

LEE COUNTY ORDINANCE NO. 16-15
(Airport Development Schedules Update)
(CPA2016-00001)

AN ORDINANCE AMENDING THE LEE COUNTY COMPREHENSIVE PLAN, COMMONLY KNOWN AS THE "LEE PLAN," ADOPTED BY ORDINANCE NO. 89-02, AS AMENDED, SO AS TO ADOPT AMENDMENT PERTAINING TO THE AIRPORT DEVELOPMENT SCHEDULES UPDATE (CPA2016-00001) APPROVED DURING A PUBLIC HEARING; PROVIDING FOR PURPOSE, INTENT, AND SHORT TITLE; AMENDMENTS TO ADOPTED TEXT AND TABLES 5(A) AND 5(B); LEGAL EFFECT OF "THE LEE PLAN"; PERTAINING TO MODIFICATIONS THAT MAY ARISE FROM CONSIDERATION AT PUBLIC HEARING; GEOGRAPHICAL APPLICABILITY; SEVERABILITY, CODIFICATION, SCRIVENER'S ERRORS, AND AN EFFECTIVE DATE.

WHEREAS, the Lee County Comprehensive Plan ("Lee Plan") Policy 2.4.1. and Chapter XIII, provides for adoption of amendments to the Plan in compliance with State statutes and in accordance with administrative procedures adopted by the Board of County Commissioners ("Board"); and,

WHEREAS, the Board, in accordance with Section 163.3181, Florida Statutes, and Lee County Administrative Code AC-13-6 provide an opportunity for the public to participate in the plan amendment public hearing process; and,

WHEREAS, the Lee County Local Planning Agency ("LPA") held a public hearing on the proposed amendment in accordance with Florida Statutes and the Lee County Administrative Code on June 27, 2016; and,

WHEREAS, the Board held a public hearing for the transmittal of the proposed amendment on August 3, 2016. At that hearing, the Board approved a motion to send, and did later send, proposed amendment pertaining to Airport Development Schedules Update (CPA2016-00001) to the reviewing agencies set forth in Section 163.3184(1)(c), F.S. for review and comment; and,

WHEREAS, at the August 3, 2016 meeting, the Board announced its intention to hold a public hearing after the receipt of the reviewing agencies' written comments; and,

WHEREAS, on October 5, 2016, the Board held a public hearing and adopted the proposed amendment to the Lee Plan set forth herein.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF LEE COUNTY, FLORIDA, THAT:



SECTION ONE: PURPOSE, INTENT AND SHORT TITLE

The Board of County Commissioners of Lee County, Florida, in compliance with Chapter 163, Part II, Florida Statutes, and with Lee County Administrative Code AC-13-6, conducted public hearings to review proposed amendments to the Lee Plan. The purpose of this ordinance is to adopt text and table amendments to the Lee Plan discussed at those meetings and approved by a majority of the Board of County Commissioners. The short title and proper reference for the Lee County Comprehensive Land Use Plan, as hereby amended, will continue to be the "Lee Plan." **This amending ordinance may be referred to as the "Airport Development Schedules Update Ordinance (CPA2016-00001)."**

SECTION TWO: ADOPTION OF COMPREHENSIVE PLAN AMENDMENT

The Lee County Board of County Commissioners amends the existing Lee Plan, adopted by Ordinance Number 89-02, as amended, by adopting an amendment, which updates the Lee Plan Future Land Use and Transportation Elements, updates Table 5(a) for Southwest Florida International Airport, and updates Table 5(b) for Page Field Airport known as Airport Development Schedules Update (CPA2016-00001).

The corresponding Staff Reports and Analysis, along with all attachments for this amendment are adopted as "Support Documentation" for the Lee Plan. Proposed amendments adopted by this Ordinance are attached as Exhibit A and Exhibit B.

SECTION THREE: LEGAL EFFECT OF THE "LEE PLAN"

No public or private development will be permitted except in conformity with the Lee Plan. All land development regulations and land development orders must be consistent with the Lee Plan as amended.

SECTION FOUR: MODIFICATION

It is the intent of the Board of County Commissioners that the provisions of this Ordinance may be modified as a result of consideration that may arise during Public Hearing(s). Such modifications shall be incorporated into the final version.

SECTION FIVE: GEOGRAPHIC APPLICABILITY

The Lee Plan is applicable throughout the unincorporated area of Lee County, Florida, except in those unincorporated areas included in joint or interlocal agreements with other local governments that specifically provide otherwise.



