



**LOCAL PLANNING AGENCY
ADMINISTRATION EAST BUILDING
2201 SECOND STREET, FORT MYERS, FL 33901
ROOM 118 (FIRST FLOOR)
MONDAY, NOVEMBER 5, 2018
8:30 AM**

AGENDA

1. Call to Order/Review of Affidavit of Publication/Pledge of Allegiance
2. Public Forum
3. Approval of Minutes – July 23, 2018
4. Lee Plan Amendment
 - A. CPA2018-10009 Lee County Port Authority Airport Lands Updates: Update the Airport Lands Future Land Use designation and airport related policies in the Lee Plan to reference FAA approved Airport Master Plans in conformance with Florida Statute Section 163.3177. Remove detailed development schedules in Tables 5(a) and 5(b) and Transportation Maps 3F and 3G.
5. Land Development Code and Administrative Code Amendments
 - A. Port Authority Land Development Code Amendments
 - Airport Compatibility per Chapter 333, F.S.
 - AOPD Permitted Uses
 - B. Land Development Code Chapters 2, 3, 10, 33 and 34 General Clean-up Amendments
 - Reduces redundancy/conflict
 - Provides clarification of ambiguous regulations
 - Updates cross references
6. Other Business
7. Adjournment – Next Meeting Date: December 17, 2018

Documentation for the Proposed Comprehensive Plan Amendment is available at <https://www.leegov.com/dcd/planning/cpa>. This meeting is open to the public. Interested parties may appear at the meeting and be heard with respect to the proposed plan amendment. A verbatim record of the proceeding will be necessary to appeal a decision made at this hearing.

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CPA2018-10009

LEE COUNTY PORT
AUTHORITY
AIRPORT LANDS
UPDATES

STAFF REPORT FOR

CPA2018-10009: LCPA Airport Lands Update

Private Initiated Text Amendments to the Lee Plan



Applicant:

Lee County Port Authority

Representative:

Johnson Engineering

Amended

Elements:

- Vision Statement
- Future Land Use
- Transportation
- Community Facilities and Services
- Inter-governmental coordination
- Glossary

Attachments:

Text Amendments

Map Amendments

(Maps 3F, 3G, 3M, and Map 1 – Page 4)

Table Amendments

(Tables 5(a) and 5(b))

Hearing Dates:

LPA: 11/05/2018

REQUEST

The Port Authority requests to amend the Lee Plan to update the Airport Lands future land use category and update airport related provisions to reference the Federal Aviation Administration (FAA) approved Airport Master Plans. The Port Authority is also requesting to delete Tables 5(a) and 5(b), the development schedules for Southwest Florida International Airport (RSW) and Page Field General Aviation Airport (FMY), and the RSW and FMY Airport Master Plans - Maps 3F and 3G. Map 3M will be combined with Map 1, Page 4, and then deleted.

SUMMARY OF SUBSTANTIVE CHANGES

- Delete Tables 5(a) and 5 (b) and Maps 3F, 3G, and 3M; Amend Map 1, Page 4.
- Update and clarify intent of the Airport future land use category.
- Delete redundant provisions regarding airports and facility coordination between the Port Authority and Lee County.
- Amend provisions to reference the FAA approved Airport Master Plans.
- Amendments will affect Port Authority property - RSW and FMY.
- The Board of County Commissioners as the Board of Port Commissioners endorsed the submittal of this proposed amendment.

FIGURE A: AERIAL LOCATION MAPS (FMY and RSW)



RECOMMENDATION

Staff recommends that the Board of County Commissioners **transmit** the proposed amendments based on the analysis and findings in this staff report.

PART 1

BACKGROUND INFORMATION

The Port Authority has requested to amend the Lee Plan to revise the method of incorporating and amending the Airport Master Plans; and, to amend provisions pertaining to the Port Authority's airports, and airport related activities. In 2002, the Florida Legislature adopted language that allowed for the incorporation of an Airport Master Plan into the local government's Comprehensive Plan in lieu of the application of state DRI requirements for Florida airports. As a result, in September 2004 the Southwest Florida International Airport (RSW) Airport Master Plan was incorporated into the Lee Plan and in February 2009 the Page Field (FMY) Airport Master Plan was added into the Lee Plan. Currently, the Airport Layout Plans are incorporated into the Lee Plan as Maps 3F and 3G of the Transportation Map Series. Tables 5(a) and 5(b) set forth the development schedules for landside, airside, and non-aviation support facilities. RSW and FMY are zoned Airport Operations Planned Development (AOPD), which specify the amount, type, and standards for development and depict existing and proposed development areas.

RSW is located within the Gateway/Airport Planning Community; being comprised of Airport Lands and Wetland future land use categories. The Property Appraiser identifies the parcel as STRAP number 19-45-26-00-00002.0000; the property's address is 11000 Terminal Access Road. RSW's existing land uses include airport facilities associated with an international airport, as regulated and approved by the Federal Aviation Administration. The property is zoned AOPD, as approved by Zoning Resolution Z-14-030.

FMY is located within the South Fort Myers Planning Community and is in the Airport Lands future land use category. The Property Appraiser identifies the parcels as STRAP numbers 01-45-24-00-00007.0000, 01-45-24-00-00007.0030, 01-45-24-00-00007.0060, 12-45-24-00-00001.0000, 12-45-24-00-00003.0000, 12-45-24-01-0000A.0010, 12-45-24-01-0000B.0000, and 12-45-24-01-0000B.0010; the property's address is 500 Captain Channing Page Drive. FMY's existing land uses include facilities associated with an airport (base operations, aircraft maintenance and storage, and flight training facilities) and non-aviation support facilities. The property is zoned AOPD, as approved by Zoning Resolution Z-11-013.

PART 2

STAFF DISCUSSION AND ANALYSIS

The Port Authority participates in the FAA governed Airport Master Planning process for RSW and FMY. The FAA adopted Airport Master Plans establish the framework for a continuing planning process for the viability and function of airports as vital transportation facilities and economic engines for the regions they serve. Per Florida Statute §163.3177(6)(b)2., local jurisdictions within

a metropolitan planning area are to address aviation, rail, seaport facilities, access to those facilities, and intermodal terminals as well as airports, projected airport and aviation development, and land use compatibility around airports within their comprehensive plan. Per Florida Statute §163.3177(6)(b)3., counties having populations greater than 75,000 must also address plans for port, aviation, and related facilities coordinated with the general circulation in the transportation element of a local government's Comprehensive Plan. The proposed text, map, and table amendments will affect the Port Authority's RSW and FMY property; specifically the airport related uses and facilities, the non-aviation uses and facilities, and the coordination of uses and facilities within close proximity to the airports.

Text Amendments:

The proposed text amendments to the Vision Statement, the Future Land Use Element, the Transportation Element, the Community Facilities and Services Element, the Intergovernmental Coordination Element, and the Glossary will assure consistency within the Lee Plan, and State Statutory requirements are maintained once Tables 5(a) and 5(b) and Maps 3F and 3G are removed from the Lee Plan. Objectives 1.2 and 1.9 are being deleted, in part, due to extensive cross-references to Tables 5(a) and 5(b) and Maps 3F and 3G; but, also because Objectives 1.2 and 1.9 will be combined to create Policy 1.1.12, the newly amended Airport Land future land use category. Policy 1.1.12 will improve clarity and will streamline the Future Land Use Element by deleting redundant provisions and combining similar provisions. Moreover, Policy 1.1.12 will incorporate references to the FAA adopted Airport Master Plans, which will maintain and simplify coordination between the FAA administered Airport Master Planning process and the Lee Plan. By referencing the FAA adopted Airport Master Plans, adding a description of the allowable types of development and uses, and combining provisions regarding RSW and FMY; the amended Airport Lands future land use category will remain consistent with other Lee Plan provisions and Florida Statutes, despite the removal of Tables 5(a) and 5(b) and Maps 3F and 3G.

Additionally, provisions were relocated to improve organization and underwent language revisions to improve clarity and purpose, with the majority occurring within the Transportation Element. Organization will be improved within these Elements because policies are now better correlated to their preceding objective. The proposed text amendments streamline the different Lee Plan Elements by deleting redundant and duplicative provisions. This was most prevalent within the Transportation Element where objectives contained policies that were duplicative and redundant. The proposed amendments to the Transportation Element maintain consistency with Section 163.3177(6)(b)4 F.S. Although these proposed amendments are privately initiated, and were not derived from addressing the Board of County Commissioner's (BoCC) strategic planning principle of streamlining Lee Plan provisions; the proposed text amendments are consistent with this strategic planning principle. The proposed text amendments maintain environmental protections,

noise zones, and compatibility provisions; internal Lee Plan consistency; and, compliance with the requirements of Florida Statutes.

Map and Table Amendments:

Map 1, Page 4: Special Treatment Areas (Update)

- The Airport Mitigation Lands Overlay will be incorporated on Map 1, Page 4: Special Treatment Areas. All data will be retained in the Lee Plan.

Map 3F: Southwest Florida International Airport Layout Plan (Delete)

- The Southwest Florida International Airport Layout Plan will be deleted and incorporated into the AOPD for RSW.

Map 3G: Page Field Airport Master Plan Airport Layout Plan (Delete)

- The Page Field Airport Master Plan Airport Layout Plan will be deleted and incorporated into the AOPD for Page Field Airport.

Map 3M: Airport Mitigation Lands Overlay (Delete/Relocate data)

- Map 3M will be deleted. The Airport Mitigation Lands Overlay will be incorporated on Map 1, Page 4: Special Treatment Areas. All data will be retained in the Lee Plan.

Table 5 (a): Southwest Florida International Airport Development Schedule (Delete)

- Appropriate development intensities will be maintained in AOPD.

Table 5 (b): Page Field General Aviation Airport Development Schedule (Delete)

- Appropriate development intensities will be maintained in AOPD.

Updates to Tables 5(a) and 5(b) and Maps 3F and 3G are frequently required to accurately reflect the status and ongoing planning efforts for RSW and FMY. Removing Maps 3F and 3G and Tables 5(a) and 5(b) will eliminate the need for continual Lee Plan map amendments by relying on the most recent FAA approved Airport Master Plans and zoning approvals. Ongoing changes in development conditions and projections at RSW and FMY can be addressed, more appropriately, as part of the AOPD zoning process. The maps, along with appropriate development intensities, will be maintained and updated through the rezoning process. Map 3M, Airport Mitigation Lands Overlay, will be deleted and the Airport Mitigation Lands Overlay will be incorporated on Map 1, Page 4: Special Treatment Areas. All data will be retained in the Lee Plan. As part of these amendments, no changes to development potential or intensities have been proposed and environmental protections, noise zones, and compatibility provisions are maintained. The details

of the Airport Layout Plans and the intensity of development are more suitably implemented at the zoning level through AOPD approvals.

Consistency with State Statutes:

In 2002, the Florida Legislature adopted language to allow the incorporation of the Airport Master Plans into a county's Comprehensive Plan in lieu of a DRI application. Florida Statute section 380.06 defines a DRI as, "any development that, because of its character, magnitude, or location, would have a substantial effect upon the health, safety, or welfare of citizens of more than one county" and establishes guidelines, standards, and requirements for the DRI process. Florida Statute Section 380.0651 establishes types of development that would require a DRI; as well as, types of developments that are exempt from the requirements of 380.06, F.S.

380.0651(2)(q), F.S. allows airports to meet certain criteria and receive an exemption from the statutory requirements of a DRI: "(q) Any development identified in an Airport Master Plan and adopted into the comprehensive plan pursuant to s. 163.3177(6)(b)4." Section 163.3177(6)(b)4, F.S. establishes criteria that must be met to forgo the DRI process:

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

upon written notification to the applicable local government. Upon receipt by the local government, the development-of-regional-impact development order shall be deemed rescinded.”

In order for airports to comply with Florida Statutes, with regards to a receiving a DRI exemption, the Airport Master Plan and subsequent provisions must be adopted into the local government’s Comprehensive Plan through the amendment process. For the Airport Master Plan to be incorporated into the local government’s Comprehensive Plan, the proposed plan amendment is required to address consistency and compatibility with different elements of the comprehensive plan. The majority of Section 163.3177(6)(b)4, F.S. requirements are centered on the transportation element, “...that integrates the airport master plan, the comprehensive plan amendment shall address land use compatibility consistent with chapter 333 regarding airport zoning; the provision of regional transportation facilities for the efficient use and operation of the transportation system and airport; consistency with the local government transportation circulation element and applicable M.P.O. long-range transportation plans; the execution of any necessary interlocal agreements for the purposes of the provision of public facilities and services to maintain the adopted level-of-service standards for facilities subject to concurrency; and may address airport-related or aviation-related development.” In September 2004 the RSW Airport Master Plan was adopted into the Lee Plan and the FMY Airport Master Plan was adopted in February 2009. These amendments incorporated Tables 5(a) and 5(b) and Maps 3F and 3G into the Lee Plan; and added provisions which addressed consistency and compatibility between the Airport Master Plans and the Lee Plan, in accordance with the aforesaid statutory requirements of 163.3177 (6)(b)4, F.S.

Removing Tables 5(a) and 5(b) and Maps 3F and 3G from the Lee Plan alleviates constant Lee Plan amendments. By amending relevant provisions to reference the FAA adopted Airport Master Plans and the description of allowable types of development and uses will maintain consistency with the statutory requirements of 163.3177 (6)(b)4, F.S. despite removing Tables 5(a) and 5(b) and Maps 3F and 3G from the Lee Plan. Removing the physical presence of the Airport Master Plans from the Lee Plan does not lessen consistency with 163.3177 (6)(b)4 or the Port Authority’s airport exemption from the DRI process; in that, any changes to the currently approved FAA Airport Master Plans would be required to be consistent with the requirements of FAA, zoning, state statutes, and Lee Plan provisions – as well as with regulations of other regulatory entities - whether or not the physical Airport Master Plans or references to the FAA approved Airport Master Plans are present within the Lee Plan. Both scenarios yield consistency at the local, state, and federal level. The FAA published Airport Improvement Guide, along with the Advisory Circular – Airport Master Plans (AC #150/5070-6B), stress the importance of consistency with local, state, and federal regulations during the airport planning process, both for creating and updating the Airport Master Plan. The FAA Airport Master Plans need to adequately address all relevant issues

and satisfy local, state, and federal regulations and by doing so will ensure compliance and consistency with applicable regulations, including the local government's Comprehensive Plan.

Removing the Airport Master Plan maps and development tables eliminate the redundant plan amendment process of updating Tables 5(a) and 5(b) and Maps 3F and 3G; insofar any amendments to the FAA approved Airport Master Plans have been reviewed for consistency by appropriate governmental entities and if not, the need to amend Tables 5(a) and 5(b) and Maps 3F and 3G would be absent. The proposed amendments to airport-related goals, objectives and policies are updates that incorporate reference to the FAA adopted Master Plans to further maintain the required aspects of coordinated airport, transportation and compatibility planning. Consistent with statutory provisions, the proposed amendments streamline local policies and reference FAA adopted Master Plans to help coordinate the planning of airport facilities across federal, state and local jurisdictions.

PART 3 CONCLUSIONS

Deleting Tables 5(a) and 5(b) and Maps 3F and 3G, from the Lee Plan, will help to simplify and streamline coordination between the FAA administered Airport Master Planning process and the Lee Plan by relocating these maps and tables into each Airports' respective AOPD. This will eliminate the requirement of a Lee Plan amendment whenever the tables or maps would need to be modified; any modifications would still be required to undergo the rezoning process. Incorporating references to the FAA adopted Airport Master Plans assists in maintaining coordination of airport, transportation and compatibility planning between the Port Authority and Lee County, both being consistent with their respective statutory requirements. Amending the Airport Lands future land use category to reference the FAA adopted Airport Master Plans and the description of allowable types of development and uses, and combining provisions regarding RSW and FMY maintains consistency among Lee Plan provisions and Florida Statutes, despite the removal of Tables 5(a) and 5(b) and Maps 3F and 3G. Additionally, the proposed amendments help to streamline provisions within the Lee Plan through eliminating redundant provisions and relocating provisions to more appropriate sections, and maintaining environmental protections, noise zones, and compatibility provisions. The proposed amendments provide internal Lee Plan consistency and are consistent with statutory requirements.

For the reasons discussed in this staff report, Staff recommends that the Board of County Commissioners **transmit** the map, table, and text amendments as provided in Attachment 1.

Text Amendments:**I. Lee County - A Vision for 2030**

10. Gateway/Airport - This cCommunity is located South of SR 82, generally east of I-75, and north of Alico Road including those portions of the Gateway development that either have not been or are not anticipated to be annexed into the City of Fort Myers, the Southwest Florida International Airport and the properties the airport expects to use for its expansion, the lands designated as Tradeport, 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, 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~~ The first is the Gateway area, where residential uses will occur. It is anticipated that Gateway will be a thriving, nearly built-out, mixed-use community with substantial population growth through the planning horizon. in 2020. ~~The population of this community is anticipated to grow substantially from today to 2030.~~

~~The second area in this community is the Southwest Florida International Airport. The airport~~ There are plans for a terminal expansion, new air traffic control tower, and future parallel runway at the airport. will be greatly expanded by 2030. The expanded airport will have a second parallel runway and a new terminal building that will more than double the existing capacity of the airport. Development will be guided by the Federal Aviation Administration (FAA) approved Airport Master Plan and Airport Layout Plan (as established through the airport master plan process) consistent with the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)) and all other and applicable Lee Plan provisions.

~~The airport expansion and the completion of Florida Gulf Coast University are expected to energize the remaining area in this community, including the commercial and industrial components in the third area of this community which is generally located~~ 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 area segment of the community is not expected to build out during the timeframe of this plan, the area it will be much more urbanized developed with hi-tech/clean industry businesses.

(Ordinance No. 04-16, 07-12, 09-14, 10-20, XX-XX)

- Amend Gateway/Airport Vision for consistency.

13. San Carlos - This cCommunity is located in the southern portion of Lee County, east of Hendry Creek, north of the Village of Estero and, for the most part, south of Alico Road. ~~It is north of the Estero River on the west side of US 41 then north of the new Brooks of Bonita development east of US41. The community does extend east of I-75 to include the approved developments along Corkscrew Road and It also includes all lands designated University Community, located east of I-75.~~ The majority of the land in this community is designated as Suburban and then Urban Community ~~(both having a maximum standard~~

density of 6 units per acre) with the remaining areas designated as Rural, Outlying Suburban, and Industrial Development. There are three distinct areas within this community: San Carlos Park, Island Park, and the new university area. All of these areas will be experiencing tremendous development pressures as this community continues to grow.

This community will be challenged with addressing the needs of the Lee County community that contains the newest major state university, a new semi-professional ice hockey arena, and immediate access to the Southwest Florida International Airport. Most of the vacant property in this community (nearly 70%) has some type of development approval most of which were granted prior to the advent of many of these new development engines. The San Carlos/Estero will struggle with these conflict throughout the life of this plan but will emerge This community will continue to grow into a vibrant urban core for Lee County's high-tech research and development employment base.

(Ordinance No. 99-15, 07-12, XX-XX)

- Amend San Carlos Vision for consistency.

II. Future Land Use

a. Growth Management

~~POLICY 1-2.1:~~ **1.1.12:** The Airport Lands future land use category accommodates the Port Authority's airports and their projected growth needed, as economic engines, to meet the region's demands for air travel and for the industrial, commercial and office uses necessary to continue viable airport operations. includes the existing facility and projected growth areas for the Southwest Florida International Airport and Page Field General Aviation Airport. The Airport Lands comprising the Southwest Florida International Airport include airport and airport related development as well as non-aviation land uses as proposed in the currently adopted Airport Master Plan and as depicted on the Airport Layout Plan (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 will be consistent with the most recently adopted Airport Master Plans and Airport Layout Plans maintained by the Port Authority in accordance with FAA regulations. Development will include aviation related facilities such as hangars, terminals, and runways, and non-aviation related land uses such as hotels/motels, light industrial, manufacturing, service stations, retail/shopping, and office development as approved through the Airport Operations Planned Development (AOPD) zoning process. Compatible non-aviation related uses support the continued development of airports by providing a supplementary revenue source and economic growth for the community. 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.

In cooperation with local, state, and federal regulatory agencies, the Port Authority will work to minimize and correct any wildlife hazards arising from existing wetlands or water bodies located on properties designated Airport Lands in accordance with FAA directives. Site improvements on properties designated Airport Lands will be designed to minimize attractiveness to wildlife of natural areas and man-made features such as detention/retention ponds, landscaping, and wetlands, which can provide wildlife with ideal locations for feeding, loafing, reproduction, and escape. Specific to Southwest Florida International Airport, any future airport expansion or

~~development of aviation-related facilities and non-aviation uses will offset environmental impacts through the Airport Mitigation Lands Overlay, depicted on Map 1, Page 4, or other appropriate mitigation. The physical design of the airport expansion will minimize any degradation of the recharge capability of land being developed. All non-aviation land use development will meet the indigenous vegetation requirements set forth in the Land Development Code. 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 nonaviation 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 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).~~

~~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 Airport Layout Plan (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.~~

~~(Ordinance No. 94-30, 00-22, 04-16, 07-12, 09-14, 11-16, 13-12, 16-15, XX-XX)~~

- Clarify language and intent of the Airport Lands future land use category; renumber for better organization of future land use category descriptions in the Lee Plan.

POLICY ~~1.2.21.1.13~~ – Renumber.

OBJECTIVE 1.2: RESERVED. ~~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. 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 nonaviation related uses to provide a supplementary revenue source as well as provide 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 considered future urban areas.~~
(Ordinance No. 94-30, 02-02, 04-16, 07-12, 09-14, 16-15, XX-XX)

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

~~**POLICY 1.2.4:** The Airport AOPD zoning resolution must be amended before any non-aviation related uses can be developed at the Southwest Florida International Airport. The intensity of the proposed aviation and non-aviation land uses at Southwest Florida International Airport must be consistent with Lee Plan Table 5(a). The Page Field General Aviation Airport project must be rezoned to AOPD prior to development of the new non-aviation uses proposed in Map 3G and Table 5(b). (Ordinance No. 04-16, 09-14)~~

~~**POLICY 1.2.5:** Map 3F, as currently incorporated into the Lee Plan, includes transportation improvements that exceed those shown on the balance of the Transportation Map Series maps. The direct access improvements to I-75 depicted on Map 3F, which are being pursued by the Port Authority to benefit the midfield terminal, include an interchange at I-75 and grade separation at Treeline Avenue/Ben Hill Griffin Parkway. These future improvements are the Port Authority's desired access to the airport. The Port Authority will be responsible for achieving consistency between Map 3F and the balance of the Transportation Map Series concerning access to I-75. The Port Authority will serve as the lead agency for achieving direct access to I-75. (Ordinance No. 04-16)~~

~~**POLICY 1.2.6:** Any future airport expansion or development of aviation-related or non-aviation related uses will provide appropriate buffer areas, as determined by Lee County, for the protection of groundwater resources in the Southeast and Northeast quadrants of the airport property. (Ordinance No. 04-16)~~

~~**POLICY 1.2.7:** In cooperation with local, state, and Federal regulatory agencies, the Port Authority will work to minimize and correct any wildlife hazards arising from existing wetlands located on airport property. Site improvements on airport property will be designed to minimize attractiveness to wildlife of natural areas and man-made features on airport property such as detention/retention ponds, landscaping, and wetlands, which can provide wildlife with ideal locations for feeding, loafing, reproduction, and escape. Development within the non-aviation area, as designated on Map 3F, is limited to a maximum of 300 acres north of runway 6-24 and approximately 52 acres within the midfield terminal area. All development must be in compliance with Map 3F and the intensities outlined in Table 5(a). Development of additional acreage will require prior Lee Plan amendment approval. (Ordinance No. 04-16, 11-16, 13-12)~~

- Streamline and incorporate into new Policy 1.1.12.
- Remove references to Map 3F and Tables 5(a) and 5(b).

POLICY 1.7.10: The Airport Mitigation Lands ~~Overlay~~, depicted on Map 1, Page 4, (Map 3M) depicts identifies lands owned by Lee County that were acquired for the purpose of mitigating environmental impacts attributable to development of ~~the Southwest Florida International Airport~~ Port Authority properties. Activities performed in these areas must be in accordance with state and federal permitting agency requirements. This Overlay is intended solely as an informational

tool designed to identify the location of the lands and the purpose for which the land was acquired. The Overlay does not restrict the use of the land in and of itself. Use of these lands will be determined by permit requirements. In all cases, the use of this land will be consistent with the underlying Future Land Use category. (Ordinance No. 04-16, 14-10, XX-XX)

- Update map reference for the Airport Mitigation Lands Overlay.

