 1 and the east ½ of Section 2, Township 46 South, Range 25 East, and in Section 6, Township 46 South, Range 26 East, must be rezoned to a planned development zoning category prior to any development other than the construction of essential public services. During the rezoning process, the best environmental management practices identified on pages 43 and 44 of the July 28, 1993 Henigar & Ray study entitled, "Groundwater Resource Protection Study" will be rebuttably presumed to be necessary to protect potential groundwater resources in the area. Residential uses are only permitted in this category to the extent described in Chapter XIII and must be compatible with the approved Airport [Noise Overlay Zone](#). (Amended by Ordinance No. 94-30)

OBJECTIVE 32.1: ECONOMIC GROWTH. The capacity of Southwest Florida International Airport will be expanded in compliance with the adopted Airport Master Plan to aid in the diversification of the county's economic growth. Project implementation of the proposed development ~~and approval~~ will be funded through user fees, airline contributions, and other funding sources not involving general county tax dollars. (Amended by Ordinance No. 98-09, 99-15)



# Southwest Florida International Airport

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POLICY 32.1.1: The Port Authority will coordinate the implementation of scheduled infrastructure and facility improvements for the Southwest Florida International Airport, consistent with the approved Airport Master ~~Plan and in compliance with the MOU between Lee County and the Lee County Port Authority approved September 10, 2002.~~ The first phase priority will be the implementation of the new midfield terminal and its supporting infrastructure. (Amended by Ordinance No. 98-09, 99-15)

POLICY 32.2.3: Future updates of the Page Field and Southwest Florida International Airport Master Plan will monitor development of non aviation related and industrial development uses as appropriate.

POLICY 32.2.5: The county will utilize the approved Airport Master Plan and FAR Part 150 Study, including updates through the Lee Plan Update process as outlined in the MOU dated September 10, 2002, 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, to ensure future economic enhancement consistent with Objective 31.2.

POLICY 32.3.4: The general development plan for Southwest Florida International Airport is depicted in Table XX of the Lee Plan which includes both aviation and non-aviation related development.

POLICY 32.5.7: The county will protect its existing and proposed aviation facilities from the encroachment of incompatible land uses by updating of the Future Land Use Map as needed to reflect the ~~preferred Port Authority expansion alternative layout (including necessary environmental mitigation acreage).~~ the most recent adopted version of the Airport Master Plan Update

Policy 32.6.1: The Port Authority will Coordinate and obtain approval for airport expansion plans from the county through the adoption of the Airport Master Plan Update process and the incorporation by reference by the Lee Plan. A copy of the most recent Airport Layout Plan Sheet that has been approved by the LCPA, FAA and FDOT will be incorporated into the Lee Plan as Map 2F that depicts the planned expansion of the Southwest Florida International Airport. Lee County will also be provided copies of the annual capital improvement plan or other similar document for the Southwest Florida International Airport ~~annual capital improvement planning and programming process~~ to ensure compatibility with other county programs (Amended by Ordinance No. 99-15)

OBJECTIVE 108.4 COORDINATION OF AIRPORT IMPROVEMENTS AT THE SOUTHWEST FLORIDA INTERNATIONAL AIRPORT: Coordinate, where possible between the Port Authority, Lee County,

# Southwest Florida International Airport

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Southwest Florida Regional Planning Council, and Florida Department of Community Affairs to ensure that the Airport Master Plan and Lee Plan are consistent.

~~POLICY 108.4.1: Follow the process established by the memorandum of understanding between Lee County Port Authority and Lee County approved September 10, 2002 that establishes the procedures for adopting the Airport Master Plan into the Lee Plan.~~