SECTION SIX: SEVERABILITY

The provisions of this ordinance are severable and it is the intention of the Board of County Commissioners of Lee County, Florida, to confer the whole or any part of the powers herein provided. If any of the provisions of this ordinance are held unconstitutional by a court of competent jurisdiction, the decision of that court will not affect or impair the remaining provisions of this ordinance. It is hereby declared to be the legislative intent of the Board that this ordinance would have been adopted had the unconstitutional provisions not been included therein.

SECTION SEVEN: INCLUSION IN CODE, CODIFICATION, SCRIVENERS' ERROR

It is the intention of the Board of County Commissioners that the provisions of this ordinance will become and be made a part of the Lee County Code. Sections of this ordinance may be renumbered or relettered and the word "ordinance" may be changed to "section," "article," or other appropriate word or phrase in order to accomplish this intention; and regardless of whether inclusion in the code is accomplished, sections of this ordinance may be renumbered or relettered. The correction of typographical errors that do not affect the intent, may be authorized by the County Manager, or his or her designee, without need of public hearing, by filing a corrected or recodified copy with the Clerk of the Circuit Court.

SECTION EIGHT: EFFECTIVE DATE

The plan amendments adopted herein are not effective until 31 days after the State Land Planning Agency notifies the County that the plan amendment package is complete. If timely challenged, an amendment does not become effective until the State Land Planning Agency or the Administrative Commission enters a final order determining the adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before the amendment has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status.



THE FOREGOING ORDINANCE was offered by Commissioner Manning, who moved its adoption. The motion was seconded by Commissioner Hamman. The vote was as follows:

John E. Manning	Aye
Cecil L Pendergrass	Aye
Larry Kiker	Aye
Brian Hamman	Aye
Frank Mann	Aye

DONE AND ADOPTED this 5th day of October 2016.

ATTEST:
LINDA DOGGETT, CLERK

LEE COUNTY BOARD OF
COUNTY COMMISSIONERS

BY: *Linda Doggett*
Deputy Clerk

BY: *Franklin B. Mann*
Franklin B. Mann, Chair



DATE: 10/5/2016

Approved as to Form for the
Reliance of Lee County Only

[Signature]
County Attorney's Office

Exhibit A: Adopted revisions to text (Adopted by BOCC October 5, 2016)
Exhibit B: Adopted revisions to Tables 5(a) and 5(b) (Adopted by BOCC October 5, 2016)



**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.~~

EXHIBIT A



Future development on Airport Lands comprising Page Field General Aviation Airport must be consistent with Objective 1.9 and related policies as well as Map 3G and Table 5(b).

If the airport master planning process precipitates a substantive change to the Airport Layout Plan (Map 3F or Map 3G), then the Port Authority must amend Map 3F or Map 3G, as appropriate, prior to obtaining local development approval.

The non-aviation related development areas have been depicted on the ~~approved~~ Airport Layout Plan ~~sheets~~ (Maps 3F and 3G). These uses will be constructed upon Airport ~~Lands~~ with long term leases. All development within the non-aviation land use areas will be subject to mitigation requirements for wetland impacts. Mitigation of wetland impacts will be in accordance with the U.S. Army Corps of Engineers and South Florida Water Management District requirements. All non-aviation land use development will meet the indigenous vegetation requirements set forth in the Lee County Land Development Code. (Amended by Ordinance No. 94-30, 00-22, 04-16, 07-12, 09-14, 11-16, 13-12)

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 ~~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