~~OBJECTIVE 1.8: RESERVED~~ (Ordinance No. ~~10-16~~)

~~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. (Ordinance No. ~~09-14, 16-15~~)

~~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 (Map 3G) was adopted by the Federal Aviation Administration as part of the Page Field Airport Master Plan Update. The currently adopted Airport Master Plan is incorporated into the Lee Plan by reference as support for Map 3G and Table 5(b). (Ordinance No. ~~09-14, 16-15~~)

~~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. 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, office, and 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 (Map 3M). (Ordinance No. ~~09-14, 16-15~~)

~~POLICY 1.9.3:~~ If the Port Authority determines expansion of the Page Field General Aviation Airport boundaries is necessary in order to provide continued viability to Page Field as a reliever to Southwest Florida International Airport, then the Port Authority will submit to the Board of County Commissioners the appropriate application and support documentation to amend Map 3G, Table 5(b) and the Future Land Use Map to reflect the land added to Page Field General Aviation Airport. (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 with a corresponding comprehensive plan amendment submitted by the Port Authority to update Map 3G and Table 5(b) prior to obtaining local development approval. 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. (Ordinance No. 09-14, 16-15)~~

~~**POLICY 1.9.5:** The Port Authority will seek to eliminate or modify existing uses on the Page Field property deemed incompatible with existing aviation activity or causing a diminution in the Page Field Airport capacity. In order to protect Page Field as a Southwest Florida International Airport reliever, the Port Authority will use its capacity/authority as a reviewing entity to influence land-use decisions and approvals with respect to development of the lands surrounding Page Field in order to promote development that is compatible with the aviation activity at Page Field General Aviation Airport. (Ordinance No. 09-14)~~

~~**POLICY 1.9.6:** Development on Page Field lands must be consistent with the Airport Layout Plan (Map 3G). If the Page Field Airport Master Plan or Airport Layout Plan set is amended or updated by the Port Authority in a manner that constitutes a substantive change from Map 3G or Table 5(b), local development order approval may be delayed or denied pending a Lee Plan Amendment, by the Port Authority, with respect to Map 3G and Table 5(b). (Ordinance No. 09-14)~~

~~**POLICY 1.9.7:** Non aviation development areas at Page Field Airport, as depicted on Map 3G, will be developed under long term land leases. All non aviation development must comply with Land Development Code regulations, including payment of impact fees. The intensity of nonaviation development must be consistent with Table 5(b). (Ordinance No. 09-14)~~

~~**POLICY 1.9.8:** In cooperation with local, state, and Federal regulatory agencies, the Port Authority will work to minimize and correct any wildlife hazards arising from existing wetlands located on airport property. Site improvements on airport property will be designed to minimize attractiveness to wildlife of natural areas and man-made features on airport property such as detention/retention ponds, landscaping, and wetlands, which can provide wildlife with ideal locations for feeding, loafing, reproduction, and escape. (Ordinance No. 09-14, 13-12)~~

~~**POLICY 1.9.9:** Future aviation and non-aviation development at Page Field General Aviation Airport must comply with the provisions of the Educational Restriction Zone established under Florida Statutes, section 333.03 and the School Zone Map adopted as part of the Lee County Land Development Code. (Ordinance No. 09-14)~~

- Streamline and incorporate into new Policy 1.1.12.
- Remove references to Map 3G and Table 5(b).

POLICY ~~46.2.2~~ 2.1.5:

- Renumber Policy 46.2.2 to Policy 2.1.5
- Better organization of Lee Plan.

III. Transportation Element

a. Multi-modal Transportation

OBJECTIVE 42.1: PLANNING. ~~Coordinate planning efforts with Lee County will plan cooperatively with its municipalities, surrounding counties, the Port Authority, and FDOT. (Ordinance No. 99-15, XX-XX)~~

- Add Port Authority as entity to coordinate with for purposes of transportation improvements.

POLICY 47.2.143.4.4: Lee Tran will coordinate with the Port Authority to continue to provide high quality public transit service to the Southwest Florida International Airport. This includes participation in Southwest Florida International Airport Master Plan Update efforts to re-evaluate and identify appropriate locations for multi-modal transfer facilities on Port Authority property. (Ordinance No. 98-09, 99-15, 07-09, 17-13, XX-XX)

- Intent of Policy 47.2.1 has been combined with Policy 43.4.4 because Objective 43.4 addresses coordination of transit plans.

b. Ports, Aviation and Related Facilities

OBJECTIVE 46.1: EXPANDED PORT AUTHORITY. ~~By 2005 the county will investigate the possible expansion of the current role of the Lee County Port Authority to deal with all issues over which it has statutory authority. (Ordinance No. 99-15)~~

- Delete redundant objective.

POLICY 46.1.1: ~~The county will coordinate with the Lee County Airports Special Management Committee on recommended expansion of the Port Authority's role in order to further integrate the county's different modes of transportation. (Ordinance No. 99-15, 07-09)~~

- Delete redundant objective.

OBJECTIVE 46.2: FUTURE LAND USES. ~~The county will encourage the location of suitable commerce movement support facilities such as warehouses, cargo handling facilities, and transfer points at areas appropriately designated on the Future Land Use Map. (Ordinance No. 99-15)~~

- Delete redundant objective.

POLICY 46.2.1: ~~The following interchange areas are appropriate examples of truck terminal transfer points: Lockett Road, Daniels Parkway, and Alico Road. (Ordinance No. 99-15)~~

- Delete redundant objective.

OBJECTIVE 46.346.1: AGENCY COORDINATION. – Renumber.

POLICY ~~46.3.1~~46.1.1: – Renumber.

POLICY ~~46.3.2~~46.1.2: – Renumber.

POLICY ~~46.3.3~~46.1.3: – Renumber.

POLICY ~~46.3.4~~46.1.4: – Renumber.

POLICY ~~46.3.5~~46.1.5: – Renumber.

OBJECTIVE ~~46.4~~46.2: COORDINATION OF ELEMENTS. – Renumber.

POLICY ~~46.4.1~~46.2.1: – Renumber.

POLICY ~~46.4.2~~46.2.2: – Renumber.

OBJECTIVE 47.1: ECONOMIC GROWTH. ~~To aid in the diversification of the county's economic growth~~ The capacity and long term development of the Southwest Florida International Airport and Page Field General Aviation Airport will be expanded in compliance consistent with the currently adopted Airport Master Plans and Airport Layout Plans maintained by the Port Authority in accordance with the FAA to aid in the diversification of the county's economic growth. Maps 3F and 3G, and Table 5(a) and 5(b). Specific project implementation and approval of the proposed development will be coordinated through the annual Capital Improvement Program process and be consistent with the Airport Layout Plans (Map 3F and 3G). These expansions ~~Expansions~~ will be funded through user fees, airline contributions, and other funding sources not involving general county tax dollars. The Port Authority will strive to minimize impacts to surrounding land uses while maintaining a safe and efficient facility for airport operations. (Ordinance No. 98-09, 99-15, 04-16, 09-14, XX-XX)

- Update for consistency; delete reference to deleted maps and tables; add reference to FAA adopted Airport Master Plans.

~~**POLICY 47.1.1:** The Port Authority will coordinate the implementation of scheduled infrastructure and facility improvements for the Southwest Florida International Airport and Page Field General Aviation Airport consistent with the approved Airport Layout Plan sheets (Map 3F and Map 3G, respectively) and the Development Schedules (Table 5(a) and (b), respectively). (Ordinance No. 98-09, 99-15, 04-16, 09-14)~~

- Delete policy that references deleted maps and tables.

POLICY 47.1.12: The development potential of ~~Southwest Florida International Airport Port Authority facilities~~ will continue to be protected by the acquisition of additional land for runway and taxiway, road access, storm water management, and environmental mitigation use, consistent with the adopted Airport Master Plans and the Port Authority's Capital Improvement Programs. (Ordinance No. 98-09, 99-15, 07-09, XX-XX)

- Update for consistency.

POLICY 47.1.23: The Port Authority will continue to expand existing and proposed aviation facilities such as ~~the terminals building~~, airport aprons, cargo facilities, roadways and parking in order to meet the forecasted demand at its facilities. (Ordinance No. 98-09, 99-15, 04-16)

- Update for consistency.

POLICY 47.1.43: – Renumber.

POLICY 47.1.54: – Renumber.

POLICY 47.1.65: – Renumber.

~~**POLICY 47.1.7:** The Port Authority will plan to accommodate growth at the existing facilities and provide for the development of future aviation facilities as warranted. (Ordinance No. 98-09, 99-15)~~

OBJECTIVE 47.2: DEVELOPMENT COMPATIBILITY IN VICINITY OF AIRPORTS. ~~The county and Port Authority will e~~Evaluate development proposals for property located within the vicinity of existing or planned aviation facilities to ensure land use compatibility, to preclude ~~obstructions~~ hazards to aircraft operations, and to protect airport capacities and facilities. (Ordinance No. 99-15, 07-09, XX-XX)

- Update for consistency.

~~**POLICY 47.2.1:** The Port Authority will coordinate efforts with aviation and other transportation interests at the Southwest Florida International Airport to establish multi-modal transfer facilities. During prior master planning efforts, the Port Authority identified on its Airport Layout Plan (Map 3F) an “Ultimate Passenger Multi Modal” area. As part of the normal Airport Master Plan update approval process, the Airport Layout Plan was approved by the FAA, FDOT, and the Board of County Commissioners and is consistent with other transportation related objectives. Future Southwest Florida International Airport Master Plan Update efforts will re-evaluate appropriate locations for multi-modal transfer facilities on airport property. (Ordinance No. 99-15, 04-16, 11-16)~~

- Intent of Policy 47.2.1 has been combined with Policy 43.4.4 because Objective 43.4 addresses coordination of transit plans.

~~**POLICY 47.5.4**~~**47.2.1:** ~~The county will consider~~Land use compatibility will be considered when reviewing development proposals within the vicinity of existing or ~~proposed~~planned aviation facilities. (Ordinance No. 99-15, XX-XX)

- Renumber and amend Policy 47.5.4 to Policy 47.2.1 because it relates to compatibility referenced in Objective 47.2.
- Better organization of Lee Plan.

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

- Update for consistency.

POLICY 47.2.3: ~~Future updates of the Page Field and Southwest Florida International Airport Master Plans will monitor and incorporate development of non aviation uses at the airports and suggest aviation related uses as appropriate. (Ordinance No. 99-15, 04-16)~~

- Delete redundant policy.

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

- Delete; redundant with proposed Policy 1.1.12.

POLICY 47.2.53: ~~The county will utilize the approved Utilize the currently adopted Airport Master Plans, rules of Chapter 333, F.S., and the Southwest Florida International Airport FAR Part 150 Study, including updates, as a basis to amend the Lee 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 47.1. 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 approval for the affected airport. The Airport Master Plan and Airport Layout Plans (Maps 3F and 3G) will be updated in accordance with Federal Aviation Administration requirements. (Ordinance No. 99-15, 04-16, 09-14, 16-15, XX-XX)~~

- Update for consistency; delete reference to deleted maps and tables; add reference to FAA adopted Airport Master Plans.

POLICY 47.6.447.2.4: ~~In the interest of the safety of air commerce, the county will not approve a temporary or permanent structure that exceeds the height limitation standards, which is an obstruction to air navigation and affects the safe and efficient use of navigable airspace or the operation of planned or existing air navigation and communication facilities; or, does not comply with placement, lighting and marking standards, established by the Port Authority, Florida Statutes, or the Federal Aviation Administration FAA rules and regulations. (Ordinance No. 99-15, 07-09, XX-XX)~~

- Update for consistency; add reference to FAA.

POLICY 47.6.447.2.5: ~~The safety of aircraft operators, aircraft passengers, and persons on the ground will guide the Port Authority's airport operations. in the operation of county airports, and h~~Hazardous wildlife attractants within 10,000 feet of a Port Authority airport's Air Operations Area (AOA) on or near the airports will be avoided by minimizing and correcting any wildlife hazards arising from wetlands or water bodies in accordance with FAA AC 150/5200-33B, or as otherwise amended. Site improvements on or near the Port Authority's airports must be designed to minimize attractiveness to wildlife of natural areas and man-made features such as detention/retention ponds, landscaping, and wetlands, which can provide wildlife with ideal locations for feeding, loafing, reproduction and escape. (Ordinance No. 99-15, XX-XX)

- Update for consistency; add reference to FAA guidelines; clarify intent.

POLICY 47.2.6: Through ~~an~~ interlocal agreements, the Port Authority and ~~the City of Fort Myers~~ incorporated local governments within Lee County will continue to coordinate the review of new land uses that have the potential to create tall structure obstructions or hazards to aviation within the City of Fort Myers those jurisdictions. (Ordinance No. 07-09, XX-XX)

- Update for consistency.

POLICY 47.3.3: New or expanded facilities will be planned as part of the normal Airport Master Plan update approval process, subject to approval by the FAA, FDOT, and the Board of County Commissioners. Maximum use of airport facilities should be ensured before expanding or developing new facilities. (Ordinance No. 07-09, XX-XX)

- Update for consistency; add reference to FAA; clarify intent.

~~**POLICY 47.3.4:** The proposed development schedule for the Southwest Florida International Airport is depicted in Table 5(a). The proposed development schedule for the Page Field General Aviation Airport is depicted in Table 5(b). These Tables include both aviation and non-aviation related development. If the Federal Aviation Administration/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. (Ordinance No. 04-16, 09-14, 11-16, 16-15)~~

- Delete policy that references deleted maps and tables.

OBJECTIVE 47.4: ACCESS. The Southwest Florida International Airport is an intermodal facility of significant value to the regional, state and federal transportation systems. Page Field Airport plays a vital role as a reliever airport facility to Southwest Florida International Airport. Protecting ~~this~~ these resources requires ~~the provision of~~ adequate landside and airside capacity. (Ordinance No. 99-15, XX-XX)

- Update for consistency.

~~**POLICY 47.4.1:** The County and Port Authority will coordinate aviation facility expansion and demand, consistent with the Airport Layout Plan, through the County's annual Capital Improvement Program in conjunction with regular briefings by Port Authority staff to County staff. (Ordinance No. 98-09, 99-15, 04-16)~~

- Delete redundant policy.

~~**POLICY 47.4.2:** The county and Port Authority recognize that the access from Interstate 75 to the Southwest Florida International Airport is designated as a priority intermodal connector in the~~

~~National Highway Plan and Florida Intrastate Highway System Plan, and will work with the MPO, FDOT and the Federal Highway Administration to ensure that this access receives funding and is developed compatibly with the intermodal access needs of the region. (Ordinance No. 99-15)~~

- Delete redundant policy.

POLICY 47.4.31: The Port Authority will coordinate surface transportation planning for Page Field Airport and the Southwest Florida International Airport with the Lee County Metropolitan Planning Organization, the Lee County Department of Transportation, Lee Tran, and the Florida Department of Transportation to ensure adequate access to the airports. (Ordinance No. 98-09, 99-15, 07-09, XX-XX)

- Update for consistency.

POLICY 47.4.42: ~~The County and Port Authority recognize the significance and value of the Southwest Florida International Airport. The Lee County Port Authority will aggressively pursue Federal and State funding for access roadway improvements as identified on the Airport Layout Plans. (Ordinance No. 04-16, XX-XX)~~

- Update for consistency.

POLICY 47.4.53: Development of non-aviation related uses on airport property will be required to meet applicable concurrency standards set forth in the ~~Lee County~~ Land Development Code. (Ordinance No. 04-16, XX-XX)

- Update for consistency.

OBJECTIVE 47.5: COORDINATED COMMERCE MOVEMENT. ~~The Port Authority will provide facilities that are economically feasible and compatible with adjacent land uses, environmental standards and public safety, and that also meet the needs of commerce movement enterprises and facilities. Encourage the provision of facilities that meet the needs of commerce movement enterprises that are also economically feasible and compatible with adjacent land uses, environmental standards, and public safety. (Ordinance No. 99-15, XX-XX)~~

- Clarify intent of objective.

POLICY 47.5.1: ~~The Port Authority will continue to coordinate plans for existing and proposed aviation facilities with appropriate transportation agencies such as the Federal Aviation Administration, the Transportation Security Administration, the Lee County Metropolitan Planning Organization, the Florida Department of Transportation, Lee Tran and the Lee County Department of Transportation. (Ordinance No. 98-09, 99-15, 07-09)~~

- Delete redundant policy.

POLICY 47.5.2: ~~The county will monitor roads leading to Page Field and the Southwest Florida International Airport in order to facilitate efficient and convenient access for airport users. (Ordinance No. 99-15)~~

- Delete redundant policy.

~~**POLICY 47.5.3:** The county will coordinate with private investors by reviewing plans and otherwise providing technical assistance in the development of aviation facilities in Lee County to ensure land use, airspace, and environmental compatibility. (Ordinance No. 99-15)~~

- Delete redundant policy.

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

- Delete redundant policy.

~~**POLICY 47.5.61:** The Port Authority will encourage cargo and freight development at the Southwest Florida International Airport by implementing domestic and international cargo marketing programs and by expanding airport facilities, as needed, in order to accommodate large domestic and international cargo carriers. (Ordinance No. 99-15, XX-XX)~~

- Renumber.

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

- Delete redundant policy.

~~**POLICY 46.2.347.5.2:** The county will Encourage the development of warehouses develop a study of possible additional warehousing, cargo handling facilities, and transfer points at or near the Port Authority's aviation facilities. The study of future needs and implementation of strategies to address movement of commerce by local industries, trade and commercial enterprises may be coordinated with that may be needed for viable commerce movement, and recommend the undertaking of these projects to such entities as the Horizon Council, Industrial Development Authority and the Lee County Port Authority. (Ordinance No. 99-15, XX-XX)~~

- Renumber and amend Policy 46.2.3 to Policy 47.5.2
- Better organization of Lee Plan.

~~**OBJECTIVE 47.6: AGENCY COORDINATION.** Ensure that existing and future air system needs can be met safely and with a minimum of land use conflict by coordinating aviation facility plans with appropriate federal, state, regional, and local review and permitting agencies. (Ordinance No. 99-15)~~

- Delete redundant objective.

~~**POLICY 47.6.1:** The Port Authority will coordinate and obtain approval for airport development from the County through the annual capital improvement planning and programming process; local permitting process; Airport Master Plan Update process; and, the Lee Plan amendment~~

~~process to ensure compatibility with other County programs. The Port Authority will provide Lee County copies of the annual Capital Improvement Plan or other similar document for the Southwest Florida International Airport and Page Field General Aviation Airport. Airport development will remain consistent with the MPO Long Range Transportation Plan and will support the provision of regional transportation facilities for the efficient use and operation of the transportation system and airports. Additional specific coordination requirements are contained in Objective 47.1.4 and subsequent policies. (Ordinance No. 99-15, 04-16, 09-14)~~

- Delete redundant policy.

~~**POLICY 47.6.2:** While airport facilities will be operated in conformance with applicable state and federal regulations, the Port Authority will strive to ensure that Lee County environmental and other regulations are also implemented to the greatest extent possible. (Ordinance No. 99-15)~~

- Delete redundant policy.

~~**POLICY 47.6.3:** The Port Authority will develop plans for aviation in the county that are consistent with the Continuing Florida Aviation System Planning Process and the National Plan of Integrated Airport Systems. (Ordinance No. 99-15)~~

- Delete redundant policy.

~~**POLICY 47.6.5:** The county will maintain the tall structure permitting process to ensure that proponents of potential structural hazards to aviation coordinate with the Port Authority and the Federal Aviation Administration to properly place, mark and light potential obstructions as necessary. (Ordinance No. 99-15)~~

- Delete redundant policy.

~~**OBJECTIVE 47.7: COORDINATION OF ELEMENTS.** Coordinate the expansion of existing airports and the proposed siting of any new airports with the Future Land Use and Conservation and Coastal Management elements. (Ordinance No. 99-15, 07-09)~~

- Delete redundant objective.

~~**POLICY 47.7.1:** The use of existing and proposed aviation facilities will be promoted by the Port Authority consistent with the Future Land Use and Conservation and Coastal Management elements of the Lee Plan. (Ordinance No. 99-15)~~

- Delete redundant policy.

~~**POLICY 47.7.2:** Ensure that adverse structural and non-structural impacts of aviation facilities upon natural resources and wildlife are mitigated consistent with FAA policies and procedures and in coordination with federal, state, regional and local environmental agencies. (Ordinance No. 99-15)~~

- Delete redundant policy.

~~**POLICY 47.7.3:** The Port Authority will abide by all other relevant parts of this comprehensive plan in the construction and operation of Page Field Airport and the Southwest Florida~~

~~International Airport, especially the Future Land Use, Conservation and Coastal Management, and Transportation elements. (Ordinance by No. 98-09, 99-15, 07-09)~~

- Delete redundant policy.

IV. Community Facilities and Services Element

~~**POLICY 66.3.11:** Prohibit the location of schools in the areas designated on the Future Land Use Map as Airport Noise Zone B or within other high noise impact areas. Additionally, Location of schools must be in accordance with Florida Statute Chapter 333 and the Airport Compatibility standards provided in the Land Development Code. ~~the construction of a public or private school is prohibited within an area extending five miles along the extended centerline of a runway (either existing or proposed) with a width one half the length of the runway. As per State Statute, "Exceptions approving construction of an educational facility within the delineated area shall only be granted when the political subdivision administering the zoning regulations makes specific findings detailing how the public policy reasons for allowing the construction outweigh health and safety concerns prohibiting such a location."~~ (Ordinance No. 07-09, XX-XX)~~

- Streamline policy by delete redundant and unnecessary language.

X. Intergovernmental Coordination Element

OBJECTIVE 151.4: COORDINATION OF AIRPORT DEVELOPMENT AND IMPROVEMENTS AT THE SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AND PAGE FIELD ~~GENERAL AVIATION~~ AIRPORT WITH ALL PERMITTING AGENCIES. ~~Coordinate with applicable local, state, and federal permitting agencies. The Port Authority will coordinate with Lee County, the Southwest Florida Regional Planning Council, the Florida Department of Community Affairs, Federal Aviation Administration, and the Florida Department of Transportation to ensure that the development of the Southwest Florida International Airport and the Page Field General Aviation Airport is consistent with the Lee Plan. (Ordinance No. 04-16, 09-14, XX-XX)~~

- Amend objective for consistency.
- Delete reference to specific agencies.

POLICY 151.4.1: ~~The Port Authority staff will ensure that Lee County staff is~~ Lee County will be directly involved in the review and approval process related to the ongoing updates of the Airport Master Plans for Southwest Florida International Airport and Page Field General Aviation Airport. This mandatory inter-agency coordination between Lee County and the Port Authority will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Layout Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments to the Airport Port Authority's zoning approvals and compliance with the Lee County Land Development Code. (Ordinance No. 04-16, 09-14, XX-XX)

- Amend policy for consistency; clarify intent.

POLICY 151.4.2: ~~The Port Authority will submit and County staff~~ Lee County will review and provide comments to the Port Authority regarding the following:

1. Scope and content of ongoing updates to the Airport Master Plans for Southwest Florida International Airport and Page Field ~~General Aviation Airport, pursued in accordance with Federal Aviation Administration Advisory Circular 150/5070-6 and the Florida Department of Transportation Guidebook for Airport Master Planning.~~
 2. Consistency of proposed amendments to the Airport Master Plans ~~and resulting Airport Layout Plan for Southwest Florida International Airport (Map 3F) and Page Field General Aviation Airport (Map 3G)~~ with the Lee Plan, Land Development Code and local zoning approvals.
 3. Compatibility and compliance of individual CIP projects with the Lee Plan, Land Development Code, zoning approvals and other applicable regulations.
 4. ~~Proposed Lee Plan Amendments necessary to support revisions to the Airport Layout Plan for Southwest Florida International Airport (Map 3F) and Page Field General Aviation Airport (Map 3G), the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)), the Page Field General Aviation Airport Proposed Development Schedule (Table 5(b)), the Airport Master Plans for Southwest Florida International Airport and Page Field General Aviation Airport, or CIP project list.~~
- (Ordinance No. 04-16, 09-14, XX-XX)

- Amend policy for consistency; delete references to deleted maps and tables.

XII. Glossary

AIRPORT LAYOUT PLAN - A map of existing and proposed airport property, facilities and development that is created as a result of the Airport Master Planning process. ~~The Airport Layout Plan for Southwest Florida International Airport is adopted as Map 3F, and the Airport Layout Plan for Page Field General Aviation Airport is adopted as Map 3G.~~ (Ordinance No. 04-16, 09-14, XX-XX)

- Amend definition for consistency with proposed amendments.

NON-AVIATION RELATED USES - ~~This phrase refers to the commercial and industrial land uses identified on the Southwest Florida International Airport Layout Plan (Map 3F), the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)), and the Page Field General Aviation Airport Layout Plan (Map 3G), and the Page Field General Aviation Airport Proposed Development Schedule (Table 5(b)).~~ Non-aviation related uses are typically developed in non-aviation settings. Non-aviation uses may be enhanced by proximity to an airport, but ~~these uses~~ are not dependent on access to an airport. These uses are typically developed in non-aviation settings and could be developed in other locations within the County. Non-aviation related uses will be established on Airport lands through lease agreements with the Port Authority. The areas identified to accommodate these non-aviation uses are ~~not necessary to support~~ supportive of the primary aviation facilities comprising the Southwest Florida International Airport or the Page Field ~~General Aviation~~ Airport. Use of Airport lands for non-aviation use is intended to provide a revenue stream that may be used to enhance airport operations. ~~Though located on airport property, the establishment of non-aviation uses is not necessary for the continued function of the primary aviation facilities associated with the airport.~~ (Ordinance No. 04-16, 09-14, XX-XX)

- Amend definition for consistency with proposed amendments.

~~**PAGE FIELD GENERAL AVIATION AIRPORT PROPOSED DEVELOPMENT SCHEDULE (TABLE 5(b))**~~ – Depicts the proposed development schedule for the Page Field General Aviation Airport. The Table will be updated by Lee Plan Amendment based on future Airport Master Plan and Airport Layout Plan updates. (Ordinance No. 09-14, 16-15)

- Delete definition related to deleted table.

~~**SOUTHWEST FLORIDA INTERNATIONAL AIRPORT PROPOSED DEVELOPMENT SCHEDULE (TABLE 5(a))**~~ – Depicts the proposed development schedule for the Southwest Florida International Airport. (Ordinance No. 04-16, 07-12, 09-14, 16-15)

- Delete definition related to deleted table.

~~**SUBSTANTIVE CHANGE**~~ – As used in Policies 47.2.5 and 47.3.4, the term “substantive change” means development not specifically stated or identified in Table 5(a) or Table 5(b), or depicted on Map 3F or Map 3G. (Ordinance No. 04-16, 09-14)

- Delete definition related to deleted maps.

Map Amendments:

Map 1, Page 4: Special Treatment Areas (Update)

- Map 3M will be deleted. The Airport Mitigation Lands Overlay will be incorporated on Map 1, Page 4: Special Treatment Areas. All data will be retained in the Lee Plan.

Map 3F: Southwest Florida International Airport Layout Plan (Delete)

- The Southwest Florida International Airport Layout Plan will be deleted and incorporated into the AOPD for RSW.