Development	Existing (2015)	2020 Through 2030	2030
LANDSIDE			
Midfield Terminal Complex	28 gates; 798,000 SF as-built	Expand from 28 gates to 47 gates; 1,278,900 SF (Total 2020 area)	
Auto Access	Entrances at the intersections of Daniels Parkway at Chamberlin Parkway, Paul J. Doherty Parkway, and Fuel Farm Road (located east of Doherty Parkway). Access also from Daniels via Traeline Ave. & Alice 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. Construct 4-35 access-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	11,481 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/Tell Booth	150 spaces	Ultimately 200 total Taxi/Limo/spaces	
Rental Cars	1,500 spaces in midfield	Ultimately 3,000 total rental car spaces	
Cell Phone Lot	100 spaces		
Airport Training & Conference Center	16,000 SF		
Gun Range	8,500 SF		
Rental Car North Side Service Areas	39,000 SF	Relocate R-A-C service areas to midfield	
AIRSIDE			
Existing Runway 6-24	12,000 ft. x 150 ft. runway	No improvements planned	
Parallel Runway 6R-24L	Under design	Construct 8,100 x 150 ft. Parallel Runway 6R-24L	
Taxiways	Taxiway A-parallel taxiway to Runway 6-24; 12,000 ft. long x 75 ft. wide. Taxiway B-apron taxiway that runs parallel to former terminal ramp for transitioning aircraft going from ramp to Taxiway A for approximately 1,580 ft. 12,000' parallel S. Taxiway F as-built with midfield construction.	Construct parallel taxiway north of Runway 6R-24L (9,100 ft. x 75 ft. wide). If new large Aircraft (NLA), then 100 ft. wide. Hold bay & bypass improvements to Runway 6L-24R parallel taxiway. Construct dual cross-field connector taxiways. (Approx. 4,215 ft. long x 75 ft. wide). If NLA, then 100 ft. wide. Construct a portion of south dual parallel taxiways with new parallel runway.	
Terminal Apron	165,000 S.Y. at former terminal site; 332,900 S.Y. at midfield as-built	Add 130,000 S.Y. at midfield for total midfield 462,900 S.Y.	
Air Cargo	Total 39,500 SF cargo buildings; 69,000 S.Y. apron area	Expand cargo building facilities to 58,314 SF	
Airline Freight Forwarding (Belly Cargo)	15,000 SF	New freight forwarding (belly cargo) facility of 15,000 SF in midfield	
General Aviation	8,000 SF FBO and hangar facility; 26,180 SF hangar space; 48,850 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 38,000 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	

EXHIBIT B



Development	Existing (2010/15)	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. Hallped (11,000 SF). Develop multi-modal center.		
Rental Car Expansion		Rental car fuel farm.		
Non-Aviation Related Land Uses				
		Option 1	Option 2	
North of Runway 6-24				
Commercial Retail, Restaurant and Service		27,000 SF 248,750 SF	27,000 SF 248,750 SF	221,760 SF
Gas station/convenience store		5,000 SF w/ 24 pumps	5,000 SF w/ 24 pumps	5,000 SF w/ 24 pumps
Hotel		187 rooms	187 rooms	187 rooms
Light Manufacturing/Assembly		44,300 SF 191,800 SF	400,000 SF 247,500 SF	447,600 SF
Warehouse/Distribution		400,000 SF 429,200 SF	60,800 SF 390,000 SF	329,200 SF
Office (This development includes 10% retail.)		276,000 SF 437,500 SF	276,000 SF 437,500 SF	462,600 SF
Midfield Area				
Commercial Retail, Restaurant and Service		40,000 SF	40,000 SF	
Hotel		Construct 300 Rooms	Construct 300 Rooms	
Gas Station/Convenience Store	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⁽⁴⁾ Development Schedule⁽¹⁾

Development	Existing (2015)	Thru 2020 2025 ^{(2), (3)}	Thru 2025 ⁽⁴⁾
Landside Intensity (Terminal and Access Facilities)⁽⁴⁾			
Total Landside Intensity (Including Terminal) (See below for facilities by quadrant)	88,400± sq. ft. 123,100 s.f.		20,000± sq. ft.
Vehicular Parking ⁽⁵⁾	675 spaces		
Terminal	25,000 s.f.		
Landside Intensity by Quadrant			
North Quadrant			
Buildings & Structures	85,567± sq. ft.		
Vehicular Parking	545 spaces		
East Quadrant			
Buildings & Structures	1,250± sq. ft.	20,000± sq. ft.	
Vehicular Parking	15 spaces		
South Quadrant			
Buildings & Structures	11,200± sq. ft.		
Vehicular Parking	115 spaces		
West Quadrant			
Buildings & Structures	—		
Auto Access	Main terminal entrance from Danley Drive; Terminal Drive; Airport facilities accessways from Danley Drive; Airport facility access from Landingview Way Airport Perimeter Road; Base Ops GA facility access; Fuel farm access; South Road/Danley Drive realignment	Airport Perimeter Road; New General Aviation facility access; North quadrant hangar access roads; Terminal Drive realignment; Fuel farm access; South Road/Danley Drive realignment	

Airside Intensity (Aviation Operations and Support Facilities)⁽⁵⁾			
Airfield Facilities			
Runway 05-23	6,401 ft. x 150 ft. Runway		
Runway 13-31	4,997 ft. x 150 ft. Runway		
Aprons/Ramps	217,100± sq. yds.		62,200± sq. yds.
Primary Taxiways			
Taxiway A	6,401± ft. Taxiway		
Taxiway B	4,997± ft. Taxiway		
Taxiway C	6,547± ft. Taxiway		
Taxiway D	2,897± ft. Taxiway		
Taxiway E	1,860± ft. Taxiway		1,052± ft. Taxiway
Future Aviation-Support Facilities Identified in Airport Master Plan			4,000 sq. Yds. 163 Total Based Hangars 18-20 Multi-Use Itinerant Hangars



Development	Existing (2015)	Thru 2020 2025 ^{(2), (3)}	Thru 2025 ⁽³⁾
Aviation Support Facilities (See below for facilities by quadrant)	332,991± sq. ft.	490,600± sq. ft.	
Aviation Support Facilities by Quadrant			
North Quadrant			
Hangars, Accessory Office	332,991± sq. ft.	136,788 ± sq. ft. 24,658± sq. ft.	
Accessory Office		1,470± sq. ft.	
East Quadrant			
Hangars	135,923± sq. ft.	40,850± sq. ft.	
Accessory Office		4,682± sq. ft.	
South Quadrant			
Hangars	107,068± sq. ft.	24,658± 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 ⁽⁷⁾			
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, LCPA has initiated a process to update the Airport Master Plan through the 2020 planning horizon. Upon completion of the airport master plan update, LCPA will submit an appropriate Lee Plan amendment application to update the Airport Master Plan to reflect an updated 2020 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 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.

OCT 10 2015

DATED: _____
BY: *Shirley King*
Deputy Clerk

REDACTED COPY PER F.S. 118.074
 STATE OF FLORIDA, COUNTY OF LEE
 LINDA DOGGETT, CLERK OF CIRCUIT COURT
 ORIGINAL ON FILE IN MY OFFICE
 TRUE AND CORRECT COPY OF THE
 I CERTIFY THIS DOCUMENT TO BE A

TABLE 5(a)
Southwest Florida International Airport Development Schedule

Development	Existing (2010-15)	2020 Through 2030	2030
LANDSIDE			
Midfield Terminal Complex	28 gates; 798,000 SF as-built	Expand from 28 gates to 47 gates; 1,278,900 SF (Total 2020 area)	
Auto Access	Entrances at the intersections of Daniels Parkway at Chamberlin Parkway, Paul J. Doherty Parkway, and Fuel Farm Road (located east of Doherty Parkway). Access also from Daniels via Treeline Ave. & Alico Road via Ben Hill Griffin Parkway to Terminal Access Road & 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. Construct I-75 access Connector road for maintenance facilities. New perimeter roads and midfield ATCT and ARFF access roads as part of parallel runway project. 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	
AIRSIDE			
Existing Runway 6-24	12,000 ft x 150 ft. runway	No improvements planned	
Parallel Runway 6R-24L	Under design	Construct 9,100 x 150 ft. Parallel Runway 6R-24L	
Taxiways	Taxiway A-parallel taxiway to Runway 6-24; 12,000 ft. long x 75 ft. wide. Taxiway B-apron taxiway that runs parallel to former terminal ramp for transitioning aircraft going from ramp to Taxiway A for approximately 1,580 ft. 12,000' parallel S. Taxiway F as-built with midfield construction.	Construct parallel taxiway north of Runway 6R-24L (9,100 ft. x 75 ft. wide). If new large Aircraft (NLA), then 100 ft. wide. Hold bay & bypass improvements to Runway 6L-24R parallel taxiway. Construct dual cross-field connector taxiways. (Approx. 4,215 ft. long x 75 ft. wide), if NLA, then 100 ft. wide. Construct a portion of south dual parallel taxiways with new parallel runway.	
Terminal Apron	165,000 S.Y. at former terminal site; 332,900 S.Y. at midfield as-built	Add 130,000 S.Y. at midfield for total midfield 462,900 S.Y.	
Air Cargo	Total 39,500 SF cargo buildings; 69,000 S.Y. apron area	Expand cargo building facilities to 58,314 SF	
Airline Freight Forwarding (Belly Cargo)	15,000 SF	New freight forwarding (belly cargo) facility of 15,000 SF in midfield	
General Aviation	8,000 SF FBO and hangar facility; 26,180 SF hangar space; 48,650 S.Y. apron area	Infrastructure for second FBO. Construct multi-use hangars (129,000 SF). Expand GA apron to 49,700 S.Y.	
Aircraft Maintenance - General Aviation & Large Aircraft	Approximately 13,000 SF	Expand to 36,000 SF as necessary. Construct one hangar to accommodate aircraft including the Boeing 747. Land to accommodate an additional three hangars should be set aside, should it be needed in the future.	
Air Traffic Control Tower (ATCT)	Height 76.91 ft., 8,600 SF	Relocate to midfield - same SF as existing 8,600 ft. or more. New height must be greater than 80 ft. AGL	
Aircraft Rescue and Fire Fighting (ARFF)	14,000 SF, plus Midfield ARFF facility.	Add midfield ARFF Station	