Map 3G: Page Field Airport Master Plan Airport Layout Plan (Delete)

- The Page Field Airport Master Plan Airport Layout Plan will be deleted and incorporated into the AOPD for Page Field Airport.

Map 3M: Airport Mitigation Lands Overlay (Delete/Relocate data)

- Map 3M will be deleted. The Airport Mitigation Lands Overlay will be incorporated on Map 1, Page 4: Special Treatment Areas. All data will be retained in the Lee Plan.


Table Amendments:

5 (a) Southwest Florida International Airport Development Schedule (Delete)


5 (b) Page Field General Aviation Airport Development Schedule (Delete)


SPECIAL TREATMENT AREAS

Legend

 Southeast Lee County

 County Line

 City Limits

 Urban Reserve

Adopted by Ord 89-02, 1/31/1989
Amended by Ord 93-25, 18-18

 Privately Funded Infrastructure

Adopted by Ord 89-02, 1/31/1989
Amended by Ord 92-35, 18-18

 Public Acquisition*


Adopted by Ord 91-19, 7/9/1991
Amended by Ord 10-19, 18-18

 Airport Mitigation Overlay

Adopted by Ord 04-16, 9/22/2004

Priority Restoration Strategy

See Policies 33.2.2

 Tier 1 (highest priority)

 Tier 2

 Tier 3

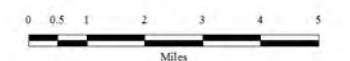
 Tier 4

 Tier 5

 Tier 6

 Tier 7

Adopted by Ord 10-19, 3/3/2010

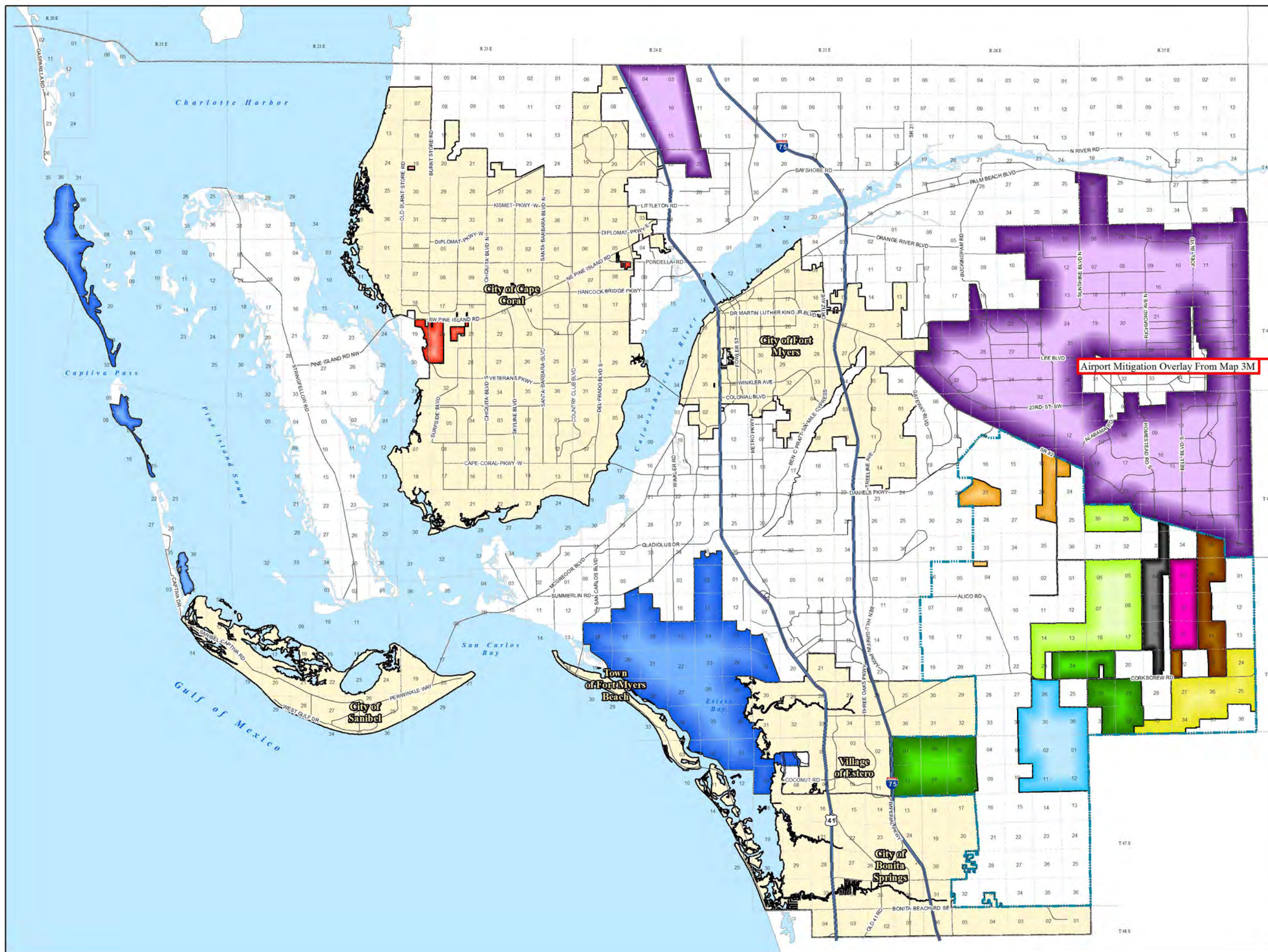


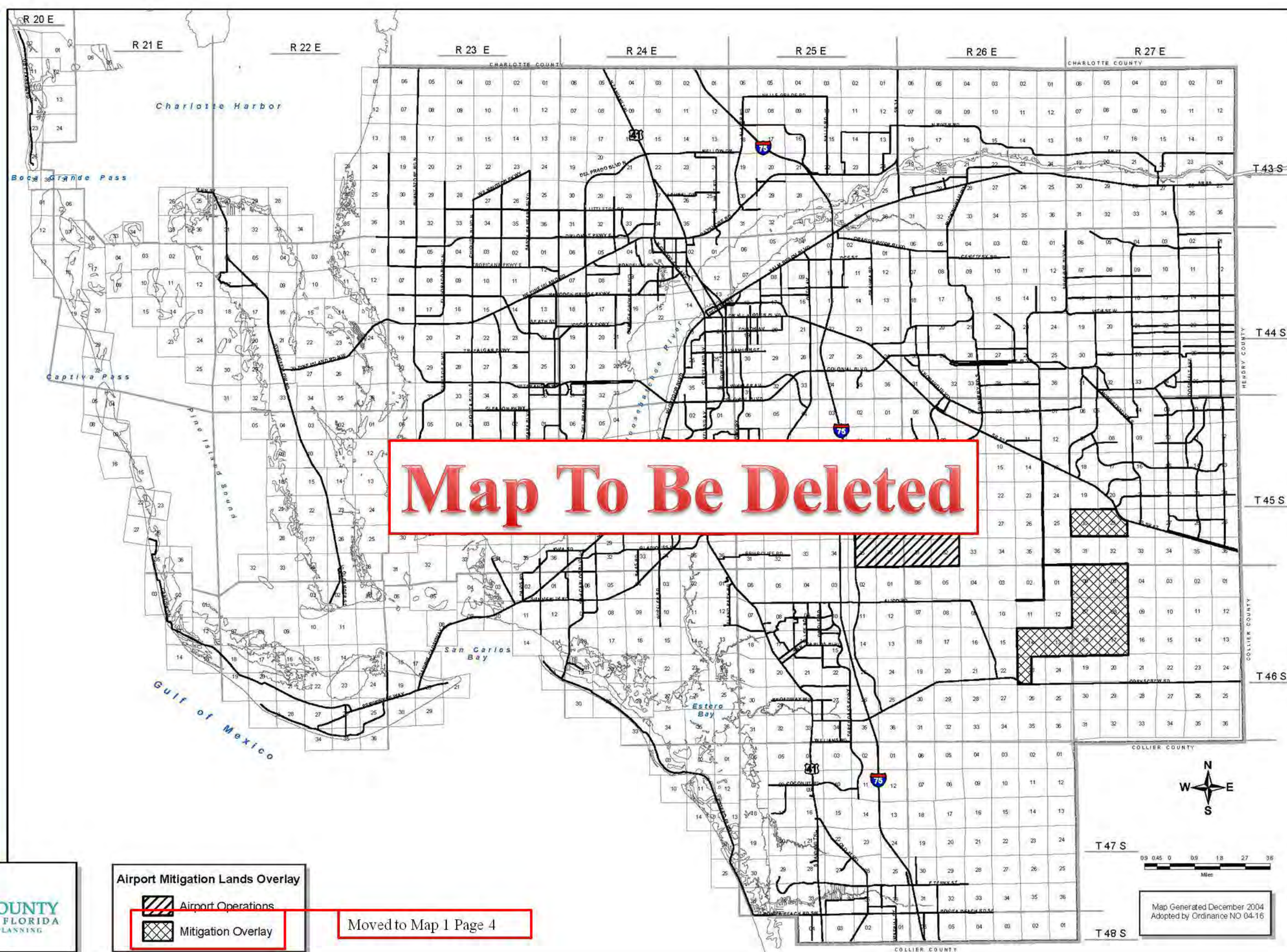
Map Generated: October 2018
City limits and Southeast Lee County boundary
current to date of map generation

*Because of the dynamic nature of land aquisition, portions
of the land shown are publically owned at the time of printing.

Lee Plan Map 1

Page 4 of 7





SOUTHWEST FLORIDA INTERNATIONAL AIRPORT Airport Layout Plan

Map To Be Deleted

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



660 330 0 660 1,320 1,980 2,640
Feet

Map Generated: March 2014
Adopted by Ordinance No. 98-09
Amended by Ordinance No. 04-16, 14-02

Generalized Map based on the
ALP Adopted by Ord 04-16

Lee Plan Map 3F

LEGEND		
ITEM	EXISTING	ULTIMATE
POWER LINES	---	---
FENCE	---	---
ASOS	---	SAME
BUILDING RESTRICTION LINE	---	SAME
PROPERTY BOUNDARY	---	---
ARP	---	---
BUILDINGS	---	---
PAVEMENT MARKINGS	---	SAME
THRESHOLD LIGHTS	---	SAME
RUNWAY END LIGHTS	---	SAME
RUNWAY OBJECT FREE AREA	---	SAME
RUNWAY OBJECT FREE ZONE	---	SAME
RUNWAY SAFETY AREA	---	SAME
PAVEMENT	---	---
FUTURE AVIATION SUPPORT	N/A	---
DEMOLITION	N/A	---
CONTOURS	---	---
DETENTION	---	---

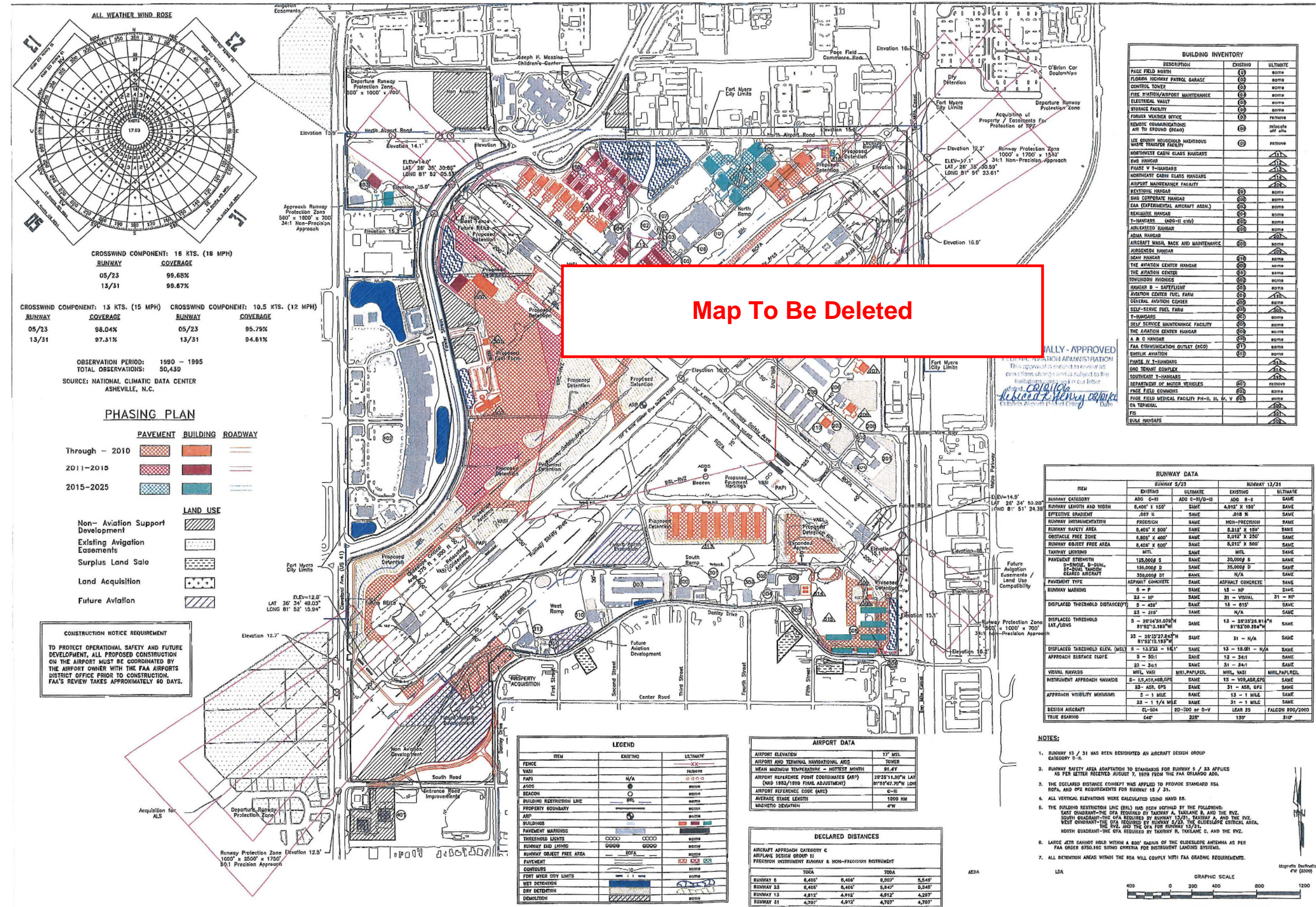
NOTES:
1. All dimensions must be field verified or surveyed.
2. Any area which is not outlined for development, or the plan, is not proposed for development. If development is necessary in one of these areas, it will be coordinated with the County.
3. Development within the "Ultimate Future Development Area" will require an amendment to the plan prior to development.
4. Ultimate ATCT location shown considers full build-out of all airport components and terminal shown on this document. The ATCT location is per the September 2000 evaluation of Fort Myers International Airport.
5. Ultimate ATCT location shown considers full build-out of all airport components and terminal shown on this document. The ATCT location is per the September 2000 evaluation of Fort Myers International Airport.

PHASING LEGEND	
PHASE 1: 2010 - 2015	---
PHASE 2: 2016 - 2020	---
ULTIMATE PHASE	---
CONSERVATION AREAS	---
NON-AVIATION SUPPORT	---
AVIATION LAND USE	---
POTENTIAL FUTURE DEVELOPMENT AREA	---

Magnetic Declination 4°W (2010)
Annual Rate of Change = 7.8" West
Scale:
1" = 600'

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT FORT MYERS, FLORIDA	
AIRPORT LAYOUT PLAN	
DATE: FEBRUARY 2014	SHEET 2 OF 15
PROJECT NO: 14-02	
FILE NAME: 14-02	
DESIGNED BY: W.G.	
DRAWN BY: K.A.	
CHECKED BY: J.B.	

PAGE FIELD AIRPORT MASTER PLAN Airport Layout Plan



400 200 0 400 800 1,200
Feet

Map Generated: May 2009

Added June 23, 1998
Amended May 15, 2009

Added by Ordinance No. 98-10
Amended by Ordinance No. 09-14

Lee Plan Map 3G

TABLE 5(a)
Southwest Florida International Airport Development Schedule

Development	Existing (2015)	Through 2030
LANDSIDE		
Midfield Terminal Complex	28 gates; 798,000 SF as-built	Expand from 28 gates to 47 gates; 1,278,900 SF
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. 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	2,510 spaces	Ultimately 5,126 total hourly spaces
- Daily		spaces
Employee		spaces in 2020
Taxi/Limo/Toll Booth		limo spaces
Rental Cars		l car spaces
Cell Phone Lot		
Airport Training & Conference Center		
Gun Range	6,000 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. Taxilane B-apron taxilane that runs parallel to former terminal ramp for transitioning aircraft going from ramp to Taxiway A for approximately 1,580 ft. 12,000' parallel S. Taxiway F as-built with midfield construction.	Construct parallel taxiway north of Runway 6R-24L (9,100 ft. x 75 ft. wide). If new large Aircraft (NLA), then 100 ft. wide. Hold bay & by-pass improvements to Runway 6L-24R parallel taxiway. Construct dual cross-field connector taxiways. (Approx. 4,215 ft. long x 75 ft. wide). If NLA, then 100 ft. wide. Construct a portion of south dual parallel taxiways with new parallel runway.
Terminal Apron	165,000 S.Y. at former terminal site; 332,900 S.Y. at midfield as-built	Add 130,000 S.Y. at midfield for total midfield 462,900 S.Y.
Air Cargo	Total 39,500 SF cargo buildings; 69,000 S.Y. apron area	Expand cargo building facilities to 58,314 SF
Airline Freight Forwarding (Belly Cargo)	15,000 SF	New freight forwarding (belly cargo) facility of 15,000 SF in midfield
General Aviation	8,000 SF FBO and hangar facility; 26,180 SF hangar space; 48,650 S.Y. apron area	Infrastructure for second FBO. Construct multi-use hangars (129,000 SF). Expand GA apron to 49,700 S.Y.
Aircraft Maintenance - General Aviation & Large Aircraft	Approximately 13,000 SF	Expand to 36,000 SF as necessary. Construct one hangar to accommodate aircraft including the Boeing 747. Land to accommodate an additional three hangars should be set aside, should it be needed in the future.

Table To Be Deleted

Development	Existing (2015)	Through 2030	
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		
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	<div>Table To Be Deleted</div>		
NON-AVIATION RELATED LAND USE			
North of Runway 6-24			Option 2
Commercial Retail, Restaurant and Service			248,750 SF
Gas Station/Convenience Store		5,000 SF w/ 24 pumps	5,000 SF w/ 24 pumps
Hotel		187 rooms	187 rooms
Light Manufacturing/Assembly		191,800 SF	247,500 SF
Warehouse/Distribution		429,200 SF	390,000 SF
Office (This development includes 10 % retail.)		437,500 SF	437,500 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		

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.



Lee County Board of County Commissioners
Department of Community Development
Planning Section
Post Office Box 398
Fort Myers, FL 33902-0398
Telephone: (239) 533-8585
FAX: (239) 485-8344

APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT

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C3B
JUN 28 2018

PROJECT NAME: LCPA Airport Lands Updates

COMMUNITY DEVELOPMENT
CPA 2018-10009

PROJECT SUMMARY:

Update the Airport Lands Future Land Use designation and airport related policies in the Lee Plan to reference FAA approved Airport Master Plans in conformance with Florida Statute Section 163.3177. Remove detailed development schedules in Tables 5(a) and 5(b) and Transportation Maps 3F and 3G.

State Review Process: ☐ Small-Scale Review
☐ State Coordinated Review
☒ Expedited State Review

To assist in the preparation of amendment packets, the applicant is encouraged to provide all data and analysis electronically. (Please contact the Department of Community Development for currently accepted formats.)

REQUESTED CHANGE:

TYPE: (Check appropriate type)

- ☒ Text Amendment
☐ Future Land Use Map Series Amendment (Maps 1 thru 24)

List Number(s) of Map(s) to be amended: _____

Future Land Use Map amendments require the submittal of a complete list, map, and one set of mailing labels of all property owners and their mailing addresses, for all property within 500 feet of the perimeter of the subject parcel. The list and mailing labels may be obtained from the Property Appraisers office. The map must reference by number or other symbol the names of the surrounding property owners list. The applicant is responsible for the accuracy of the list and map.

I, the undersigned owner or authorized representative, hereby submit this application and the attached amendment support documentation. The information and documents provided are complete and accurate to the best of my knowledge.


Signature of Owner or Authorized Representative

6/25/18
Date

Mark R. Fisher
Printed Name of Owner or Authorized Representative

CPA 2018-10009

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EXHIBIT A

LCPA AIRPORT LANDS UPDATES

List of STRAP Numbers, Addresses & Ownership

COMMUNITY DEVELOPMENT

STRAP Number	Area	Site Address	Owner of Record
19-45-26-00002.0000	Southwest Florida International Airport	11000 Terminal Access Road Fort Myers, FL 33913	Lee County P.O. Box 2463 Fort Myers, FL 33902
01-45-24-00-00007.0000	Page Field Airfield along Fowler Street	4682-4700 Terminal Drive Fort Myers, FL 33907	LEE COUNTY c/o PORT AUTHORITY PO BOX 2463 FORT MYERS FL 33902
01-45-24-00-00007.0030	Page Field Commons	4945-5049 S. Cleveland Ave. Fort Myers, FL 33907	LEE COUNTY RPAI FORT MYERS PAGE FIELD LLC (LEASEHOLD) c/o WINSTANLEY ENTERPRISES 150 BAKER AVE EXTENSION CONCORD MA 01742
01-45-24-00-00007.0060	Page Field Medical Village	4741-4771 S. Cleveland Ave. Fort Myers, FL 33907	LEE COUNTY c/o PORT AUTHORITY 11000 TERMINAL ACCESS RD #867 FORT MYERS FL 33913
12-45-24-00-00001.0000	Page Field Airfield along Danley Drive	207-605 Danley Drive Fort Myers, FL 33907	LEE COUNTY c/o PORT AUTHORITY PO BOX 2463 FORT MYERS FL 33902
12-45-24-00-00003.0000	Page Field SE Airfield along Danley Drive	Railroad R/W Fort Myers, FL 33907	LEE COUNTY PO BOX 398 FORT MYERS FL 33901
12-45-24-01-0000A.0010	Page Field Airfield along S. Airport Road	S Airport Rd Fort Myers, FL 33907	LEE COUNTY PO BOX 398 FORT MYERS FL 33902
12-45-24-01-0000B.0000	Page Field South of S. Airport Road	20/50 South Rd Fort Myers, FL 33907	LEE COUNTY PO BOX 398 FORT MYERS FL 33902
12-45-24-01-0000B.0010	ALDI	11251 S Cleveland Ave Fort Myers, FL 33907	LEE COUNTY c/o RYAN TAX COMPLIANCE SERVICES (LEASEHOLD) PO BOX 460049 DEPT 501 HOUSTON TX 77056

APPLICATION FOR
COMPREHENSIVE PLAN AMENDMENT (CPA)

LCPA Updates to Airport Lands

June 2018

Prepared for:

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

Prepared by:

JOHNSON
ENGINEERING
ENGINEERS, SURVEYORS, PLANNERS AND ECOLOGISTS
2122 Johnson Street
Post Office Box 1550
Fort Myers, Florida 33902-1550
(239) 334-0046

20181001-000 Task 17

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COMMUNITY DEVELOPMENT

APPLICATION FOR
LCPA Updates to Airport Lands
Comprehensive Plan Amendment (CPA)

TABLE OF CONTENTS

- ◆ Board of Port Commissioners Endorsement Item Summary Sheet
- ◆ Comprehensive Plan Amendment (CPA) Application –
One Original, Two Copies
- ◆ Affidavit and Agent Authorization
- ◆ List of STRAP Numbers and Ownership
- ◆ Request and Background
- ◆ Proposed Text Changes
- ◆ Current Future Land Use Map (SWFIA & FMY)
- ◆ Map of Existing Land Uses of Subject Property and Surrounding Properties
(SWFIA & FMY)
- ◆ Map of Existing Zoning of Subject Property and Surrounding Properties (SWFIA &
FMY)
- ◆ Narrative of Existing Land Uses and Zoning of Subject Property and Surrounding
Properties (SWFIA & FMY)
- ◆ Aerial Map (SWFIA & FMY)
- ◆ Service Provider Letters
- ◆ Internal Consistency with the Lee Plan Narrative
- ◆ Sound Planning Principles Narrative

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COMMUNITY DEVELOPMENT

BOARD OF PORT COMMISSIONERS OF THE LEE COUNTY PORT AUTHORITY

1. **REQUESTED MOTION/PURPOSE:** Request Board endorse Comprehensive Plan Application submittal to update the Airport Lands Future Land Use Designation and airport related policies in the Lee Plan to reference FAA approved Airport Master Plans in conformance with Florida Statute Section 163.1777; and remove detailed Development Schedules in Tables 5(a) and 5(b) and Transportation Maps 3F and 3G.

2. **FUNDING SOURCE:** N/A

3. **TERM:** N/A

4. **WHAT ACTION ACCOMPLISHES:** This Comprehensive Plan Amendment will remove duplication of development criteria in Lee Plan and AOPD zoning, and organize airport related policies in the Lee Plan for simplicity and conformance with Florida Statutes.

5. **CATEGORY:** 14.
Consent Agenda

6. **ASMC MEETING DATE:** 6/12/2018

7. **BoPC MEETING DATE:** 6/21/2018

8. **AGENDA:**

☐ CEREMONIAL/PUBLIC PRESENTATION
☒ CONSENT
☐ ADMINISTRATIVE

9. **REQUESTOR OF INFORMATION:**

(ALL REQUESTS)

NAME Mark Fisher

DIV. Development

10. **BACKGROUND:**

The Port Authority requests an amendment to the Lee County Comprehensive Plan (the Lee Plan) to revise the method of incorporating airport master plans into the local government comprehensive plan.