EXHIBIT B

Development	Existing (204015)	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.		
Non-Aviation Related Land Uses				
		Option 1	Option 2	
North of Runway 6-24				
Commercial Retail, Restaurant and Service		27,000 SF 248,750 SF	27,000 SF 248,750 SF	224,750 SF
Gas station/convenience store		5,000 SF w/ 24 pumps	5,000 SF w/ 24 pumps	5,000 SF w/ 24 pumps
Hotel		187 rooms	187 rooms	187 rooms
Light Manufacturing/Assembly		44,300 SF 191,800 SF	100,000 SF 247,500 SF	147,500 SF
Warehouse/Distribution		100,000 SF 429,200 SF	60,800 SF 390,000 SF	329,200 SF
Office (This development includes 10% retail.)		275,000 SF 437,500 SF	275,000 SF 437,500 SF	162,500 SF
Midfield Area				
Commercial Retail, Restaurant and Service		40,000 SF	40,000 SF	
Hotel		Construct 300 Rooms	Construct 300 Rooms	
Gas Station/Convenience Store	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⁽⁴⁾ Development Schedule⁽¹⁾

Development	Existing (2015)	Thru 2020-2025^{(2), (3)}	Thru 2025⁽⁴⁾
Landside Intensity (Terminal and Access Facilities)⁽⁴⁾			
Total Landside Intensity (including Terminal) (See below for facilities by quadrant)	88,100± sq. ft. 123,100 s.f.	20,000± sq. ft.	
Vehicular Parking ⁽⁵⁾	675 spaces		
Terminal	25,000 s.f.		
Landside Intensity by Quadrant			
North Quadrant			
Buildings & Structures	85,557± sq. ft.		
Vehicular Parking	545 spaces		
East Quadrant			
Buildings & Structures	1,250± sq. ft.	20,000± sq. ft.	
Vehicular Parking	15 spaces		
South Quadrant			
Buildings & Structures	11,200± sq. ft.		
Vehicular Parking	115 spaces		
West Quadrant			
Buildings & Structures	—		
Auto Access	Main terminal entrance from Danley Drive; Terminal Drive; Airport facilities accessways from Danley Drive; Airport facility access from Landingview Way; Airport Perimeter Road; Base Ops GA facility access; Fuel farm access; South Road/Danley Drive realignment	Airport Perimeter Road; New General Aviation facility access; North quadrant hangar access roads; Terminal Drive realignment; Fuel farm access; South Road/Danley Drive realignment	
Airside Intensity (Aviation Operations and Support Facilities)⁽⁶⁾			
Airfield Facilities			
Runway 05-23	6,401 ft. x 150 ft. Runway		
Runway 13-31	4,997 ft. x 150 ft. Runway		
Aprons/Ramps	217,100± sq. yds.	62,200± sq. yds.	
Primary Taxiways			
Taxiway A	6,401± ft. Taxiway		
Taxiway B	4,997± ft. Taxiway		
Taxiway C	6,547± ft. Taxiway		
Taxiway D	2,897± ft. Taxiway		
Taxiway E	1,860± ft. Taxiway	1,052± ft. Taxiway	
Future Aviation-Support Facilities Identified in Airport Master Plan		4,000 sq. Yds. 163 Total Based Hangars 18-20 Multi-Use Itinerant Hangars	

Development	Existing (2015)	Thru 2020 2025 ^{(2), (3)}	Thru 2025 ⁽³⁾
Aviation Support Facilities (See below for facilities by quadrant)	332,881± sq. ft.	400,600± 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	135,823± sq. ft.	10,850± sq. ft.	
Accessory Office		4,682± sq. ft.	
South Quadrant			
Hangars	187,068± 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 ⁽⁷⁾			
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, LCPA has initiated a process to update the Airport Master Plan through the 2030 planning horizon. Upon completion of the airport master plan update, LCPA 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. 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.



FLORIDA DEPARTMENT *of* STATE

RICK SCOTT
Governor

KEN DETZNER
Secretary of State

October 10, 2016

Honorable Linda Doggett
Clerk of the Circuit Courts
Lee County
Post Office Box 2469
Fort Myers, Florida 33902-2469

Attention: Theresa King

Dear Ms. Doggett:

Pursuant to the provisions of Section 125.66, Florida Statutes, this will acknowledge receipt of your electronic copy for Lee County Ordinance No. 16-15, which was filed in this office on October 10, 2016.

Sincerely,

Ernest L. Reddick
Program Administrator

ELR/lb

RECEIVED

By mmmiller at 4:22 pm, Oct 10, 2016