Lee County has previously adopted the Airport Master Plans for the Southwest Florida International Airport (RSW) and Page Field (FMY) into the Lee Plan. In addition, copies of the Airport Layout Plans (ALPs) as Maps 3F and 3G are maintained as part of the Transportation Map Series, and Development Schedules for RSW and FMY are maintained respectively as Tables 5(a) and 5(b) in the Lee Plan. Tables 5(a) and 5(b) set forth the Development Schedules for landside, airside, and non-aviation support facilities associated with RSW and FMY. Since Maps 3F and 3G and Tables 5(a) and 5(b) were originally adopted in the Lee Plan, the Port Authority has secured zoning approvals for Airport Operations Planned Developments (AOPDs) for both RSW and FMY. The AOPD zoning approvals specify the amount, type, and standards for development and include Master Concept Plans depicting existing and proposed development areas for each facility. Updates to Tables 5(a) and 5(b) and Maps 3F and 3G are frequently required to accurately reflect the status and ongoing planning efforts for these facilities. Because the Tables and ALPs are cumbersome to maintain and enforce given their specificity, the LCPA and Lee County staff have coordinated to arrive at language modifications

11. **RECOMMENDED APPROVAL**

DEPUTY EXEC DIRECTOR	COMMUNICATIONS AND MARKETING	OTHER	FINANCE	PORT ATTORNEY	EXECUTIVE DIRECTOR
<i>Mark R. Fisher</i>	<i>Victoria B. Moreland</i>	<i>N/A</i>	<i>Brian W. McGonagle</i>	<i>Gregory B. Hagen</i>	<i>Jeffrey A. Mulder</i>

12. **SPECIAL MANAGEMENT COMMITTEE
RECOMMENDATION:**

APPROVED
APPROVED as AMENDED
DENIED
OTHER

13. **PORT AUTHORITY ACTION:**

APPROVED
APPROVED as AMENDED
DENIED
DEFERRED to
OTHER

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CPA 2018-10009

COMMUNITY DEVELOPMENT

Background (continued)

within the Lee Plan text to provide more flexibility to respond to changing conditions and demands for development.

The proposed amendments are intended to maintain conformance with Florida Statutes by coordinating airport planning efforts with the local government comprehensive plan by policy and reference to FAA approved Airport Master Plans, which is less cumbersome than the past practice of maintaining specific development schedules and Airport Layout Plans in the Lee Plan. With reference to the FAA approved Airport Master Plans and a description of the types of development and uses allowable in the Airport Future Land Use category (same fashion as other County Future Land Use categories), the Development Schedules and Airport Layout Plans can be removed from the Lee Plan series of tables and maps. This will eliminate the need for continual updates to the tables and maps in response to ongoing changes in development conditions and projections at RSW and FMY, which can be addressed more appropriately as part of the AOPD zoning process. This task also accomplishes an objective to organize airport related policies in the Lee Plan for simplicity and conformance with Florida Statutes. As part of this amendment, no changes to development potential or intensities are proposed at this time. Rather, the details of the Airport Layout Plans and the intensity of development at the airports is more suitably implemented at the zoning level through the Airport Operations Planned Development approvals for SWFIA (Z-14-030 as amended) and Page Field (Z-11-013 as amended).

To maintain consistency with the removal of the tables and maps and to simplify the coordination between the FAA administered airport master planning process with the local government comprehensive plan, policy language amendments are proposed associated with Future Land Use Element Objectives 1.2 and 1.9; Transportation Element Objectives 43.4, 46.1, 47.1, 47.2, 47.4, 47.5, 47.6, and 47.7; Community Facilities and Services Element Policy 66.3.11; Intergovernmental Coordination Element Objective 151.4; and amendments to definitions are proposed in the Glossary.

Lee Plan Policy 151.4.3 states that the Board of Port Commissioners must endorse submittal of the proposed comprehensive plan amendment package before the amendment application is submitted to Lee County Community Development Department for review and processing. Once endorsed by the Port Board for submittal, the application will follow the normal Lee County Comprehensive Plan Amendment process, resulting in public hearings and Board of County Commissioners action. The details of the final amendment will be subject to Lee County review and approval during the Lee Plan amendment process.

Attachment:

Draft Application for Comprehensive Plan Amendment

CPA 2018 - 10009

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I. APPLICANT/AGENT/OWNER INFORMATION (Name, address and qualification of

Applicant: **Lee County Port Authority**

Address: **11000 Terminal Access Road**

City, State, Zip: **Fort Myers, FL 33913**

Phone Number: **(239) 590-4600**

Email: **mrfisher@flylcpa.com**

Agent*: **Laura DeJohn, AICP**

Address: **2122 Johnson Street**

City, State, Zip: **Fort Myers, FL 33901**

Phone Number: **(239) 334-0046**

Email: **ldejohn@johnsoneng.com**

Owner(s) of Record: **Lee County (for complete listing see Exhibit A)**

Address: **P.O. Box 398**

City, State, Zip: **Fort Myers, FL 33902**

Phone Number: **(239) 590-4600**

Email: **mrfisher@flylcpa.com**

* This will be the person contacted for all business relative to the application.

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

A. Property Location:

1. Site Address: **See Exhibit A.**

2. STRAP(s): **See Exhibit A.**

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B. Property Information:

(SWFIA) ±6,366 acres [±6,433.26 ac total including off-site roads and drainage]

(Page Field) ±563.65 acres within unincorporated Lee County [±587.5 ac total including lands in City of Fort Myers]

Total Acreage of Property: _____

Total Acreage included in Request: **N/A - Request is a text amendment**

Total Uplands: _____

Total Wetlands: _____

Southwest Florida International Airport AOPD

Current Zoning: **Page Field AOPD**

Current Future Land Use Designation: **(SWFIA) Airport & Wetlands**
(Page Field) Airport

Area of each Existing Future Land Use Category: **(SWFIA) Airport ±5,240 acres**
(SWFIA) Wetlands ±1,126 acres
(Page Field) Airport ±563.65 acres

CPA 2018-10009

- SWFIA and Page Field are airports with aviation operations,**
- Existing Land Use: aviation support facilities and non-aviation land uses
- C. State if the subject property is located in one of the following areas and if so how does the proposed change affect the area:
- Lehigh Acres Commercial Overlay: N/A
- Airport Noise Zone 2 or 3: N/A [Noise Zone A applies to SWFIA]
- Acquisition Area: N/A
- Joint Planning Agreement Area (adjoining other jurisdictional lands): N/A
- D. Proposed change for the subject property:
- No changes to property are proposed.**
This text amendment is to remove Tables 5(a) and 5(b) and Maps 3F and 3G and make corresponding updates to airport related language in the Future Land Use, Transportation, Community Facilities and Services, and Intergovernmental Coordination Elements and definitions.
- E. Potential development of the subject property:
- Calculation of maximum allowable development under existing FLUM:

Residential Units/Density	<u>N/A</u>
	<u>Intensities per Tables 5(a) and 5(b) are referenced and will be maintained in SWFIA Zoning Resolution Z-14-030 as amended, and Page Field Zoning Resolution Z-11-013 as amended.</u>
Commercial intensity	<u>Intensities per Tables 5(a) and 5(b) are referenced and will be maintained in SWFIA Zoning Resolution Z-14-030 as amended, and Page Field Zoning Resolution Z-11-013 as amended.</u>
Industrial intensity	<u>Intensities per Tables 5(a) and 5(b) are referenced and will be maintained in SWFIA Zoning Resolution Z-14-030 as amended, and Page Field Zoning Resolution Z-11-013 as amended.</u>
 - Calculation of maximum allowable development under proposed FLUM:

Residential Units/Density	<u>N/A</u>
	<u>Intensities are per the referenced FAA adopted Master Plans for SWFIA and Page Field</u>
Commercial intensity	<u>Intensities are per the referenced FAA adopted Master Plans for SWFIA and Page Field</u>
Industrial intensity	<u>Intensities are per the referenced FAA adopted Master Plans for SWFIA and Page Field</u>

III. 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.

A. General Information and Maps

NOTE: For each map submitted, the applicant will be required to provide a reduced map (8.5" x 11") for inclusion in public hearing packets.

The following pertains to all proposed amendments that will affect the development potential of properties (unless otherwise specified).

1. Provide any proposed text changes. ATTACHED
2. Provide a current Future Land Use Map at an appropriate scale showing the boundaries of the subject property, surrounding street network, surrounding designated future land uses, and natural resources. ATTACHED
3. Map and describe existing land uses (not designations) of the subject property and surrounding properties. Description should discuss consistency of current uses with the proposed changes. ATTACHED
4. Map and describe existing zoning of the subject property and surrounding properties. ATTACHED
5. The certified legal description(s) and certified sketch of the description for the property subject to the requested change. A metes and bounds legal description must be submitted specifically describing the entire perimeter boundary of the property with accurate bearings and distances for every line. The sketch must be tied to the state plane coordinate system for the Florida West Zone (North America Datum of 1983/1990 Adjustment) with two coordinates, one coordinate being the point of beginning and the other an opposing corner. If the subject property contains wetlands or the proposed amendment includes more than one land use category a metes and bounds legal description, as described above, must be submitted in addition to the perimeter boundary of the property for each wetland or future land use category. N/A – text changes only. There are no changes proposed to the properties as mapped on the Future Land Use Map.
6. A copy of the deed(s) for the property subject to the requested change. N/A – text changes only, there are no changes proposed to the properties.
7. An aerial map showing the subject property and surrounding properties. ATTACHED
8. If applicant is not the owner, a letter from the owner of the property authorizing the applicant to represent the owner. N/A

B. Public Facilities Impacts

NOTE: The applicant must calculate public facilities impacts based on a maximum development scenario (see Part II.H.).

1. Traffic Circulation Analysis: The analysis is intended to determine the effect of the land use change on the Financially Feasible Transportation Plan/Map 3A (20-year horizon) and on the Capital Improvements Element (5-year horizon). Toward that end, an applicant must submit the following information:
N/A – no new development is proposed.

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Long Range – 20-year Horizon:

- a. Working with DCD staff, identify the traffic analysis zone (TAZ) or zones that the subject property is in and the socio-economic data forecasts for that zone or zones;
- b. Determine whether the requested change requires a modification to the socio-economic data forecasts for the host zone or zones. The land uses for the proposed change should be expressed in the same format as the socio-economic forecasts (number of units by type/number of employees by type/etc.);
- c. If no modification of the forecasts is required, then no further analysis for the long range horizon is necessary. If modification is required, make the change and resubmit. Staff will rerun the FSUTMS model on the current adopted Financially Feasible Plan network and determine whether network modifications are necessary, based on a review of projected roadway conditions within a 3-mile radius of the site;
- d. If no modifications to the network are required, then no further analysis for the long range horizon is necessary. If modifications are necessary, staff will determine the scope and cost of those modifications and the effect on the financial feasibility of the plan;
- e. An inability to accommodate the necessary modifications within the financially feasible limits of the plan will be a basis for denial of the requested land use change;
- f. If the proposal is based on a specific development plan, then the site plan should indicate how facilities from the current adopted Financially Feasible Plan and/or the Official Trafficways Map will be accommodated.

Short Range – 5-year CIP horizon:

- a. Besides the 20-year analysis, for those plan amendment proposals that include a specific and immediated development plan, identify the existing roadways serving the site and within a 3-mile radius (indicate laneage, functional classification, current LOS, and LOS standard);
 - b. Identify the major road improvements within the 3-mile study area funded through the construction phase in adopted CIP's (County or Cities) and the State's adopted Five-Year Work Program;
Projected 2030 LOS under proposed designation (calculate anticipated number of trips and distribution on roadway network, and identify resulting changes to the projected LOS);
 - c. For the five-year horizon, identify the projected roadway conditions (volumes and levels of service) on the roads within the 3-mile study area with the programmed improvements in place, with and without the proposed development project. A methodology meeting with staff prior to submittal is required to reach agreement on the projection methodology;
 - d. Identify the additional improvements needed on the network beyond those programmed in the five-year horizon due to the development proposal.
2. Provide an existing and future conditions analysis for (see Policy 95.1.3):
- N/A – no new development is proposed.**
- a. Sanitary Sewer
 - b. Potable Water
 - c. Surface Water/Drainage Basins
 - d. Parks, Recreation, and Open Space
 - e. Public Schools.

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Analysis should include (but is not limited to) the following (see the Lee County Concurrency Management Report):

- Franchise Area, Basin, or District in which the property is located;
- Current LOS, and LOS standard of facilities serving the site;
- Projected 2030 LOS under existing designation;
- Projected 2030 LOS under proposed designation;
- Existing infrastructure, if any, in the immediate area with the potential to serve the subject property.
- Improvements/expansions currently programmed in 5 year CIP, 6-10 year CIP, and long range improvements; and
- Anticipated revisions to the Community Facilities and Services Element and/or Capital Improvements Element (state if these revisions are included in this amendment).
- Provide a letter of service availability from the appropriate utility for sanitary sewer and potable water.

In addition to the above analysis for Potable Water:

- Determine the availability of water supply within the franchise area using the current water use allocation (Consumptive Use Permit) based on the annual average daily withdrawal rate.
- Include the current demand and the projected demand under the existing designation, and the projected demand under the proposed designation.
- Include the availability of treatment facilities and transmission lines for reclaimed water for irrigation.
- Include any other water conservation measures that will be applied to the site (see Goal 54).

3. Provide a letter from the appropriate agency determining the adequacy/provision of existing/proposed support facilities, including:

- a. Fire protection with adequate response times;
- b. Emergency medical service (EMS) provisions;
- c. Law enforcement;
- d. Solid Waste;
- e. Mass Transit; and
- f. Schools.

In reference to above, the applicant should supply the responding agency with the information from Section II for their evaluation. This application should include the applicant's correspondence to the responding agency. Applicant's correspondence to responding agencies is ATTACHED.

C. Environmental Impacts *N/A – text changes only*

Provide an overall analysis of the character of the subject property and surrounding properties, and assess the site's suitability for the proposed use upon the following:

1. A map of the Plant Communities as defined by the Florida Land Use Cover and Classification system (FLUCCS).
2. A map and description of the soils found on the property (identify the source of the information).

3. A topographic map depicting the property boundaries and 100-year flood prone areas indicated (as identified by FEMA).
 4. A map delineating the property boundaries on the Flood Insurance Rate Map effective August 2008.
 5. A map delineating wetlands, aquifer recharge areas, and rare & unique uplands.
 6. A table of plant communities by FLUCCS with the potential to contain species (plant and animal) listed by federal, state or local agencies as endangered, threatened or species of special concern. The table must include the listed species by FLUCCS and the species status (same as FLUCCS map).
- D. Impacts on Historic Resources **N/A – text changes only**
List all historic resources (including structure, districts, and/or archeologically sensitive areas) and provide an analysis of the proposed change's impact on these resources. The following should be included with the analysis:
1. A map of any historic districts and/or sites listed on the Florida Master Site File which are located on the subject property or adjacent properties.
 2. A map showing the subject property location on the archeological sensitivity map for Lee County.
- E. Internal Consistency with the Lee Plan **ATTACHED**
1. Discuss how the proposal affects established Lee County population projections, Lee Plan Table 1(b) and the total population capacity of the Lee Plan Future Land Use Map.
 2. List all goals and objectives of the Lee Plan that are affected by the proposed amendment. This analysis should include an evaluation of all relevant policies under each goal and objective.
 3. Describe how the proposal affects adjacent local governments and their comprehensive plans.
 4. List State Policy Plan and Regional Policy Plan goals and policies which are relevant to this plan amendment.
- F. Additional Requirements for Specific Future Land Use Amendments **N/A**
1. For requests involving Industrial and/or categories targeted by the Lee Plan as employment centers (to or from):
 - a. State whether the site is accessible to arterial roadways, rail lines, and cargo airport terminals,
 - b. Provide data and analysis required by Policy 2.4.4,
 - c. The affect of the proposed change on county's industrial employment goal specifically policy 7.1.4.

2. Requests moving lands from a Non-Urban Area to a Future Urban Area

- a. Demonstrate why the proposed change does not constitute Urban Sprawl. Indicators of sprawl may include, but are not limited to: low-intensity, low-density, or single-use development; 'leap-frog' type development; radial, strip, isolated or ribbon pattern type development; a failure to protect or conserve natural resources or agricultural land; limited accessibility; the loss of large amounts of functional open space; and the installation of costly and duplicative infrastructure when opportunities for infill and redevelopment exist.

3. Requests involving lands in critical areas for future water supply must be evaluated based on policy 2.4.2.

4. Requests moving lands from Density Reduction/Groundwater Resource must fully address Policy 2.4.3 of the Lee Plan Future Land Use Element.

G. Justify the proposed amendment based upon sound planning principles

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

H. Planning Communities/Community Plan Area Requirements

If located in one of the following planning communities/community plan areas, provide a meeting summary document of the required public informational session.

- ☒ Not Applicable
- ☐ Alva Community Plan area [Lee Plan Objective 26.7]
- ☐ Buckingham Planning Community [Lee Plan Objective 17.7]
- ☐ Caloosahatchee Shores Community Plan area [Lee Plan Objective 21.6]
- ☐ Captiva Planning Community [Lee Plan Policy 13.1.8]
- ☐ North Captiva Community Plan area [Lee Plan Policy 25.6.2]
- ☐ Estero Planning Community [Lee Plan Objective 19.5]
- ☐ Lehigh Acres Planning Community [Lee Plan Objective 32.12]
- ☐ Northeast Lee County Planning Community [Lee Plan Objective 34.5]
- ☐ North Fort Myers Planning Community [Lee Plan Policy 28.6.1]
- ☐ North Olga Community Plan area [Lee Plan Objective 35.10]
- ☐ Page Park Community Plan area [Lee Plan Policy 27.10.1]
- ☐ Palm Beach Boulevard Community Plan area [Lee Plan Objective 23.5]
- ☐ Pine Island Planning Community [Lee Plan Objective 14.7]

APPLICANT – PLEASE NOTE:


Answer all questions completely and accurately. Please print or type responses. If additional space is needed, number and attach additional sheets. The total number of sheets in your application is: 86 pages

Submit **3** copies of the complete application and amendment support documentation, including maps, to the Lee County Department of Community Development.

Once staff has determined that the application is sufficient for review, 15 complete copies will be required to be submitted to staff. These copies will be used for Local Planning Agency, Board of County Commissioners hearings, and State Reviewing Agencies. Staff will notify the applicant prior to each hearing or mail out to obtain the required copies.

AFFIDAVIT

I, Mark R. Fisher, AAE, certify that I am the owner or authorized representative of the property described herein, and that all answers to the questions in this application and any sketches, data, or other supplementary matter attached to and made a part of this application, are honest and true to the best of my knowledge and belief. I also authorize the staff of Lee County Community Development to enter upon the property during normal working hours for the purpose of investigating and evaluating the request made through this application.


Signature of Applicant

6/25/18
Date

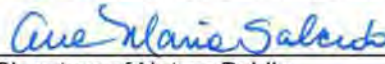
Mark R. Fisher

Printed Name of Applicant

STATE OF FLORIDA
COUNTY OF LEE

The foregoing instrument was sworn to (or affirmed) and subscribed before me on June 25, 18 (date) by Mark R. Fisher (name of person providing oath or affirmation), who is personally known to me or who has produced DL F 260.554623680 (type of identification) as identification.




Signature of Notary Public

Ana Maria Salcedo
(Name typed, printed or stamped)

**LETTER OF AUTHORIZATION
TO LEE COUNTY COMMUNITY DEVELOPMENT**

The undersigned do hereby swear or affirm that they are the fee simple title holders and owners of record of property commonly known as Southwest Florida International Airport & Page Field

The property described herein is the subject of an application for comprehensive plan amendment. We hereby designate Johnson Engineering, Inc. as the legal representatives of the property and as such, this entity is authorized to legally bind all owners of the property in the course of seeking the necessary approvals. This authority includes but is not limited to the hiring and authorizing of agents to assist in the preparation of applications, plans, surveys, and studies necessary to obtain approvals. This representative will remain the only entity to submit/assist with comprehensive plan amendment application activity for the subject property until such time as a new or amended authorization is delivered to Lee County.

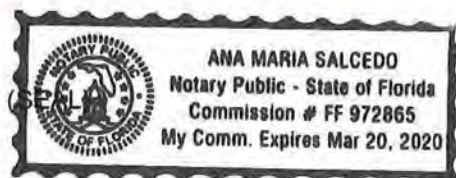
LEE COUNTY PORT AUTHORITY


Owner/Authorized Representative (signature)

Mark R. Fisher, A.A.E. Deputy Executive Director -
Development
Printed Name/Title

STATE OF FLORIDA
COUNTY OF LEE

Sworn to (or affirmed) and subscribed before me this 25 day of June, 2018, by
Mark Fisher, who is personally known to me or who has produced
DL F 260-556623680 as identification and who did (did not) take an oath.




Notary Public
ANA MARIA SALCEDO
(Name typed, printed or stamped)

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CPA 2018-10009 COMMUNITY DEVELOPMENT

LCPA Airport Lands Updates
Request and Explanation

Request

This Comprehensive Plan Amendment package seeks to:

1. Update the Airport Lands Future Land Use designation to reference FAA approved Airport Master Plans in conformance with Florida Statute Section 163.3177.
2. Remove detailed development schedules in Tables 5(a) and 5(b) and Transportation Maps 3F and 3G for LCPA Airports.
3. Revise airport related objectives and policies for consistency and to simplify the coordination between the FAA administered airport master planning process with the local government comprehensive plan.

Explanation

Tables 5(a) and 5(b) set forth the Development Schedules for landside, airside and non aviation support facilities associated with Southwest Florida International Airport (SWFIA) and Page Field Airport (FMY). Maps 3F and 3G of the Transportation map series depict the FAA approved Airport Layout Plans for each facility. These tables and maps are incorporated in the Lee Plan to facilitate coordination of airport planning efforts that are conducted pursuant to federal regulation with the local jurisdiction comprehensive plan. Updates to the tables and maps are frequently required to accurately reflect the status and ongoing planning efforts for these facilities. The proposed amendments are intended to maintain conformance with Florida Statutes by coordinating airport planning efforts with the local government comprehensive plan by policy and reference to FAA approved Airport Master Plans, which is less cumbersome than the past practice of maintaining specific development schedules and Airport Layout Plans in the Lee Plan.

No changes to development potential or intensities are proposed. The details of the airport layout plans and the intensity of development at the airports is more suitably implemented through at the zoning level through the Airport Operations Planned Development approvals for SWFIA (Z-14-030 as amended) and Page Field (Z-11-013 as amended).

To maintain consistency with the removal of the tables and maps and to simplify the coordination between the FAA administered airport master planning process with the local government comprehensive plan, policy language amendments are proposed associated with Future Land Use Element Objectives 1.2 and 1.9; Transportation Element Objectives 43.4, 46.1, 47.1, 47.2, 47.4, 47.5, 47.6, and 47.7; Community Facilities and Services Element Policy 66.3.11; Intergovernmental Coordination Element Objective 151.4; and amendments to definitions are proposed in the Glossary.

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Amendments are proposed as indicated below.

Underline indicates additions, and strikethrough indicates deletions.

I. Lee County - A Vision for 2030

...

10. Gateway/Airport - This Community is located South of SR 82, generally east of I-75, and north of Alico Road including those portions of the Gateway development that either have not been or are not anticipated to be annexed into the City of Fort Myers, the Southwest Florida International Airport and the properties the airport expects to use for its expansion, the lands designated as Tradeport, 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, 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 substantially from today to 2030.

The second area in this community is the Southwest Florida International Airport. The airport has plans for a terminal expansion, new air traffic control tower, and future parallel runway. will be greatly expanded by 2030. The expanded airport will have a second parallel runway and a new terminal building that will more than double the existing capacity of the airport. Development will be guided by the FAA approved Airport Master Plan and Airport Layout Plan (as established through the airport master plan process) consistent with the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)) and all other and applicable Lee Plan provisions.

The airport expansion and ~~the completion of~~ Florida Gulf Coast University are expected to energize the ~~remaining area in this community, including the commercial and industrial components 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. (Amended by Ordinance No. 04-16, 07-12, 09-14, 10-20, xx-xx)

...

13. San Carlos - This Community is located in the southern portion of Lee County, east of Hendry Creek and, for the most part, south of Alico Road. It is north of the Estero River on the west side of US 41 then north of the new Brooks of Bonita development east of US41. The community does extend east of I-75 to include the approved developments along Corkscrew Road and all lands designated University Community. The majority of the land in this community is designated as Suburban and then Urban Community (both having a maximum standard density of 6 units per acre) with the remaining areas designated as Rural, Outlying Suburban, and Industrial Development. There are three distinct areas within this community: San

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Carlos Park, Island Park, and the new university area. All of these areas will be experiencing tremendous development pressures as this community continues to grow.

~~This community will be challenged with addressing the needs of the Lee County community that contains the newest major state university, a new semi-professional ice hockey arena, and immediate access to the Southwest Florida International Airport. Most of the vacant property in this community (nearly 70%) has some type of development approval most of which were granted prior to the advent of many of these new development engines. The San Carlos/Estero will struggle with these conflict throughout the life of this plan but will emerge a vibrant urban core for Lee County's high-tech research and development employment base. (Added by Ordinance No. 99-15, Amended by Ordinance No. 07-12, xx-xx)~~

II. Future Land Use

OBJECTIVE 1.2: ~~RESERVED. 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. 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 nonaviation related uses to provide a supplementary revenue source as well as provide 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 considered future urban areas. (Ordinance No. 94-30, 02-02, 04-16, 07-12, 09-14, 16-15)~~

~~POLICY 1.2.1: POLICY 1.1.12:~~ ~~The Airport Lands future land use category includes the existing facility and projected growth areas for the Southwest Florida International Airport and Page Field General Aviation Airport. The Airport Lands comprising the Southwest Florida International Airport include airport and airport related development as well as non-aviation land uses as proposed in the currently adopted Airport Master Plan and as depicted on the Airport Layout Plan (Map 3F) and the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)). accommodates Lee County Port Authority airports and their projected growth needs as economic engines, meeting the region's demands for air travel and the industrial, commercial and office uses necessary to continue viable airport operations. This mix of uses is intended to support the continued development of the Southwest Florida International Airport.~~

Future development will be consistent with the most recently adopted Airport Master Plans and Airport Layout Plans maintained by Lee County Port Authority in accordance with FAA regulations. at the Southwest Florida International Airport will also include Development will include aviation related facilities such as hangars, terminals, and runways, and development of non-aviation related land uses such as hotels/motels, light industrial, manufacturing, service stations, retail/shopping, and office development. Compatible non-aviation related uses support the continued development of airports by providing a supplementary revenue source and economic growth for the community.

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In cooperation with local, state, and Federal regulatory agencies, the Port Authority will work to minimize and correct any wildlife hazards arising from existing wetlands or water bodies located on Southwest Florida International Airport and Page Field properties in accordance with Federal Aviation Administrative directives. Site improvements on airport properties will be designed to minimize attractiveness to wildlife of natural areas and man-made features on airport properties such as detention/retention ponds, landscaping, and wetlands, which can provide wildlife with ideal locations for feeding, loafing, reproduction, and escape. Specific to Southwest Florida International Airport, 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 nonaviation 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 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).~~

~~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 Airport Layout Plan (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.~~

Lee County staff will be included in the master plan update process per the terms of the memorandum of understanding in effect regarding airport development. If the airport master planning process precipitates a change to airport boundaries or a substantive change to development intensities, the Port Authority will reflect such changes in an application to amend the Airport Lands on the Future Land Use Map as appropriate and amend the relevant Airport Operations Planned Development, which must be approved prior to obtaining local development approval. (Ordinance No. 94-30, 00-22, 04-16, 07-12, 09-14, 11-16, 13-12, 16-15, xx-xx)

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

~~**POLICY 1.2.4:** The Airport AOPD zoning resolution must be amended before any non-aviation related uses can be developed at the Southwest Florida International Airport. The intensity of the proposed aviation and non-aviation land uses at Southwest Florida International Airport must be consistent with Lee Plan Table 5(a). The Page Field General Aviation Airport project must be rezoned to AOPD prior to development of the new non-aviation uses proposed in Map 3G and Table 5(b). (Ordinance No. 04-16, 09-14)~~

~~**POLICY 1.2.5:** Map 3F, as currently incorporated into the Lee Plan, includes transportation improvements that exceed those shown on the balance of the Transportation Map Series maps. The direct access improvements to I-75 depicted on Map 3F, which are being pursued by the Port Authority to benefit the midfield terminal, include an interchange at I-75 and grade separation at Treeline Avenue/Ben Hill Griffin Parkway. These future improvements are the Port Authority's desired access to the airport. The Port Authority will be responsible for achieving consistency between Map 3F and the balance of the Transportation Map Series concerning access to I-75. The Port Authority will serve as the lead agency for achieving direct access to I-75. (Ordinance No. 04-16)~~

~~**POLICY 1.2.6:** Any future airport expansion or development of aviation related or non-aviation related uses will provide appropriate buffer areas, as determined by Lee County, for the protection of groundwater resources in the Southeast and Northeast quadrants of the airport property. (Ordinance No. 04-16)~~

~~**POLICY 1.2.7:** In cooperation with local, state, and Federal regulatory agencies, the Port Authority will work to minimize and correct any wildlife hazards arising from existing wetlands located on airport property. Site improvements on airport property will be designed to minimize attractiveness to wildlife of natural areas and man-made features on airport property such as detention/retention ponds, landscaping, and wetlands, which can provide wildlife with ideal locations for feeding, loafing, reproduction, and escape. Development within the non-aviation area, as designated on Map 3F, is limited to a maximum of 300 acres north of runway 6-24 and approximately 52 acres within the midfield terminal area. All development must be in compliance with Map 3F and the intensities outlined in Table 5(a). Development of additional acreage will require prior Lee Plan amendment approval. (Ordinance No. 04-16, 11-16, 13-12)~~

~~**POLICY 1.2.1.13:** The Tradeport areas are commercial and industrial lands adjacent to the airport needed to accommodate projected growth through the year 2030. These areas will include developments consisting of light manufacturing or assembly, warehousing, and distribution facilities; research and development activities; laboratories; ground transportation and airport-related terminals or transfer facilities; hotels/motels, meeting facilities; and office uses. Stand alone retail commercial uses intended to support and compliment the surrounding business and industrial land uses are permitted if they are approved as part of a Development of Regional Impact (DRI) or Planned Development rezoning. Stand alone retail commercial uses are limited to 1 acre out of every 10 Tradeport and preserved wetland acres within the project. To provide an incentive to preserve upland habitat, Developments of Regional Impact or Planned Developments may also~~

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receive additional stand alone retail acres at the rate of 1 additional acre out of every 10 acres of preserved and enhanced uplands within the project that protect wetlands, flowways or occupied listed species habitat. Ancillary retail commercial uses, related directly to the sale of products manufactured or services provided in the Tradeport, are allowed if they are part of a planned development. Residential uses, other than bona fide caretaker residences, are not permitted in this category. Caretaker residences are not permitted in the Airport Noise Zone B. Limerock mining may be approved through the Mine Excavation Planned Development rezoning process for the land designated Tradeport on the Future Limerock Mining map (Map 14.) Because this area is located within the Six Mile Cypress Basin and is also a primary point of entry into 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. 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. (Ordinance No. 94-30, 02-02, 03-04, 04-16, 07-09, 09-06, 10-14, 10-20, 10-37, 18-05)

...

~~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. (Ordinance No. 09-14, 16-15)

~~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 (Map 3G) was adopted by the Federal Aviation Administration as part of the Page Field Airport Master Plan Update. The currently adopted Airport Master Plan is incorporated into the Lee Plan by reference as support for Map 3G and Table 5(b). (Ordinance No. 09-14, 16-15)

~~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. 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, office, and 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,

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~~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 (Map 3M). (Ordinance No. 09-14, 16-15)~~

~~**POLICY 1.9.3:** If the Port Authority determines expansion of the Page Field General Aviation Airport boundaries is necessary in order to provide continued viability to Page Field as a reliever to Southwest Florida International Airport, then the Port Authority will submit to the Board of County Commissioners the appropriate application and support documentation to amend Map 3G, Table 5(b) and the Future Land Use Map to reflect the land added to Page Field General Aviation Airport. (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 with a corresponding comprehensive plan amendment submitted by the Port Authority to update Map 3G and Table 5(b) prior to obtaining local development approval. 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. (Ordinance No. 09-14, 16-15)~~

~~**POLICY 1.9.5:** The Port Authority will seek to eliminate or modify existing uses on the Page Field property deemed incompatible with existing aviation activity or causing a diminution in the Page Field Airport capacity. In order to protect Page Field as a Southwest Florida International Airport reliever, the Port Authority will use its capacity/authority as a reviewing entity to influence land-use decisions and approvals with respect to development of the lands surrounding Page Field in order to promote development that is compatible with the aviation activity at Page Field General Aviation Airport. (Ordinance No. 09-14)~~

~~**POLICY 1.9.6:** Development on Page Field lands must be consistent with the Airport Layout Plan (Map 3G). If the Page Field Airport Master Plan or Airport Layout Plan set is amended or updated by the Port Authority in a manner that constitutes a substantive change from Map 3G or Table 5(b), local development order approval may be delayed or denied pending a Lee Plan Amendment, by the Port Authority, with respect to Map 3G and Table 5(b). (Ordinance No. 09-14)~~

~~**POLICY 1.9.7:** Non-aviation development areas at Page Field Airport, as depicted on Map 3G, will be developed under long term land leases. All non-aviation development must comply with Land Development Code regulations, including payment of impact fees. The intensity of nonaviation development must be consistent with Table 5(b). (Ordinance No. 09-14)~~

~~**POLICY 1.9.8:** In cooperation with local, state, and Federal regulatory agencies, the Port Authority will work to minimize and correct any wildlife hazards arising from existing wetlands located on airport property. Site improvements on airport property will be designed to minimize attractiveness to wildlife of natural areas and man-made features on airport property such as detention/retention ponds, landseaping, and wetlands, which can provide wildlife with ideal locations for feeding, loafing, reproduction, and escape. (Ordinance No. 09-14, 13-12)~~

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~~**POLICY 1.9.9:** Future aviation and non aviation development at Page Field General Aviation Airport must comply with the provisions of the Educational Restriction Zone established under Florida Statutes, section 333.03 and the School Zone Map adopted as part of the Lee County Land Development Code. (Ordinance No. 09-14)~~

III. Transportation Element

POLICY 43.4.4: Lee Tran will coordinate with the Port Authority to continue to provide high quality public transit service to the Southwest Florida International Airport. (Ordinance No. 98-09, 99-15, 07-09, 17-13) ~~**POLICY 47.2.1:** The Port Authority will coordinate efforts with aviation and other transportation interests at the Southwest Florida International Airport to establish multi-modal transfer facilities. During prior master planning efforts, the Port Authority identified on its Airport Layout Plan an "Ultimate Passenger Multi Modal" area. As part of the normal Airport Master Plan update approval process, the Airport Layout Plan was approved by the FAA, FDOT, and the Board of County Commissioners and is consistent with other transportation related objectives. Future Southwest Florida International Airport Master Plan Update efforts will re-evaluate appropriate locations for multi-modal transfer facilities on airport property. (Ordinance No. 99-15, 04-16, 11-16, xx-xx)~~

OBJECTIVE 46.1: EXPANDED PORT AUTHORITY COORDINATION. ~~By 2005 the county will investigate the possible expansion of the current role of t~~The County will continue to work in cooperation with Lee County Port Authority to deal with all issues ~~over for which it the Port Authority~~ has statutory authority. (Ordinance No. 99-15, xx-xx)

POLICY 46.1.1: The county will coordinate with the Lee County Airports Special Management Committee ~~on recommended expansion of the Port Authority's role in order to~~ further integrate the county's different modes of transportation. (Ordinance No. 99-15, 07-09, xx-xx)

POLICY 46.2.3: The county will ~~develop engage in a studying of~~ possible additional warehousing, cargo handling facilities, and transfer points that may be needed for viable commerce movement, and recommend the undertaking of these projects to such entities as the Horizon Council, Industrial Development Authority and the Lee County Port Authority. (Ordinance No. 99-15, xx-xx)

OBJECTIVE 47.1: ECONOMIC GROWTH. To aid in the diversification of the county's economic growth the capacity and long term development of the Southwest Florida International Airport and Page Field ~~General Aviation Airport~~ will be expanded in compliance with the currently adopted Airport Master Plans and Airport Layout Plans maintained by Lee County Port Authority in accordance with the Federal Aviation Administration (FAA), Maps 3F and 3G, and Table 5(a) and 5(b). Specific project implementation and approval of the proposed development will be coordinated through the annual Capital Improvement Program process and be consistent with the Airport Layout Plans (Map 3F and 3G). These expansions will be funded through user fees, airline contributions, and other funding sources not involving general county

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tax dollars. The Port Authority will strive to minimize impacts to surrounding land uses while maintaining a safe and efficient facility for airport operations. (Ordinance No. 98-09, 99-15, 04-16, 09-14, xx-xx)

POLICY 47.1.1: ~~Reserved. The Port Authority will coordinate the implementation of scheduled infrastructure and facility improvements for the Southwest Florida International Airport and Page Field General Aviation Airport consistent with the approved Airport Layout Plan sheets (Map 3F and Map 3G, respectively) and the Development Schedules (Table 5(a) and (b), respectively). (Ordinance No. 98-09, 99-15, 04-16, 09-14)~~

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

POLICY 47.1.3: The Port Authority will continue to expand existing and proposed aviation facilities such as ~~the terminals building~~, airport aprons, cargo facilities, roadways and parking in order to meet the forecasted demand at its facilities. (Ordinance No. 98-09, 99-15, 04-16, xx-xx)

...

POLICY 47.1.7: ~~The Port Authority will plan to accommodate growth at the existing facilities and provide for the development of future aviation facilities as warranted. (Ordinance No. 98-09, 99-15)~~

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

~~**POLICY 47.2.1:** The Port Authority will coordinate efforts with aviation and other transportation interests at the Southwest Florida International Airport to establish multi-modal transfer facilities. During prior master planning efforts, the Port Authority identified on its Airport Layout Plan (Map 3F) an "Ultimate Passenger Multi Modal" area. As part of the normal Airport Master Plan update approval process, the Airport Layout Plan was approved by the FAA, FDOT, and the Board of County Commissioners and is consistent with other transportation related objectives. Future Southwest Florida International Airport Master Plan Update efforts will re-evaluate appropriate locations for multi-modal transfer facilities on airport property. (Ordinance No. 99-15, 04-16, 11-16)~~

POLICY 47.5.447.2.1: The county will consider land use compatibility when reviewing development proposals within the vicinity of existing or proposed aviation facilities. (Ordinance No. 99-15)

POLICY 47.2.2: The county will coordinate with the Port Authority to ensure that regulations in the Lee County Land Development Code restrict land uses in areas covered by the Airport Noise

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Zones (ANZ) to those uses that are compatible with the operation of the airport. (Ordinance No. 99-15)

~~**POLICY 47.2.3:** Future updates of the Page Field and Southwest Florida International Airport Master Plans will monitor and incorporate development of non-aviation uses at the airports and suggest aviation related uses as appropriate. (Ordinance No. 99-15, 04-16)~~

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

~~**POLICY 47.2.53:** The county will utilize the approved Airport Master Plans, rules of Chapter 333 F.S. and the SWFIA FAR Part 150 Study, including updates, as a basis to amend the Lee 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 approval for the affected airport. The Airport Master Plan and Airport Layout Plans (Maps 3F and 3G) will be updated in accordance with Federal Aviation Administration requirements. (Ordinance No. 99-15, 04-16, 09-14, 16-15, xx-xx)~~

~~**POLICY 47.6.47.2.4:** In the interest of the safety of air commerce, the county will not approve a temporary or permanent structure that is an obstruction to air navigation which affects the safe and efficient use of navigable airspace or the operation of planned or existing air navigation and communication facilities; or that does not comply with placement, lighting and marking standards, established by the Port Authority, Florida Statutes, or the Federal Aviation Administration rules and regulations. (Ordinance No. 99-15, 07-09, xx-xx)~~

~~**POLICY 47.6.47.2.5:** The safety of aircraft operators, aircraft passengers, and persons on the ground will guide the Port Authority in the operation of county airports. Hazardous wildlife attractants on or near the airports will be avoided by minimizing and correcting any wildlife hazards arising from wetlands or water bodies in accordance with Federal Aviation Administration directives. Site improvements on or near the airports are to be designed to minimize attractiveness to wildlife of natural areas and man-made features such as detention/retention ponds, landscaping, and wetlands, which can provide wildlife with ideal locations for feeding, loafing, reproduction and escape. (Ordinance No. 99-15, xx-xx)~~

~~**POLICY 47.2.6:** Through an interlocal agreements, the Port Authority and the City of Fort Myers incorporated local governments within Lee County will continue to coordinate the review of new land uses that have the potential to create tall structure obstructions or hazards to aviation within the City of Fort Myers those jurisdictions. (Ordinance No. 07-09, xx-xx)~~

~~**POLICY 47.3.3:** Maximum use of airport facilities should be ensured before expanding or developing a New or expanded facilities will be planned as part of the normal Airport Master Plan~~

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update approval process, subject to approval by the FAA, FDOT, and the Board of County Commissioners. (Ordinance No. 07-09, xx-xx)

~~**POLICY 47.3.4:** The proposed development schedule for the Southwest Florida International Airport is depicted in Table 5(a). The proposed development schedule for the Page Field General Aviation Airport is depicted in Table 5(b). These Tables include both aviation and non-aviation related development. If the Federal Aviation Administration/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. (Ordinance No. 04-16, 09-14, 11-16, 16-15)~~

OBJECTIVE 47.4: ACCESS. The Southwest Florida International Airport is an intermodal facility of significant value to the regional, state and federal transportation systems. Page Field plays a vital role as a reliever airport facility to Southwest Florida International Airport. Protecting this/these resources requires the provision of adequate landside and airside capacity. (Ordinance No. 99-15)

~~**POLICY 47.4.1:** The County and Port Authority will coordinate aviation facility expansion and demand, consistent with the Airport Layout Plan, through the County's annual Capital Improvement Program in conjunction with regular briefings by Port Authority staff to County staff. (Ordinance No. 98-09, 99-15, 04-16)~~

~~**POLICY 47.4.2:** The county and Port Authority recognize that the access from Interstate 75 to the Southwest Florida International Airport is designated as a priority intermodal connector in the National Highway Plan and Florida Intrastate Highway System Plan, and will work with the MPO, FDOT and the Federal Highway Administration to ensure that this access receives funding and is developed compatibly with the intermodal access needs of the region. (Ordinance No. 99-15)~~

POLICY 47.4.31: The Port Authority will coordinate surface transportation planning for Page Field and the Southwest Florida International Airport with the Lee County Metropolitan Planning Organization, the county Department of Transportation, Lee Tran, and the Florida Department of Transportation to ensure adequate access to the airports. (Ordinance No. 98-09, 99-15, 07-09, xx-xx)

POLICY 47.4.42: The County and Port Authority recognize the significance and value of the Southwest Florida International Airport and Page Field. The Lee County Port Authority will aggressively pursue Federal and State funding for access roadway improvements as identified on the Airport Layout Plans. (Ordinance No. 04-16, xx-xx)

POLICY 47.4.53: Development of non-aviation related uses on airport property will be required to meet concurrency standards set forth in the Lee County Land Development Code. (Ordinance No. 04-16, xx-xx)

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OBJECTIVE 47.5: COORDINATED COMMERCE MOVEMENT. The Port Authority will provide facilities that are economically feasible and compatible with adjacent land uses, environmental standards and public safety, and that also meet the needs of commerce movement enterprises and facilities. (Ordinance No. 99-15)

~~**POLICY 47.5.1:** The Port Authority will continue to coordinate plans for existing and proposed aviation facilities with appropriate transportation agencies such as the Federal Aviation Administration, the Transportation Security Administration, the Lee County Metropolitan Planning Organization, the Florida Department of Transportation, Lee Tran and the Lee County Department of Transportation. (Ordinance No. 98-09, 99-15, 07-09)~~

~~**POLICY 47.5.2:** The county will monitor roads leading to Page Field and the Southwest Florida International Airport in order to facilitate efficient and convenient access for airport users. (Ordinance No. 99-15)~~

POLICY 47.5.31: The county will coordinate with private investors by reviewing plans and otherwise providing technical assistance in the development of aviation facilities in Lee County to ensure land use, airspace, and environmental compatibility. (Ordinance No. 99-15, xx-xx)

~~**POLICY 47.5.4:** The county will consider land use compatibility when reviewing development proposals within the vicinity of existing or proposed aviation facilities. (Ordinance No. 99-15)~~

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

POLICY 47.5.62: The Port Authority will encourage cargo and freight development at the Southwest Florida International Airport by implementing domestic and international cargo marketing programs and by expanding airport facilities, as needed, in order to accommodate large domestic and international cargo carriers. (Ordinance No. 99-15, xx-xx)

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

POLICY 47.5.83: The county will encourage the provision of warehouses, cargo handling facilities, and freight transfer points at aviation facilities needed for the movement of commerce by local industries, trade, and commercial enterprises. (Ordinance No. 99-15, xx-xx)

OBJECTIVE 47.6: RESERVED. 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. (Ordinance No. 99-15)

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~~**POLICY 47.6.1:** The Port Authority will coordinate and obtain approval for airport development from the County through the annual capital improvement planning and programming process; local permitting process; Airport Master Plan Update process; and, the Lee Plan amendment process to ensure compatibility with other County programs. The Port Authority will provide Lee County copies of the annual Capital Improvement Plan or other similar document for the Southwest Florida International Airport and Page Field General Aviation Airport. Airport development will remain consistent with the MPO Long Range Transportation Plan and will support the provision of regional transportation facilities for the efficient use and operation of the transportation system and airports. Additional specific coordination requirements are contained in Objective 151.4 and subsequent policies. (Ordinance No. 99-15, 04-16, 09-14)~~

~~**POLICY 47.6.2:** While airport facilities will be operated in conformance with applicable state and federal regulations, the Port Authority will strive to ensure that Lee County environmental and other regulations are also implemented to the greatest extent possible. (Ordinance No. 99-15)~~

~~**POLICY 47.6.3:** The Port Authority will develop plans for aviation in the county that are consistent with the Continuing Florida Aviation System Planning Process and the National Plan of Integrated Airport Systems. (Ordinance No. 99-15)~~

~~**POLICY 47.6.5:** The county will maintain the tall structure permitting process to ensure that proponents of potential structural hazards to aviation coordinate with the Port Authority and the Federal Aviation Administration to properly place, mark and light potential obstructions as necessary. (Ordinance No. 99-15)~~

~~**OBJECTIVE 47.7: COORDINATION OF ELEMENTS.** Coordinate the expansion of existing airports and the proposed siting of any new airports with the Future Land Use and Conservation and Coastal Management elements. (Ordinance No. 99-15, 07-09)~~

~~**POLICY 47.7.1:** The use of existing and proposed aviation facilities will be promoted by the Port Authority consistent with the Future Land Use and Conservation and Coastal Management elements of the Lee Plan. (Ordinance No. 99-15)~~

~~**POLICY 47.7.2:** Ensure that adverse structural and non-structural impacts of aviation facilities upon natural resources and wildlife are mitigated consistent with FAA policies and procedures and in coordination with federal, state, regional and local environmental agencies. (Ordinance No. 99-15)~~

~~**POLICY 47.7.3:** The Port Authority will abide by all other relevant parts of this comprehensive plan in the construction and operation of Page Field Airport and the Southwest Florida International Airport, especially the Future Land Use, Conservation and Coastal Management, and Transportation elements. (Ordinance by No. 98-09, 99-15, 07-09)~~

IV. Community Facilities and Services Element

POLICY 66.3.11: ~~Prohibit the location of schools in the areas designated on the Future Land Use Map as Airport Noise Zone B or within other high noise impact areas. Additionally, Location of schools shall be in accordance with Florida Statute Chapter 333, and the Airport Compatibility standards in the Land Development Code. the construction of a public or private school is prohibited within an area extending five miles along the extended centerline of a runway (either existing or proposed) with a width one half the length of the runway. As per State Statute, "Exceptions approving construction of an educational facility within the delineated area shall only be granted when the political subdivision administering the zoning regulations makes specific findings detailing how the public policy reasons for allowing the construction outweigh health and safety concerns prohibiting such a location."~~ (Ordinance No. 07-09, xx-xx)

X. Intergovernmental Coordination Element

OBJECTIVE 151.4: COORDINATION OF AIRPORT DEVELOPMENT AND IMPROVEMENTS AT THE SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AND PAGE FIELD ~~GENERAL AVIATION~~ AIRPORT WITH ALL PERMITTING AGENCIES. The Port Authority will coordinate with Lee County, the Southwest Florida Regional Planning Council, the Florida Department of ~~Community Affairs~~Economic Opportunity, Federal Aviation Administration, and the Florida Department of Transportation to ensure that the development of the Southwest Florida International Airport and the Page Field ~~General Aviation~~ Airport is consistent with the Lee Plan. (Added by Ordinance No. 04-16, Amended by Ordinance No. 09-14, xx-xx)

POLICY 151.4.1: Port Authority staff will ensure that Lee County staff is directly involved in the review and approval process related to the ongoing updates of the Airport Master Plans for Southwest Florida International Airport and Page Field ~~General Aviation~~ Airport. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Layout Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments to the Airport zoning approvals and compliance with the Lee County Land Development Code.

POLICY 151.4.2: The Port Authority will submit and County staff will review and provide comments regarding the following:

1. Scope and content of ongoing updates to the Airport Master Plans for Southwest Florida International Airport and Page Field ~~General Aviation~~ Airport pursued in accordance with Federal Aviation Administration Advisory Circular 150/5070-6 and the Florida Department of Transportation Guidebook for Airport Master Planning.
2. Consistency of proposed amendments to the Airport Master Plans ~~and resulting Airport Layout Plan for Southwest Florida International Airport (Map 3F) and Page Field General Aviation Airport (Map 3G)~~ with the Lee Plan, Land Development Code (LDC) and local zoning approvals.

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3. Compatibility and compliance of individual CIP projects with the Lee Plan, LDC regulations, zoning approvals and other applicable regulations.
4. ~~Proposed Lee Plan Amendments necessary to support revisions to the Airport Layout Plan for Southwest Florida International Airport (Map 3F) and Page Field General Aviation Airport (Map 3G), the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)), the Page Field General Aviation Airport Proposed Development Schedule (Table 5(b)), the Airport Master Plans for Southwest Florida International Airport and Page Field General Aviation Airport, or CIP project list. (Added by Ordinance No. 04-16, Amended by Ordinance No. 09-14, xx-xx)~~

XII. Glossary

AIRPORT LAYOUT PLAN - A map of existing and proposed airport property, facilities and development that is created as a result of the Airport Master Planning process. ~~The Airport Layout Plan for Southwest Florida International Airport is adopted as Map 3F, and the Airport Layout Plan for Page Field General Aviation Airport is adopted as Map 3G. (Ordinance No. 04-16, 09-14, xx-xx)~~

NON-AVIATION RELATED USES - This phrase refers to the commercial and industrial land uses identified on the Southwest Florida International Airport Layout Plan ~~(Map 3F), the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)), and the Page Field General Aviation Airport Layout Plan (Map 3G), and the Page Field General Aviation Airport Proposed Development Schedule (Table 5(b)).~~ Non-aviation related uses are typically developed in non-aviation settings. Non-aviation uses may be enhanced by proximity to an airport, but these uses are not dependent on access to an airport. These uses could be developed in other locations within the County. Non-aviation related uses will be established on Airport lands through lease agreements with the Port Authority. The areas identified to accommodate these non-aviation uses are ~~not necessary to support~~ supportive of the primary aviation facilities comprising the Southwest Florida International Airport or the Page Field General Aviation Airport. Use of Airport lands for non-aviation use is intended to provide a revenue stream that may be used to enhance airport operations. ~~Though located on airport property, the establishment of non-aviation uses is not necessary for the continued function of the primary aviation facilities associated with the airport.~~ (Ordinance No. 04-16, 09-14, xx-xx)

~~PAGE FIELD GENERAL AVIATION AIRPORT PROPOSED DEVELOPMENT SCHEDULE (TABLE 5(b))~~ - ~~Depicts the proposed development schedule for the Page Field General Aviation Airport. The Table will be updated by Lee Plan Amendment based on future Airport Master Plan and Airport Layout Plan updates. (Ordinance No. 09-14, 16-15)~~

~~SOUTHWEST FLORIDA INTERNATIONAL AIRPORT PROPOSED DEVELOPMENT SCHEDULE (TABLE 5(a))~~ - ~~Depicts the proposed development schedule for the Southwest Florida International Airport. (Ordinance No. 04-16, 07-12, 09-14, 16-15)~~

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~~**SUBSTANTIVE CHANGE**~~ As used in Policies 47.2.5 and 47.3.4, the term “substantive change” means development not specifically stated or identified in Table 5(a) or Table 5(b), or depicted on Map 3F or Map 3G. (Ordinance No.04-16, 09-14)

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TABLE 5(a)
Southwest Florida International Airport Development Schedule

DELETE

Development	Existing (2015)	Through 2030
LANDSIDE		
Midfield Terminal Complex	28 gates; 798,000 SF as-built	Expand from 28 gates to 47 gates; 1,278,900 SF
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. 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. Taxilane B-apron taxilane that runs parallel to former terminal ramp for transitioning aircraft going from ramp to Taxiway A for approximately 1,580 ft. 12,000' parallel S. Taxiway F as-built with midfield construction.	Construct parallel taxiway north of Runway 6R-24L (9,100 ft. x 75 ft. wide). If new large Aircraft (NLA), then 100 ft. wide. Hold bay & by-pass improvements to Runway 6L-24R parallel taxiway. Construct dual cross-field connector taxiways. (Approx. 4,215 ft. long x 75 ft. wide). If NLA, then 100 ft. wide. Construct a portion of south dual parallel taxiways with new parallel runway.
Terminal Apron	165,000 S.Y. at former terminal site; 332,900 S.Y. at midfield as-built	Add 130,000 S.Y. at midfield for total midfield 462,900 S.Y.
Air Cargo	Total 39,500 SF cargo buildings; 69,000 S.Y. apron area	Expand cargo building facilities to 58,314 SF
Airline Freight Forwarding (Belly Cargo)	15,000 SF	New freight forwarding (belly cargo) facility of 15,000 SF in midfield
General Aviation	8,000 SF FBO and hangar facility; 26,180 SF hangar space; 48,650 S.Y. apron area	Infrastructure for second FBO. Construct multi-use hangars (129,000 SF). Expand GA apron to 49,700 S.Y.
Aircraft Maintenance - General Aviation & Large Aircraft	Approximately 13,000 SF	Expand to 36,000 SF as necessary. Construct one hangar to accommodate aircraft including the Boeing 747. Land to accommodate an additional three hangars should be set aside, should it be needed in the future.

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DELETE

Development	Existing (2015)	Through 2030	
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		
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		248,750 SF	248,750 SF
Gas Station/Convenience Store		5,000 SF w/ 24 pumps	5,000 SF w/ 24 pumps
Hotel		187 rooms	187 rooms
Light Manufacturing/Assembly		191,800 SF	247,500 SF
Warehouse/Distribution		429,200 SF	390,000 SF
Office (This development includes 10 % retail.)		437,500 SF	437,500 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		

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

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TABLE 5(b)
Page Field General Aviation Airport
Development Schedule⁽¹⁾

Development	Existing (2015)	Thru 2025 ^{(2), (3)}
Landside Intensity (Terminal and Access Facilities)⁽⁴⁾		
Total Landside Intensity (including Terminal)	123,100 sq. ft.	20,000± sq. ft.
Vehicular Parking ⁽⁵⁾	675 spaces	
Terminal	25,000 sq. ft.	
Auto Access	Airport Perimeter Road; Base Ops GA facility access; Fuel farm access; South Road/Danley Drive realignment	North quadrant hangar access roads; Terminal 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
Aviation-Support Facilities Identified in Airport Master Plan	332,991± sq. ft.	136,788± sq. ft.
Hangers and Accessory Office		163 Total Based Hangars
Aprons/Ramps		18-20 Multi-Use Itinerant Hangars
		4,000± sq. yds.
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.
Office (Medical & Non-Medical)		33,000± sq. ft.
Light Industrial		40,000± sq. ft.

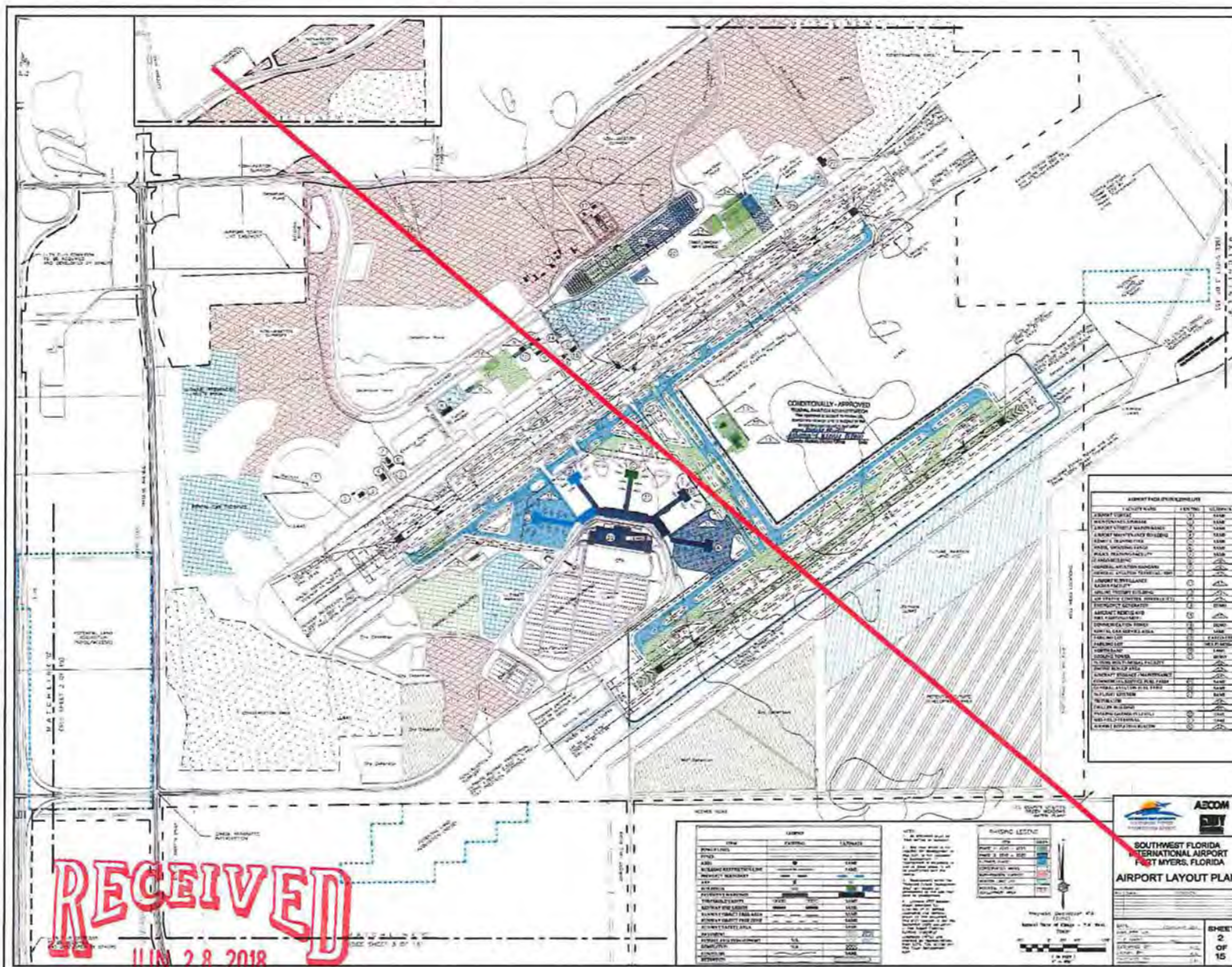
Source: Page Field General Aviation Airport, Master Plan Update, 2002; Page Field Airport Layout Plan adopted as Map 3G of the Lee Plan; Lee County Port Authority.

Notes:

- (1) The adopted Page Field Master Plan (May 2002) was developed with a 2020 planning horizon. The adopted Airport Layout Plan (February 2006), as amended, has a 2025 planning horizon. Upon completion of an airport master plan update, LCPA will submit an appropriate Lee Plan amendment application to reflect an updated 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 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 are the terminal 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.

CPA 2018-10009

CPA 2018-10009



SOUTHWEST FLORIDA INTERNATIONAL AIRPORT Airport Layout Plan

DELETE



600 300 0 600 1,200 1,800 2,400
Feet

Map Generated: March 2014
Adopted by Ordinance No. 98-09
Amended by Ordinance No. 04-18, 14-02

Generalized Map based on the
ALP Adopted by Ord 04-16

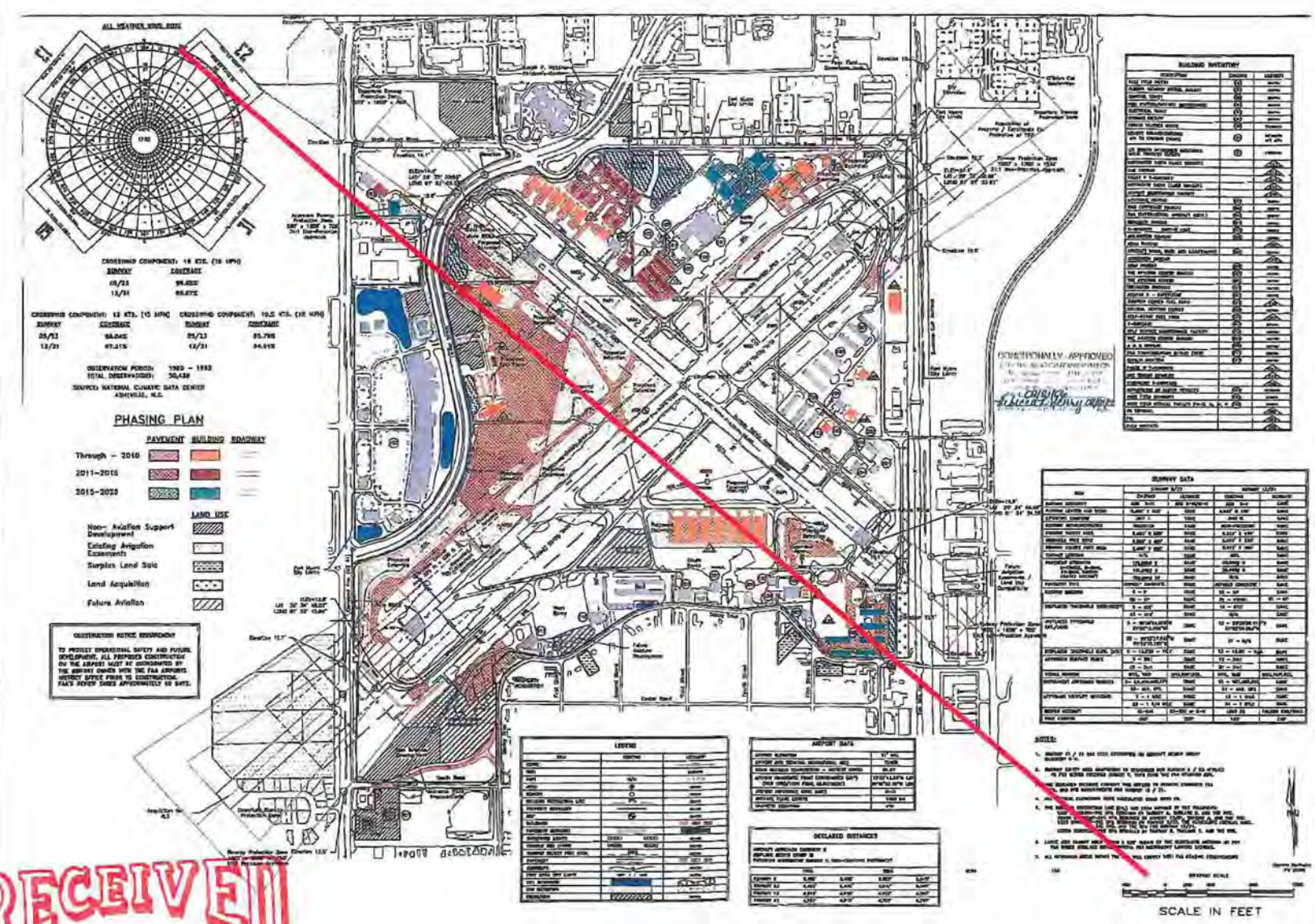
Lee Plan Map 3F

COMMUNITY DEVELOPMENT

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COMMUNITY DEVELOPMENT



PAGE FIELD AIRPORT MASTER PLAN

Airport Layout Plan

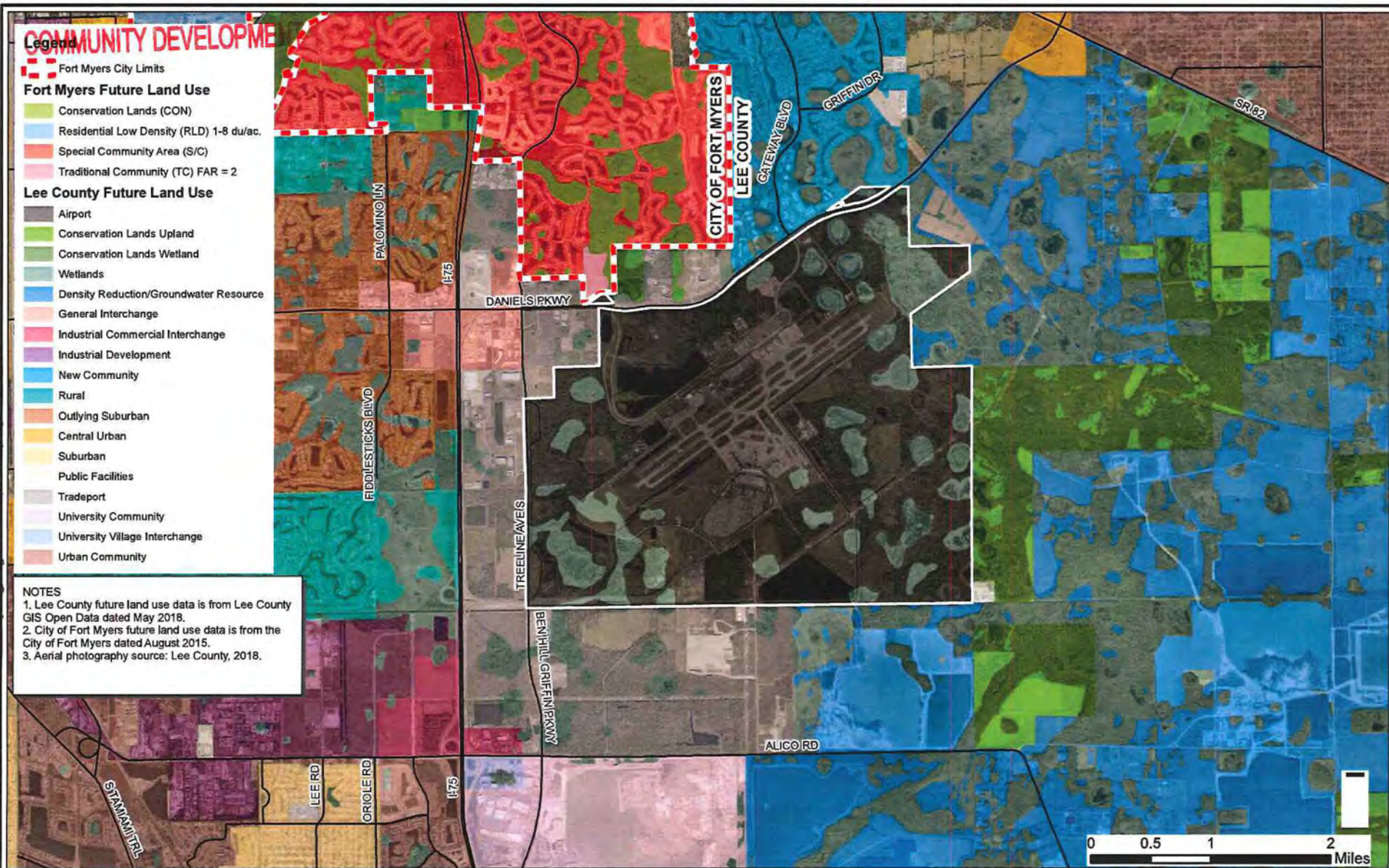
DELETE



Map Generated: May 2009
Added June 23, 1998
Amended May 15, 2009
Added by Ordinance No. 98-10
Amended by Ordinance No. 09-14
Lee Plan Map 3G

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LCPA Airport Lands

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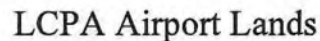
2122 JOHNSON STREET
P.O. BOX 1550
FORT MYERS, FLORIDA 33902-1550
PHONE (239) 334-0046
FAX (239) 334-3661
E.B. #642 & L.B. #642

SWFIA Future Land Use Map

DATE	PROJECT NO.	FILE NO.	SCALE	SHEET
May 2018	20181001 Task 17	-	AS SHOWN	1

JUN 28 2018

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PHONE (239) 334-0046
FAX (239) 334-3661
E.B. #642 & L.B. #642

Page Field Future Land Use Map

DATE May 2018	PROJECT NO. 20181001 Task 17	FILE NO. -	SCALE AS SHOWN	SHEET 1
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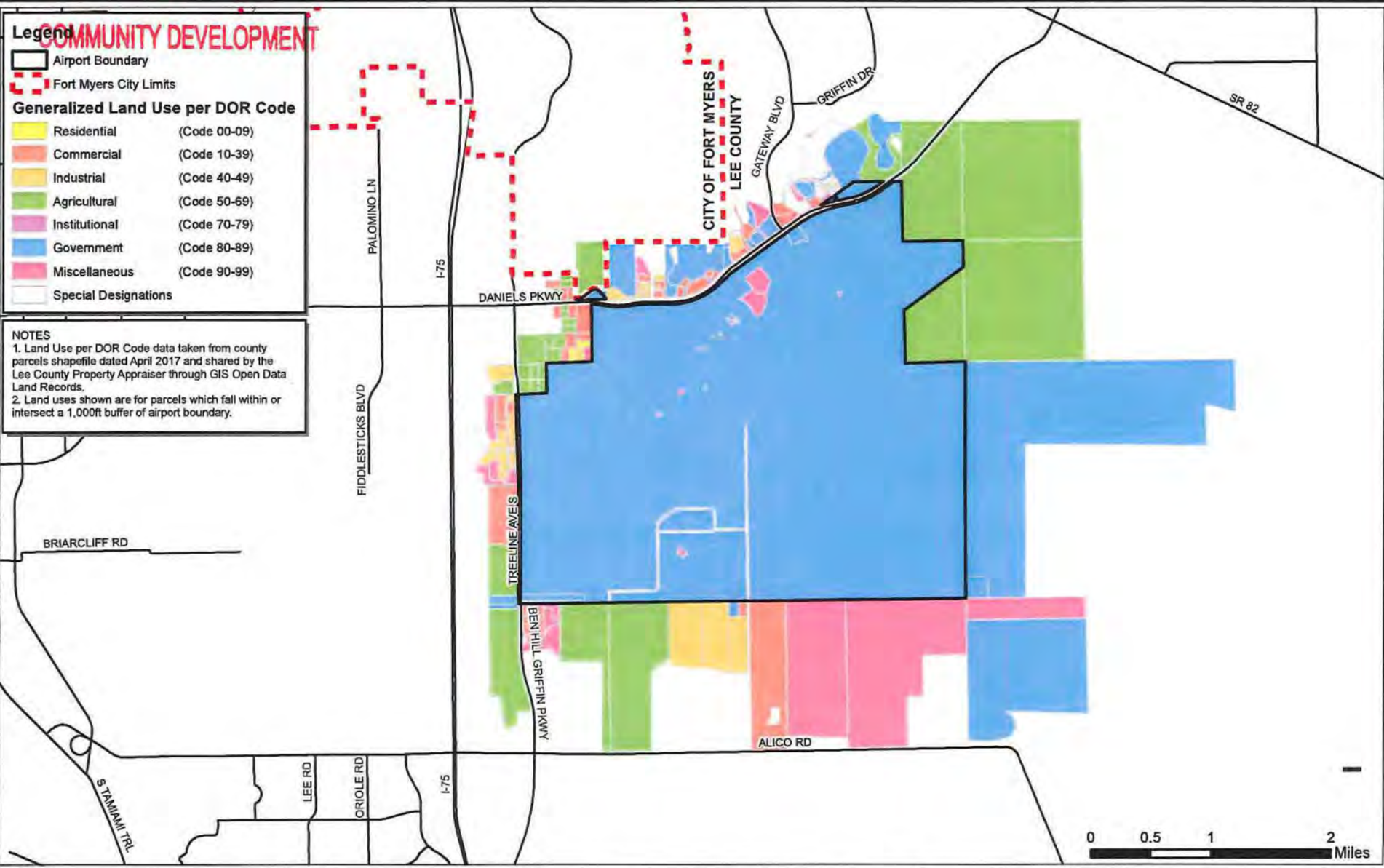
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COMMUNITY DEVELOPMENT

- Legend**
- Airport Boundary
 - Fort Myers City Limits
- Generalized Land Use per DOR Code**
- Residential (Code 00-09)
 - Commercial (Code 10-39)
 - Industrial (Code 40-49)
 - Agricultural (Code 50-69)
 - Institutional (Code 70-79)
 - Government (Code 80-89)
 - Miscellaneous (Code 90-99)
 - Special Designations

NOTES

1. Land Use per DOR Code data taken from county parcels shapefile dated April 2017 and shared by the Lee County Property Appraiser through GIS Open Data Land Records.
2. Land uses shown are for parcels which fall within or intersect a 1,000ft buffer of airport boundary.



LCPA Airport Lands

JOHNSON
ENGINEERING

2122 JOHNSON STREET
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FAX (239) 334-3661
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SWFIA Surrounding Existing Land Uses

DATE	PROJECT NO.	FILE NO.	SCALE	SHEET
May 2018	20181001 Task 17	-	AS SHOWN	1

CPA2018-10009
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Legend

COMMUNITY DEVELOPMENT

- Airport Boundary (Lee County)
- Airport Boundary (City of Fort Myers)
- Fort Myers City Limits

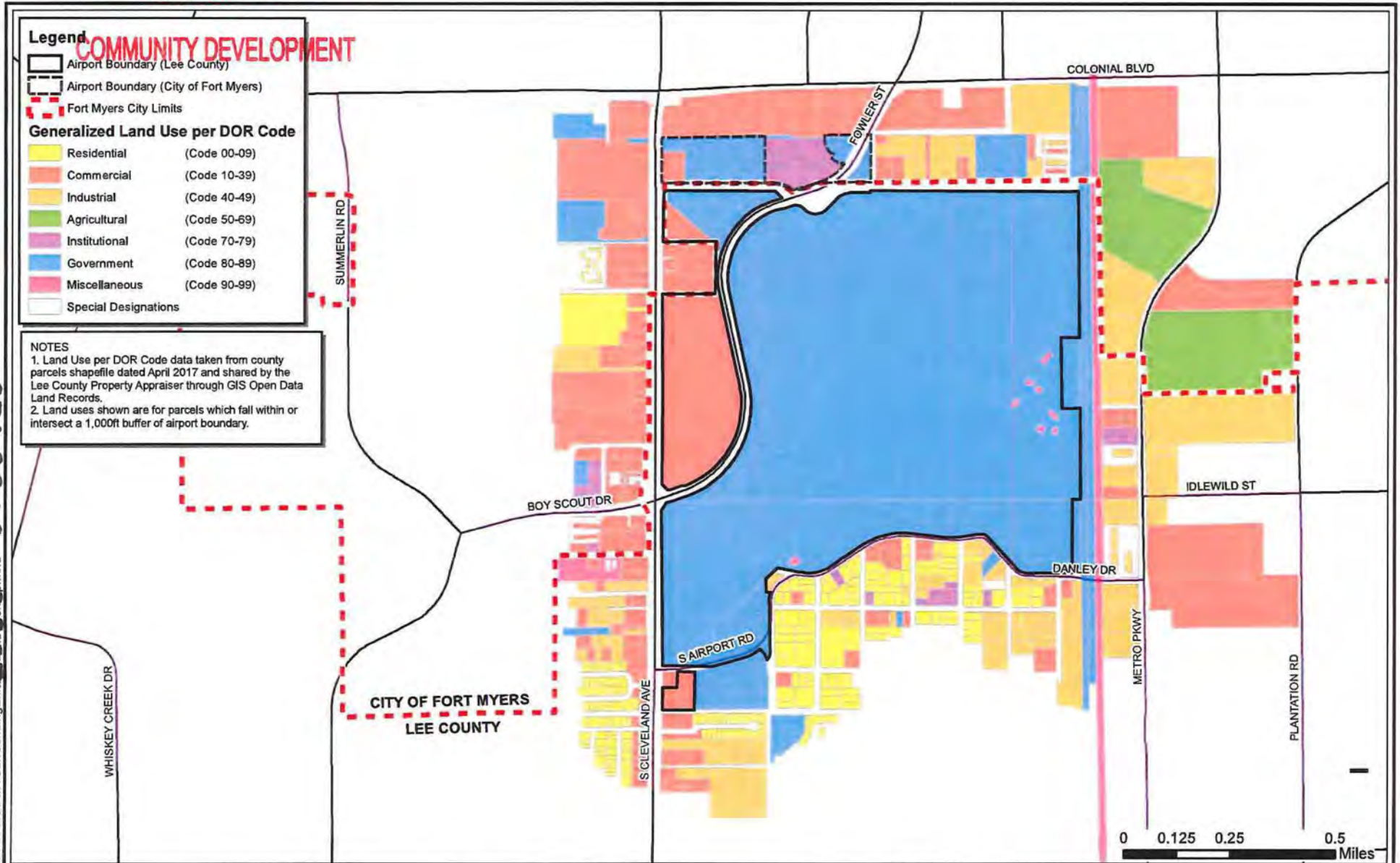
Generalized Land Use per DOR Code

Residential	(Code 00-09)
Commercial	(Code 10-39)
Industrial	(Code 40-49)
Agricultural	(Code 50-69)
Institutional	(Code 70-79)
Government	(Code 80-89)
Miscellaneous	(Code 90-99)
Special Designations	

NOTES

1. Land Use per DOR Code data taken from county parcels shapefile dated April 2017 and shared by the Lee County Property Appraiser through GIS Open Data Land Records.

2. Land uses shown are for parcels which fall within or intersect a 1,000ft buffer of airport boundary.



Lee Plan
Amendment

JOHNSON
ENGINEERING

2122 JOHNSON STREET
P.O. BOX 1550
FORT MYERS, FLORIDA 33902-1550
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Page Field Surrounding Existing Land Uses

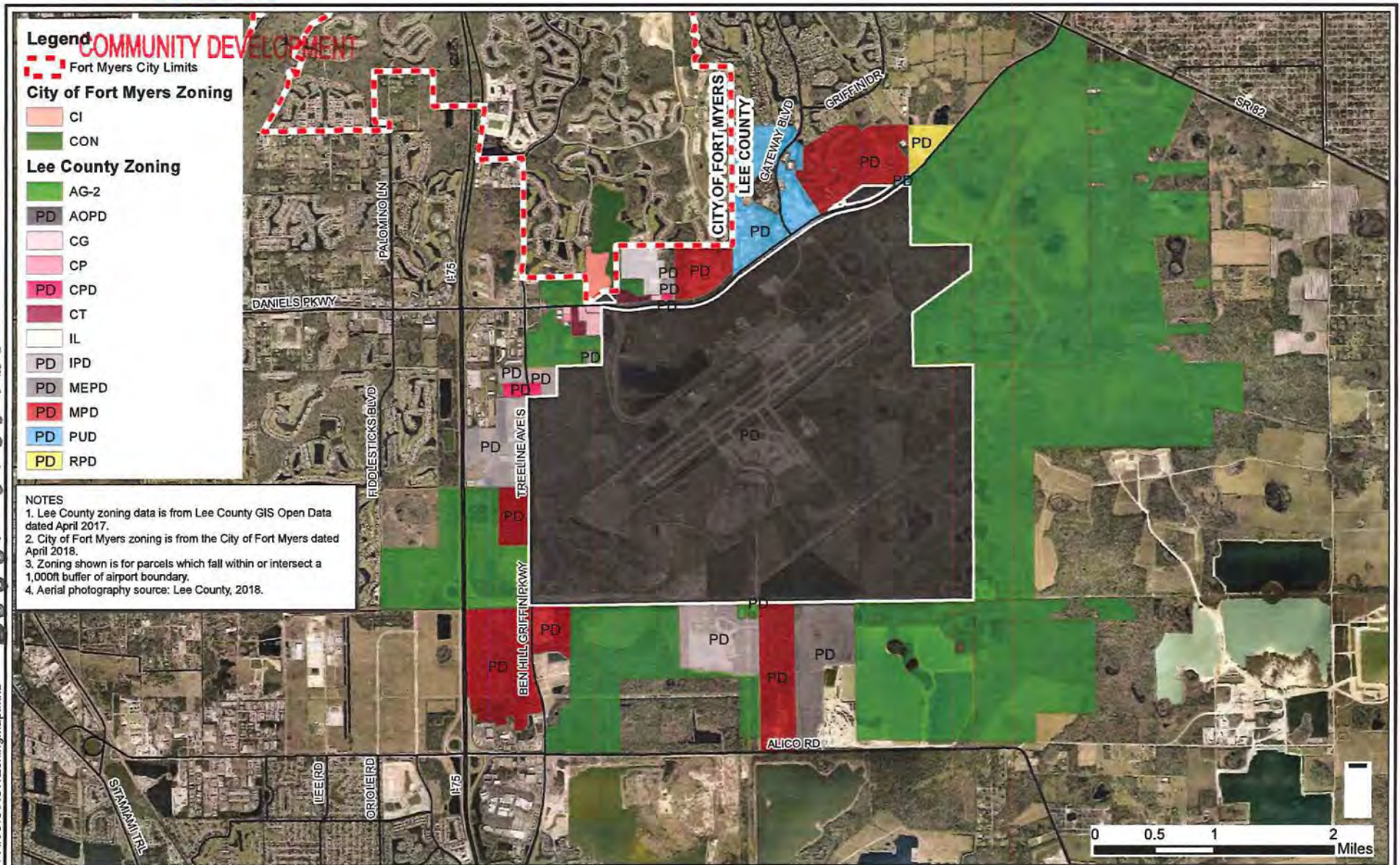
DATE	PROJECT NO.	FILE NO.	SCALE	SHEET
May 2018	20181001 Task 17	-	AS SHOWN	1

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C:\2018\20181001-01\ArcGIS\SWZoningMap.mxd



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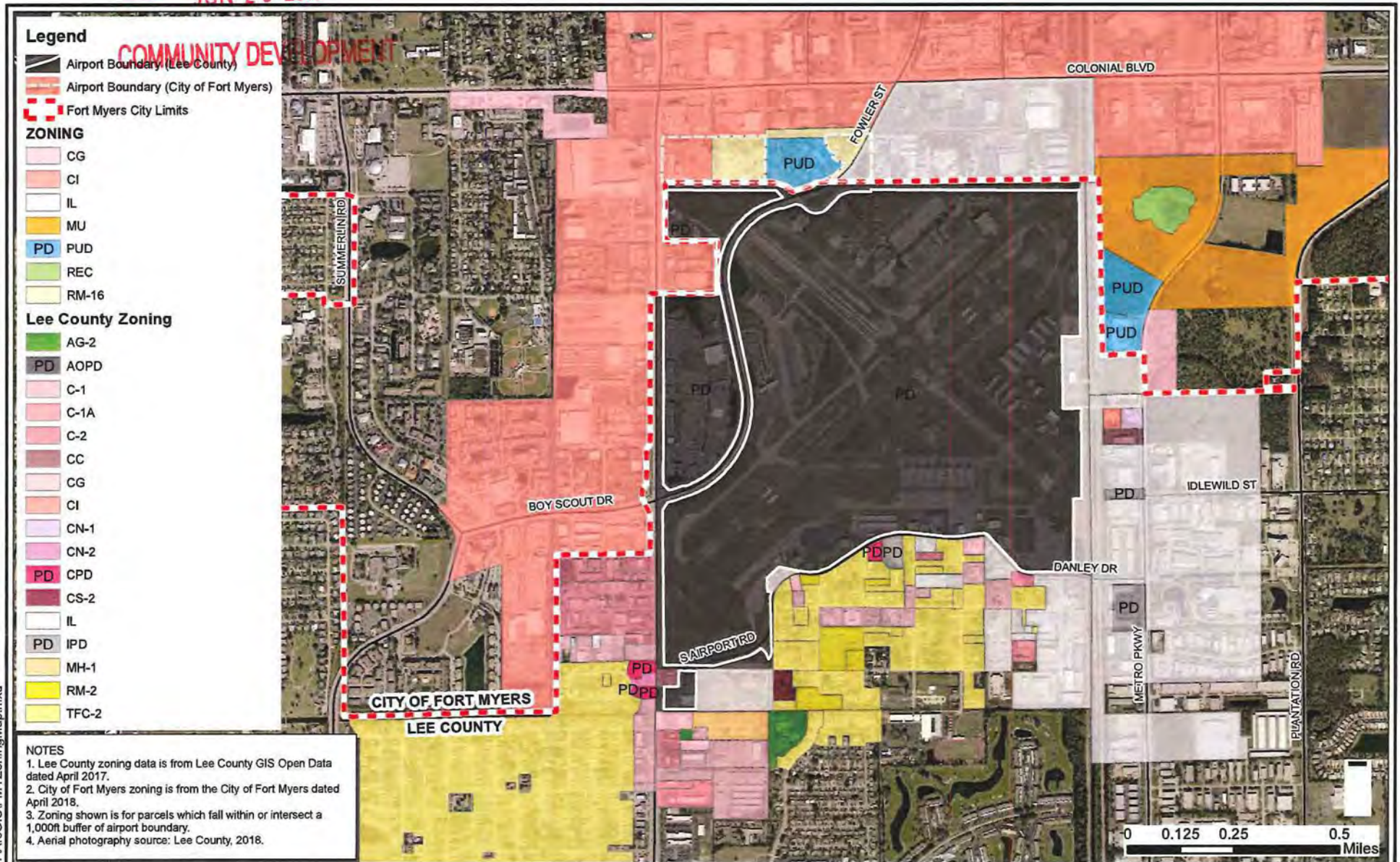
SWFIA Zoning Map

DATE	PROJECT NO.	FILE NO.	SCALE	SHEET
May 2018	20181001 Task 17	-	AS SHOWN	1

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LPCA Airport Lands

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FAX (239) 334-3661
E.B. #642 & L.B. #642

Page Field Zoning Map

DATE	PROJECT NO.	FILE NO.	SCALE	SHEET
May 2018	20181001 Task 17	-	AS SHOWN	1

LCPA AIRPORT LANDS UPDATES
Existing Land Uses & Zoning
of Subject Property and Surrounding Properties

Existing Land Uses and Zoning of the subject properties and surrounding properties are provided below for the two subject sites: (I) Southwest Florida International Airport (SWFIA) and (II) Page Field (FMY).

Based on the inventory of uses and surrounding conditions provided below, the proposed updates will be consistent with existing site conditions and with surrounding properties.

I. Southwest Florida International Airport (SWFIA)

Existing Land Use & Zoning of Subject Property (SWFIA)

The subject property is currently developed and operated as Southwest Florida International Airport (SWFIA). Existing uses at the property include airport facilities associated with an international airport, as regulated and approved by the Federal Aviation Administration. Existing and proposed uses on Airport property are according to the land use, transportation, environmental, safety and operational issues addressed during the Airport Master Planning process. The property is zoned AOPD (Airport Operations Planned Development as approved by Zoning Resolution Z-14-030). The uses on the property can be described according to three general areas:

The area North of Runway 6-24 consists of existing rental car facilities, water management and conservation areas, aviation related uses, fueling area, flight services, the Training Center, the Airport Surveillance Radar (ASR) tower, Air Traffic Control tower, Airport Vortac, airport vehicle maintenance, pistol shooting range, and 300 acres for non-aviation development approved by zoning resolution Z-14-030. The non-aviation development area includes Skywalk Shopping Center and development of Gartner offices are underway. Future rental car facilities and future passenger multi-modal facilities are also anticipated in the northwest area of the property along Treeline Avenue.

The Midfield area consists of the terminal, a fire station, Runway 6-24 and parking that serves more than 20,500 daily passengers, with 51.66 acres of non-aviation development area approved for hotel and commercial uses by zoning resolution Z-14-030. A future parallel runway is proposed to the south of the terminal. Future parking areas, Air Traffic Control Tower, Aircraft Rescue and Airport Rotating Beacon are also anticipated in the Midfield area.

The South area is currently undeveloped, and is proposed for stormwater detention, aviation related uses, and future potential non-aviation uses. An existing FPL Power

Transmission line is proposed to be relocated along the south property line and east property line to resolve conflict with the future parallel runway. Well head locations are also anticipated along the southeast edge of the Airport property.

Existing Land Use & Zoning of Surrounding Property (SWFIA)

North

Surrounding the SWFIA property to the north are areas designated as New Community and Tradeport on the Future Land Use Map. A small portion of the Airport property lying north of Daniels Parkway at Chana Court is bordered by land area within the City of Fort Myers and designated as Traditional Community (Arborwood) on the City's Future Land Use Map.

Existing uses to the north of RSW include a mix of agricultural, commercial, industrial, office, educational and recreational facilities. Lands include agricultural and natural land zoned Commercial Intensive and Conservation on the City of Fort Myers Zoning Map; smaller industrial and flex space buildings zoned Tourist Commercial and General Commercial; the Boston Red Sox Spring Training Facility zoned Mixed Planned Development; and a mix of uses within the Gateway Community zoned PUD and MPD, which include Gateway K-8 Charter School, office/flex buildings, Gateway Charter High School, business condominiums, the Worthington Commerce Park with warehousing and distribution, and agricultural and natural land associated with the Gateway DRI.

South

Existing uses to the south of SWFIA include a mix of undeveloped land, agricultural, industrial, and mining land. To the southwest is Airport Technology Center IPD developed with remote airport parking lots. Also to the south is AG-2 zoned property that is currently undeveloped and used for grazing. Premier Airport Park IPD also abuts SWFIA to the south and is proposed to include industrial, heavy commercial, research and limited retail uses. The Green Meadow Water Treatment Plant zoned AG-2 is accessed from Airport Haul Road and abuts the southern boundary of the Airport adjacent to a facility owned by Florida Power and Light. The IHUB project, now known as Alico ITEC Park, is zoned MPD and abuts the Airport property to the south, and is proposed to include commercial retail and industrial uses. A CEMEX mining operation zoned MEPD is also adjoining the Airport to the south.

East

Surrounding RSW to the east are areas designated as DRGR, Conservation Lands Upland, Conservation Land Wetland, and Wetland on the Future Land Use Map.

Along the southeast boundary of the property is a Lee County Water Treatment Facility zoned AG-2. The remainder of the eastern property line is bordered by natural, undeveloped land and some agricultural grazing land all zoned AG-2.

West

To the west of SWFIA property are lands designated Tradeport on the Future Land Use Map. These areas have been developed with a range of uses including warehousing, office, commercial, and hotel. Zoning designations found to the west of the property are AG-2, CG, CPD, CT, IL, IPD, and MPD and projects include Arborwood Village to the northwest, Jetport Interstate Commerce Park, Southwest International Commerce Park, and Treeline 28 Commercial Park.

II. Page Field (FMY)

Existing Land Uses & Zoning of Subject Property (FMY)

The Page Field Property is currently developed and operated as an airport. Existing uses include facilities associated with an airport (base operations, aircraft maintenance and storage, and flight training facilities) and non-aviation support facilities (commercial, office, industrial at Page Field Commons and Page Field Medical Village and RaceTrac and ALDIs). Existing and proposed uses are according to the land use, transportation, environmental, safety and operational issues addressed during the Airport Master Planning process as regulated by the Federal Aviation Administration.

Approximately 563.65 acres of the site lies within Lee County and is currently zoned Page Field Airport Operations Planned Development (AOPD). The remaining approximately 17.85 acres of the site lies within the City of Fort Myers and is zoned CI, Commercial Intensive and RM-16, High Density Multifamily.

Existing Land Uses & Zoning of Surrounding Property (FMY)

North

The properties located to the north of the airfield are within the City of Fort Myers and are zoned CI, Commercial Intensive and IL, Light Industrial. The uses to the north consist primarily of industrial uses, including warehouse, postal service facility, and equipment rental. Along Colonial Boulevard to the north are a variety of commercial and office uses and car dealerships, which are also zoned CI, Commercial Intensive and IL, Light Industrial.

South

The properties to the south of the airfield are within the jurisdiction of Lee County. The zoning designations for this area include AG-2, CC, CG, CPD, MH-1, CS-2, RM-2, TFC-2, IPD, IL, and C-1. Uses within this area include a Lee County community park (Brooks Park), and residential, industrial, and commercial uses on small parcels.

East

Immediately east of the site is the Lee Tran facility zoned IL, Light Industrial, and Lee County's John Yarbrough Linear Park and the Seminole Gulf Railroad right-of-way. These and other properties to the east of the airfield are within the jurisdiction of Lee County and are zoned CI, CC, IL and IPD. Properties to the northeast within the City of Fort Myers are zoned MU, Mixed Use and PUD, Planned Unit Development. The variety of existing uses in this area include vacant/undeveloped land, storage and warehousing, general industrial, and commercial retail.

West

To the west of the airfield is Fowler Street, beyond which is Page Field Commons which is non-aviation designated land part of the Page Field Airport. Beyond Page Field Commons is US 41. Most property to the west of US 41 is within the City of Fort Myers, with the exception of property that lies within Lee County to the southwest of the airport.

The property that falls within the City of Fort Myers is primarily retail in nature, and zoned CI, Commercial Intensive. Uses include Baers Furniture, Travelodge Fort Myers, La Quinta Inn Fort Myers, Burlington Coat Factory, and Sam's Club. A site that was formerly a mobile home park is being redeveloped with commercial uses along US 41 and apartments. The property that falls within Lee County is zoned C-1, C-2, and CPD and is developed with smaller commercial and office uses.

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O:\2018\20181001-017\ArcGIS\RSW\Aerial.mxd



LCPA Airport Lands

JOHNSON
ENGINEERING

2122 JOHNSON STREET
P.O. BOX 1550
FORT MYERS, FLORIDA 33902-1550
PHONE (239) 334-0046
FAX (239) 334-3661
E.B. #642 & L.B. #642

SWFIA Aerial Map

DATE	PROJECT NO.	FILE NO.	SCALE	SHEET
May 2018	20181001 Task 17	-	AS SHOWN	1

CPA 2018 - 10009



LCPA Airport Lands

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P.O. BOX 1550
FORT MYERS, FLORIDA 33902-1550
PHONE (239) 334-0046
FAX (239) 334-3661
E.B. #642 & L.B. #642

Page Field Aerial Map

DATE	PROJECT NO.	FILE NO.	SCALE	SHEET
May 2018	20181001 Task 17	-	AS SHOWN	1

May 25, 2018

Mr. Tracy Wayne Young, Chief
Aircraft Rescue and Fire Fighting
Lee County Port Authority
11000 Terminal Access Road
Suite 8671
Fort Myers, Florida 33913

Re: Comprehensive Plan Amendment for LCPA Airport Lands Updates
Request for Letter of Service Availability

Dear Chief Young:

We are in the process of preparing an application for a Comprehensive Plan Amendment for the Lee County Port Authority for Southwest Florida International Airport (SWFIA) and Page Field.

The requested amendments do not include changes to the currently permitted development activity at SWFIA or Page Field.

The following is a summary of the requested changes requested within the subject application:

Update the Airport Lands Future Land Use designation and airport related policies in the Lee Plan to reference FAA approved Airport Master Plans in conformance with Florida Statute Section 163.3177. Remove detailed development schedules in Tables 5(a) and 5(b) and Transportation Maps 3F and 3G.

The application requires we obtain a Letter of Service Availability from all providers. If you could please provide us with a letter of availability for services to SWFIA and Page Field at your earliest convenience, we would greatly appreciate it.

We appreciate your attention to this matter. If you have any questions, or require additional information, please do not hesitate to contact me at (239) 461-2487 or amartin@johnsoneng.com.

Sincerely,

JOHNSON ENGINEERING, INC.



Amanda Martin
Planning Technician

ab/20181001-CA17

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JUN 28 2018

May 25, 2018

Robert Bertullie
Manager, EMS Operations
14752 Six Mile Cypress
Fort Myers, FL 33912

Re: Comprehensive Plan Amendment for LCPA Airport Lands Updates
Request for Letter of Service Availability

Dear Mr. Bertullie:

We are in the process of preparing an application for a Comprehensive Plan Amendment for the Lee County Port Authority for Southwest Florida International Airport (SWFIA) and Page Field.

The requested amendments do not include changes to the currently permitted development activity at SWFIA or Page Field.

The following is a summary of the requested changes requested within the subject application:
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Sincerely,

JOHNSON ENGINEERING, INC.



Amanda Martin
Planning Technician

ab/20181001-CA17

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JUN 28 2018



May 25, 2018

Chief Shawn Chamberlain
Lee County Port Authority Police
11000 Terminal Access Road
Suite 8671
Fort Myers, Florida 33913

Re: Comprehensive Plan Amendment for LCPA Airport Lands Updates
Request for Letter of Service Availability

Dear Chief Chamberlain:

We are in the process of preparing an application for a Comprehensive Plan Amendment for the Lee County Port Authority for Southwest Florida International Airport (SWFIA) and Page Field.

The requested amendments do not include changes to the currently permitted development activity at SWFIA or Page Field.

The following is a summary of the requested changes requested within the subject application:

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We appreciate your attention to this matter. If you have any questions, or require additional information, please do not hesitate to contact me at (239) 461-2487 or amartin@johnsoneng.com.

Sincerely,

JOHNSON ENGINEERING, INC.

Amanda Martin
Planning Technician

ab/20181001-CA17



May 25, 2018

Lee County Solid Waste Department
10500 Buckingham Road
Fort Myers, Florida 33905

Re: Comprehensive Plan Amendment for LCPA Airport Lands Updates
Request for Letter of Service Availability

We are in the process of preparing an application for a Comprehensive Plan Amendment for the Lee County Port Authority for Southwest Florida International Airport (SWFIA) and Page Field.

The requested amendments do not include changes to the currently permitted development activity at SWFIA or Page Field.

The following is a summary of the requested changes requested within the subject application:
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We appreciate your attention to this matter. If you have any questions, or require additional information, please do not hesitate to contact me at (239) 461-2487 or amartin@johnsoneng.com.

Sincerely,

JOHNSON ENGINEERING, INC.

Amanda Martin
Planning Technician

ab/20181001-CA17



May 25, 2018

LeeTran
Mr. Levi McCollum
3401 Metro Parkway
Fort Myers, FL 33901

Re: Comprehensive Plan Amendment for LCPA Airport Lands Updates
Request for Letter of Service Availability

Dear Mr. McCollum:

We are in the process of preparing an application for a Comprehensive Plan Amendment for the Lee County Port Authority for Southwest Florida International Airport (SWFIA) and Page Field Airport.

The requested amendments do not include changes to the currently permitted development activity at SWFIA or Page Field.

The following is a summary of the requested changes requested within the subject application:
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We appreciate your attention to this matter. If you have any questions, or require additional information, please do not hesitate to contact me at (239) 461-2487 or amartin@johnsoneng.com.

Sincerely,

JOHNSON ENGINEERING, INC.

Amanda Martin
Planning Technician

ab/20181001-CA17



May 25, 2018

Ms. Dawn Huff
Long Range Planner
Division of Operations
School District of Lee County
2855 Colonial Boulevard
Fort Myers, Florida 33966

Re: Comprehensive Plan Amendment for LCPA Airport Lands Updates
Request for Letter of Service Availability

Dear Ms. Huff:

We are in the process of preparing an application for a Comprehensive Plan Amendment for the Lee County Port Authority for Southwest Florida International Airport (SWFIA) and Page Field.

The requested amendments do not include changes to the currently permitted development activity at SWFIA or Page Field.

The following is a summary of the requested changes requested within the subject application:
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The application requires we obtain a Letter of Service Availability from all providers. If you could please provide us with a letter of availability for services to SWFIA and Page Field at your earliest convenience, we would greatly appreciate it.

We appreciate your attention to this matter. If you have any questions, or require additional information, please do not hesitate to contact me at (239) 461-2487 or amartin@johnsoneng.com.

Sincerely,

JOHNSON ENGINEERING, INC.

Amanda Martin
Planning Technician

ab/20181001-CA17



Direct Dial: (239) 590-4566

Fax: (239) 768-4482

JEFF MULDER, A.A.E.
EXECUTIVE DIRECTOR

RICHARD WM. WESCH
PORT AUTHORITY ATTORNEY

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CECIL L. PENDERGRASS

June 26, 2018

Amanda Martin
Planning Technician
Johnson Engineering
P. O. Box 1550
Fort Myers, FL 33902-1550

Re: FMY and RSW Comprehensive Plan Amendment—
Request for Letter of Service Availability

Dear Ms. Martin:

In response to your letter dated May 25, 2018, please be advised that the Aircraft Rescue and Fire Fighting (ARFF) will continue to provide all fire protection and non-ambulance medical services within the following airport jurisdictions of the Lee County Port Authority, Fort Myers, FL:

- Page Field General Aviation Airport (FMY)
- Southwest Florida International Airport (RSW)

Fire Station 91 (FMY) and Station 92 (RSW) are located on airport property and fully staffed and equipped 24 hours per day, 7 days per week. The proposed amendment to the Lee Plan specified in your letter, which includes changes to Table 5(a) and Table 5(b), will not impede our ability to continue providing excellent emergency response service to our airports.

Please contact me if additional information is required.

Sincerely,

LEE COUNTY PORT AUTHORITY

Tracy Young, Chief
Aircraft Rescue and Fire Fighting

L18 JEng/AM

By Email

Attachment

cc: Read File

Chris Styles, Aviation

Gary Duncan, Aviation

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SOUTHWEST FLORIDA INTERNATIONAL AIRPORT
11000 Terminal Access Road, Suite 8671 - Fort Myers, Florida 33913-8213
www.flylcpa.com

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COMMUNITY DEVELOPMENT



LEE COUNTY

SOUTHWEST FLORIDA

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District Three

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Frank Mann
District Five

Roger Desjarlais
County Manager

Richard Wm. Wesch
County Attorney

Donna Marie Collins
Hearing Examiner

June 19, 2018

Amanda Martin
Johnson Engineering
2122 Johnson St.
Fort Myers, FL 33902

Re: Letter of Service Availability

Ms. Martin,

I am in receipt of your letter requesting a Letter of Service Availability for a CPA for the LCPA Airport Lands Updates.

Lee County Emergency Medical Services is the primary EMS transport agency responsible for coverage at the address you have provided. Because we currently serve this area and have a sufficient response data sample, we evaluated response times in this vicinity to simulate the anticipated demand and response.

Existing response locations are projected to be able to meet existing service standards, as required in County Ordinance 08-16, and no additional impacts are anticipated at this time.

It is our opinion that the service availability is adequate at this time. Should the plans change, especially the density, a new analysis of this impact would be required.

Sincerely,

Benjamin Abes
Chief
Division of Emergency Medical Services

P.O. Box 398, Fort Myers, Florida 33902-0398 (239) 533-2111

Internet address <http://www.lee-county.com>

AN EQUAL OPPORTUNITY AFFIRMATIVE ACTION EMPLOYER

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(239) 590-4771

Direct Dial:

Fax:

(239) 590-4795

JEFF MULDER, A.A.E.
EXECUTIVE DIRECTOR

RICHARD WM. WESCH
PORT AUTHORITY ATTORNEY

June 7, 2018

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CECIL L. PENDERGRASS

Ms. Amanda Martin
Planning Technician
Johnson Engineering
PO Box 1550
Fort Myers, FL 33902-1550

Dear Ms. Martin:

In response to your letter dated May 25, 2018, please be advised the Lee County Port Authority Police Department anticipates providing adequate law enforcement services RSW through 2030. Though we have concurrent jurisdiction at Page Field, the Lee County Sheriff's Office has been providing emergency law enforcement services at the Page location.

Please feel free to contact me if additional information is needed.

Sincerely,

Shawn M. Chamberlain
Chief of Police
Lee County Port Authority Police

SMC:het
0012L-18/GC.10.a

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COMMUNITY DEVELOPMENT



LEE COUNTY
SOUTHWEST FLORIDA

BOARD OF COUNTY COMMISSIONERS

June 4, 2018

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Larry Kiker
District Three

Brian Hamman
District Four

Frank Mann
District Five

Roger Desjarlais
County Manager

Richard Wm. Wesch
County Attorney

Donna Marie Collins
Hearing Examiner

Amanda Martin
Johnson Engineering
2122 Johnson Street
PO Box 1550
Fort Myers, FL 33902-1550

**SUBJECT: LCPA Airport Lands Updates – Comprehensive Plan Amendment
Lee County Solid Waste Division - Letter of Service Availability**

Dear Ms. Martin:

The Lee County Solid Waste Division is capable of providing solid waste collection service for the commercial units proposed for the projects known as SWFIA and Page Field through Lee County's franchised hauling contractor. Disposal of the solid waste generated from these units will be accomplished at the Lee County Resource Recovery Facility and the Lee-Hendry Regional Landfill. Plans have been made, allowing for growth, to maintain long-term disposal capacity at these facilities.

Please ensure compliance with Solid Waste Ordinance No. 11-27 and LCLDC 10-261 for space requirements of garbage and recycling containers and accessibility of the collection vehicles.

Garbage and recycling collections for commercial establishments require the owner/or the Management Company to secure a service agreement for the garbage collection and an agreement for the lease of waste containers from the franchised garbage collection company.

Solid Waste Ordinance No. 11-27 further establishes that Property Owners will be responsible for all applicable solid waste assessments and fees.

If you have any questions, please call me at (239) 533-8000.

Sincerely,

Brigitte Kantor
Operations Manager
Solid Waste Division

P.O. Box 398, Fort Myers, Florida 33902-0398 (239) 533-2111
Internet address <http://www.lee-county.com>
AN EQUAL OPPORTUNITY AFFIRMATIVE ACTION EMPLOYER

RECEIVED
JUN 28 2018

COMMUNITY DEVELOPMENT

CPA 2018-10009

Amanda Martin

From: Huff, Dawn <DawnMHu@LeeSchools.net>
Sent: Monday, June 04, 2018 8:59 AM
To: Amanda Martin
Subject: CPA/LCPA Airport Lands Updates

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning Ms. Martin,

I received your request for a Letter of Service Availability on the Comprehensive Plan Amendment for LCPA Airport Lands Update.

Since there is no impact on student stations, I offer no comments.

Please let me know if this email is sufficient for what you need.

Regards,

Dawn Huff / Long Range Planner | Planning, Growth & School Capacity
The School District of Lee County | 2855 Colonial Blvd. | Fort Myers, FL 33966
Phone (239)337-8142 | Fax (239)335-1460
dawnmhu@leeschools.net

The District's Operations Division needs your input to ensure we continue to fulfill the needs of our students, schools, teachers and families. Please take a few moments to complete the 5-question survey below. Your feedback is valuable as we work to continue our progress and improve District Operations!

[Link to Customer Service Survey](#)

PUBLIC RECORDS NOTICE AND DISCLAIMER: Under Florida law, nearly all communications made or received by School District employees are considered public records that must be retained and, upon request, made available to citizens and to the media. There should be no expectation of privacy.

RECEIVED
JUN 28 2018

COMMUNITY DEVELOPMENT

LCPA Airport Lands Updates

E. Internal Consistency with the Lee Plan

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

Residential units are not associated with this request. The proposed updates will not have an impact on existing population projections for Lee County as outlined in Lee Plan Table 1(b) titled Planning Community Year 2030 Allocations.

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.

Future Land Use Element

ANALYSIS: Changes are proposed to Objective 1.2 and supporting policies per the strikethrough/underline format indicated below. These changes are necessary to effectuate the proposed updates, which align the Airport Lands future land use category description with the method by which the other future land use categories are described in the Lee Plan. These changes remove Objective 1.2 and policies 1.2.3 through 1.2.7 specific to SWFIA and Page Field, and renumber the Airport Lands policy as Policy 1.1.12 to be a continuation of the series of policies describing other future land use categories. The revised language maintains compliance with Florida Statutes §163.3177(6)(b)3 and §163.3177(6)(b)4 which reference addressing plans for aviation facilities in the Transportation Element of comprehensive plans and integration of airport master plans in comprehensive plans.

The only change to the Tradeport policy is re-numbering to Policy 1.1.13 as a continuation of the series of policies describing future land uses categories.

OBJECTIVE 1.2: RESERVED. ~~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. 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 nonaviation related uses to provide a supplementary revenue source as well as provide 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 considered future urban areas. (Ordinance No. 94-30, 02-02, 04-16, 07-12, 09-14, 16-15)

POLICY 1.1.12: ~~POLICY 1.2.1:~~ The Airport Lands future land use category includes the existing facility and projected growth areas for the Southwest Florida International Airport and Page Field General Aviation Airport. The Airport Lands comprising the Southwest Florida International Airport include airport and airport-related development as well as non-aviation land uses as proposed in the currently adopted Airport Master Plans and as depicted on the Airport Layout Plan (Map 3F) and the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)) accommodates Lee County Port Authority airports and their projected growth needs as economic engines, meeting the

region's demands for air travel and the industrial, commercial and office uses necessary to continue viable aviation operations. This mix of uses is intended to support the continued development of the Southwest Florida International Airport.

Future development will be consistent with the most recently adopted Airport Master Plans and Airport Layout Plans maintained by Lee County Port Authority in accordance with FAA regulations. at the Southwest Florida International Airport will also include Development will include aviation related facilities such as hangars, terminals, and runways, and development of non-aviation related land uses such as hotels/motels, light industrial, manufacturing, service stations, retail/shopping, and office development. Compatible non-aviation related uses support the continued development of airports by providing a supplementary revenue source and economic growth for the community.

In cooperation with local, state, and Federal regulatory agencies, the Port Authority will work to minimize and correct any wildlife hazards arising from existing wetlands or water bodies located on Southwest Florida International Airport and Page Field properties in accordance with Federal Aviation Administrative directives. Site improvements on airport properties will be designed to minimize attractiveness to wildlife of natural areas and man-made features on airport properties such as detention/retention ponds, landscaping, and wetlands, which can provide wildlife with ideal locations for feeding, loafing, reproduction, and escape. Specific to Southwest Florida International Airport, 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 nonaviation 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 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).

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 3G), then the Port Authority must amend Map 3F or Map 3G, as appropriate, prior to obtaining local development order approval.

~~The non-aviation related development areas have been depicted on the Airport Layout Plan (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.~~

Lee County staff will be included in the master plan update process per the terms of the memorandum of understanding in effect regarding airport development. If the airport master planning process precipitates a change to airport boundaries or a substantive change to development intensities, the Port Authority will reflect such changes in an application to amend the Airport Lands on the Future Land Use Map as appropriate and amend the relevant Airport Operations Planned Development, which must be approved prior to obtaining local development approval.

POLICY 1-2-21.1.13: The Tradeport areas are commercial and industrial lands adjacent to the airport needed to accommodate projected growth through the year 2030. These areas will include developments consisting of light manufacturing or assembly, warehousing, and distribution facilities; research and development activities; laboratories; ground transportation and airport-related terminals or transfer facilities; hotels/motels, meeting facilities; and office uses. Stand alone retail commercial uses intended to support and compliment the surrounding business and industrial land uses are permitted if they are approved as part of a Development of Regional Impact (DRI) or Planned Development rezoning. Stand alone retail commercial uses are limited to 1 acre out of every 10 Tradeport and preserved wetland acres within the project. To provide an incentive to preserve upland habitat, Developments of Regional Impact or Planned Developments may also receive additional stand alone retail acres at the rate of 1 additional acre out of every 10 acres of preserved and enhanced uplands within the project that protect wetlands, flowways or occupied listed species habitat. Ancillary retail commercial uses, related directly to the sale of products manufactured or services provided in the Tradeport, are allowed if they are part of a planned development. Residential uses, other than bona fide caretaker residences, are not permitted in this category. Caretaker residences are not permitted in the Airport Noise Zone B. Limerock mining may be approved through the Mine Excavation Planned Development rezoning process for the land designated Tradeport on the Future Limerock Mining map (Map 14.) Because this area is located within the Six Mile Cypress Basin and is also a primary point of entry into 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. 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.

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

~~POLICY 1.2.4: The Airport AOPD zoning resolution must be amended before any non-aviation related uses can be developed at the Southwest Florida International Airport. The intensity of the proposed aviation and non-aviation land uses at Southwest Florida International Airport must be consistent with Lee Plan Table 5(a). The Page Field General Aviation Airport project must be rezoned to AOPD prior to development of the new non-aviation uses proposed in Map 3G and Table 5(b). (Ordinance No. 04-16, 09-14)~~

~~POLICY 1.2.5: Map 3F, as currently incorporated into the Lee Plan, includes transportation improvements that exceed those shown on the balance of the Transportation Map Series maps. The direct access improvements to I-75 depicted on Map 3F, which are being pursued by the Port Authority to benefit the midfield terminal, include an interchange at I-75 and grade separation at Treeline Avenue/Ben Hill Griffin Parkway. These future improvements are the Port Authority's desired access to the airport. The Port Authority will be responsible for achieving consistency between Map 3F and the balance of the Transportation Map Series concerning access to I-75. The Port Authority will serve as the lead agency for achieving direct access to I-75. (Ordinance No. 04-16)~~

~~POLICY 1.2.6: Any future airport expansion or development of aviation-related or non-aviation-related uses will provide appropriate buffer areas, as determined by Lee County, for the protection of groundwater resources in the Southeast and Northeast quadrants of the airport property. (Ordinance No. 04-16)~~

~~POLICY 1.2.7: In cooperation with local, state, and Federal regulatory agencies, the Port Authority will work to minimize and correct any wildlife hazards arising from existing wetlands located on airport property. Site improvements on airport property will be designed to minimize attractiveness to wildlife of natural areas and man-made features on airport property such as detention/retention ponds, landscaping, and wetlands, which can provide wildlife with ideal locations for feeding, loafing, reproduction, and escape. Development within the non-aviation area, as designated on Map 3F, is limited to a maximum of 300 acres north of runway 6-24 and approximately 52 acres within the midfield terminal area. All development must be in compliance with Map 3F and the intensities outlined in Table 5(a). Development of additional acreage will require prior Lee Plan amendment approval. (Ordinance No. 04-16, 11-16, 13-12)~~

ANALYSIS: Objective 1.7 regarding Special Treatment areas includes Policy 1.7.1 Airport Noise Zones and Policy 1.7.10 Airport Mitigation Lands (below for reference). These overlays remain in effect and are unchanged by this amendment, and consistency with the implementation of noise zones and mitigations will be maintained.

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

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

Zone A/Airport Property is limited to uses that are compatible with airports and air commerce, including but not limited to those necessary to provide services and convenience goods to airline passengers, those generally associated with airport operation, and related development. Upon disposition of any Port Authority property, the land is then subject to the Noise Zone as applicable based on the most recent Composite Day-Night Average Noise Level (DNL) Noise Contours map for Southwest Florida International Airport approved by the Federal Aviation Administration.

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

Zone C and D allow existing and new construction and land uses as would otherwise be permitted by the Land Development Code. These zones require formal notification as provided for in the Land Development Code.

POLICY 1.7.10: The Airport Mitigation Lands overlay (Map 3M) depicts lands owned by Lee County that were acquired for the purpose of mitigating environmental impacts attributable to development of the Southwest Florida International Airport. Activities performed in these areas must be in accordance with state and federal permitting agency requirements. This Overlay is intended solely as an informational tool designed to identify the location of the lands and the purpose for which the land was acquired. The Overlay does not restrict the use of the land in and of itself. Use of these lands will be determined by permit requirements. In all cases, the use of this land will be consistent with the underlying Future Land Use category.

ANALYSIS: Objective 1.9 and supporting policies specific to Page Field are proposed for deletion per the strikethrough format indicated below. These changes are necessary to effectuate the proposed updates, which align the Airport Lands future land use category description with the method by which the other future land use categories are described in the Lee Plan. The language specific to Page Field is not necessary because it is captured in new Policy 1.1.12 and relevant objectives and policies of the Transportation Element.

~~**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. (Ordinance No. 09-14, 16-15)~~

~~**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 (Map 3G) was adopted by the Federal Aviation Administration as part of the Page Field Airport Master Plan Update. The currently adopted Airport Master Plan is incorporated into the Lee Plan by reference as support for Map 3G and Table 5(b). (Ordinance No. 09-14, 16-15)~~

~~**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. 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, office, and 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 (Map 3M). (Ordinance No. 09-14, 16-15)

POLICY 1.9.3: If the Port Authority determines expansion of the Page Field General Aviation Airport boundaries is necessary in order to provide continued viability to Page Field as a reliever to Southwest Florida International Airport, then the Port Authority will submit to the Board of County Commissioners the appropriate application and support documentation to amend Map 3G, Table 5(b) and the Future Land Use Map to reflect the land added to Page Field General Aviation Airport. (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 with a corresponding comprehensive plan amendment submitted by the Port Authority to update Map 3G and Table 5(b) prior to obtaining local development approval. 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. (Ordinance No. 09-14, 16-15)

POLICY 1.9.5: The Port Authority will seek to eliminate or modify existing uses on the Page Field property deemed incompatible with existing aviation activity or causing a diminution in the Page Field Airport capacity. In order to protect Page Field as a Southwest Florida International Airport reliever, the Port Authority will use its capacity/authority as a reviewing entity to influence land use decisions and approvals with respect to development of the lands surrounding Page Field in order to promote development that is compatible with the aviation activity at Page Field General Aviation Airport. (Ordinance No. 09-14)

POLICY 1.9.6: Development on Page Field lands must be consistent with the Airport Layout Plan (Map 3G). If the Page Field Airport Master Plan or Airport Layout Plan set is amended or updated by the Port Authority in a manner that constitutes a substantive change from Map 3G or Table 5(b), local development order approval may be delayed or denied pending a Lee Plan Amendment, by the Port Authority, with respect to Map 3G and Table 5(b). (Ordinance No. 09-14)

POLICY 1.9.7: Non-aviation development areas at Page Field Airport, as depicted on Map 3G, will be developed under long term land leases. All non-aviation development must comply with Land Development Code regulations, including payment of impact fees. The

intensity of nonaviation development must be consistent with Table 5(b). (Ordinance No. 09-14)

~~POLICY 1.9.8: In cooperation with local, state, and Federal regulatory agencies, the Port Authority will work to minimize and correct any wildlife hazards arising from existing wetlands located on airport property. Site improvements on airport property will be designed to minimize attractiveness to wildlife of natural areas and man-made features on airport property such as detention/retention ponds, landscaping, and wetlands, which can provide wildlife with ideal locations for feeding, loafing, reproduction, and escape. (Ordinance No. 09-14, 13-12)~~

~~POLICY 1.9.9: Future aviation and non-aviation development at Page Field General Aviation Airport must comply with the provisions of the Educational Restriction Zone established under Florida Statutes, section 333.03 and the School Zone Map adopted as part of the Lee County Land Development Code. (Ordinance No. 09-14)~~

ANALYSIS: Under Objective 27.8 regarding recreation for the Page Park Community, Policy 27.8.1 refers to coordination in accordance with the FAA adopted Page Field Master Plan when Lee County evaluates options for future conditions at Jerry Brooks Park. The proposed amendments maintain consistency with this policy by incorporating FAA Master Plans by reference for comprehensive planning purposes. Objective 27.8 and Policy 27.8.1 are below for reference.

OBJECTIVE 27.8: PARKS AND RECREATION. Lee County will work with the Page Park Community to ensure that recreation for the Page Park Community is provided. (Ordinance No. 09-08)

POLICY 27.8.1: Lee County Department of Parks and Recreation will work with surrounding property owners to evaluate options for code compliant parking and increased pedestrian safety for the users of Jerry Brooks Park, including the potential future realignment of South Road in accordance with the Board and Federal Aviation Administration adopted Page Field Airport Master Plan. (Ordinance No. 09-08)

Transportation Element

ANALYSIS: Under Objective 43.4 regarding coordination of mass transit plans, Policy 43.4.4 refers to Lee Tran coordination to provide service to SWFIA. The proposed amendments maintain consistency with this policy and further the policy by re-locating the language from Policy 47.2.1 regarding ongoing master planning efforts for multi modal facilities on airport property. This maintains internal consistency, incorporates the FAA Master Plan by reference per Florida Statute §163.3177(6)(b)4 and coordinates aviation facility plans with the general circulation and transportation element per Florida Statute §163.3177(6)(b)3. For reference, below are Objective 43.4 and Policy 43.4.4 in strikethrough/underline format.

OBJECTIVE 43.4: COORDINATION. All mass transit plans will be coordinated with state, regional, and other local governmental agencies and special needs groups. (Ordinance No. 99-15, 07- 09)

POLICY 43.4.4: Lee Tran will coordinate with the Port Authority to continue to provide high quality public transit service to the Southwest Florida International Airport. ~~POLICY 47.2.1:~~ The Port Authority will coordinate efforts with aviation and other transportation interests at the Southwest Florida International Airport to establish multi-modal transfer facilities. During prior master planning efforts, the Port Authority identified on its Airport Layout Plan an "Ultimate Passenger Multi Modal" area. As part of the normal Airport Master Plan update approval process, the Airport Layout Plan was approved by the FAA, FDOT, and the Board of County Commissioners and is consistent with other transportation related objectives. Future Southwest Florida International Airport Master Plan Update efforts will re-evaluate appropriate locations for multi-modal transfer facilities on airport property.

ANALYSIS: Objective 46.1 and Policy 46.1.1 refer to coordination with the Port Authority. The proposed amendments are consistent with the intent for coordination and remove outdated language.

OBJECTIVE 46.1: ~~EXPANDED PORT AUTHORITY COORDINATION.~~ ~~By 2005 the county will investigate the possible expansion of the current role of the~~ The County will continue to work in cooperation with Lee County Port Authority to deal with on all issues over for which the Port Authority has statutory authority.

POLICY 46.1.1: The county will coordinate with the Lee County Airports Special Management Committee ~~on recommended expansion of the Port Authority's role in order to further integrate the county's different modes of transportation.~~

ANALYSIS: Objective 46.2 and supporting policies refer to coordination with the Port Authority on location of commerce movement support facilities. The proposed amendments are consistent with the intent for coordination. The removal of Development Schedule Tables and Airport Layout Plan Maps provide flexibility for responsiveness by the Port Authority to accommodate warehouses, cargo handling facilities, and transfer points if and when needed. For reference, below are Objective 46.2 and Policy 46.2.3 in strikethrough/underline format.

OBJECTIVE 46.2: FUTURE LAND USES. The county will encourage the location of suitable commerce movement support facilities such as warehouses, cargo handling facilities, and transfer points at areas appropriately designated on the Future Land Use Map.

POLICY 46.2.3: The county will ~~develop~~engage in ~~studying~~ of possible additional warehousing, cargo handling facilities, and transfer points that may be needed for viable commerce movement, and recommend the undertaking of these projects to such entities as the Horizon Council, Industrial Development Authority and the Lee County Port Authority.

ANALYSIS: Objective 46.3 and supporting policies refer to coordination with federal, state and local agencies on port facility permitting. The proposed amendments are consistent because coordination with permitting agencies is included in proposed Policy 1.1.12. For reference, below are Objective 46.3 and Policy 46.3.2 and 46.3.5.

OBJECTIVE 46.3: AGENCY COORDINATION. The county will require port operators to obtain all required permits and leases prior to the construction of new or improved port facilities; construction and operation of the facilities will be performed in close cooperation with the appropriate federal, state, and local agencies including but not limited to the U.S. Army Corps of Engineers, Department of Environmental Protection, Metropolitan Planning Organization and the Florida Department of Transportation to ensure that access routes to ports are properly integrated with other means of transportation. (Ordinance No. 99-15)

POLICY 46.3.2: The county will encourage rail providers, as appropriate, to provide rail access to the ports and the Southwest Florida International Airport where feasible. (Ordinance No. 99-15, 07-09)

POLICY 46.3.5: The county will prepare a coordinated intermodal transportation management program for surface water, and air transportation. (Ordinance No. 99-15, 07-09)

ANALYSIS: Objective 46.4 and supporting policies refer to coordination between operation of ports and the Future Land Use, Conservation and Coastal Management, and Transportation Elements in accordance with Florida Statute §163.3177(6)(b)2,3 and 4. The proposed amendments are consistent because coordination between related agencies and policies is included in proposed Policy 1.1.12. For reference, below are Objective 46.4 and supporting policies.

OBJECTIVE 46.4: COORDINATION OF ELEMENTS. Port operators will be required to abide by all relevant parts of the Lee Plan in the construction and operation of the ports, especially the Future Land Use, Conservation and Coastal Management, and Transportation elements. Ordinance No. 98-09, 99-15)

POLICY 46.4.1: Adverse structural and non-structural impacts upon natural resources from port facilities will be mitigated, and natural resources will be preserved and protected. These issues will be evaluated during the rezoning and development-of-regional-impact processes. (Ordinance No. 99-15)

POLICY 46.4.2: In order to protect ports and related facilities from the encroachment of incompatible land uses, development proposals (including but not limited to residential and commercial uses within the vicinity of existing or proposed ports and railways and related facilities) must demonstrate land use compatibility with these uses and propose mitigation measures for any adverse impacts during the rezoning and development-of-regional-impact processes. (Ordinance No. 99-15)

ANALYSIS: Goal 47 and supporting Objectives and policies focus on meeting requirements of Florida Statute §163.3177(6)(b)2, 3 and 4 concerning aviation planning in coordination with local government comprehensive plans. Objective 47.1 and supporting policies describe the economic growth and diversification associated with aviation facilities. The proposed amendments are consistent with and maintain the intended economic development through coordination of airport master planning with the comprehensive plan. By removing the detail of Tables 5a and 5b and Maps 3F and 3G from the Lee Plan, the Port Authority can be more responsive to potential economic development opportunities that are consistent with the adopted Airport Master Plans and AOPD zoning approvals. For reference, below are Objective 47.1 and supporting policies in strikethrough/underline format.

OBJECTIVE 47.1: ECONOMIC GROWTH. To aid in the diversification of the county's economic growth the capacity and long term development of the Southwest Florida International Airport and Page Field ~~General Aviation Airport~~ will be expanded in compliance with the currently adopted Airport Master Plans and Airport Layout Plans maintained by Lee County Port Authority in accordance with the Federal Aviation

~~Administration (FAA). Maps 3F and 3G, and Table 5(a) and 5(b). Specific project implementation and approval of the proposed development will be coordinated through the annual Capital Improvement Program process and be consistent with the Airport Layout Plans (Map 3F and 3G). These expansions will be funded through user fees, airline contributions, and other funding sources not involving general county tax dollars. The Port Authority will strive to minimize impacts to surrounding land uses while maintaining a safe and efficient facility for airport operations.~~

~~POLICY 47.1.1: Reserved. The Port Authority will coordinate the implementation of scheduled infrastructure and facility improvements for the Southwest Florida International Airport and Page Field General Aviation Airport consistent with the approved Airport Layout Plan sheets (Map 3F and Map 3G, respectively) and the Development Schedules (Table 5(a) and (b), respectively).~~

~~POLICY 47.1.2: The development potential of Southwest Florida International AirportPort Authority facilities will continue to be protected by the acquisition of additional land for runway and taxiway, road access, storm water management, and environmental mitigation use, consistent with the adopted Airport Master Plans and the Port Authority's Capital Improvement Programs.~~

~~POLICY 47.1.3: The Port Authority will continue to expand existing and proposed aviation facilities such as the terminals building, airport aprons, cargo facilities, roadways and parking in order to meet the forecasted demand at its facilities.~~

~~POLICY 47.1.4: The Port Authority will continue to investigate commercial and industrial potentials at Page Field and at Southwest Florida International Airport through market surveys and the solicitation and receipt of acceptable proposals for land lease at fair market value as well as efforts to cultivate appropriate public/private partnerships in pursuing this potential.~~

~~POLICY 47.1.5: The Port Authority will capitalize on its Port of Entry and Foreign Trade Zone status to encourage economic diversification. This will be accomplished by actively: (1) seeking to increase international commerce movement; (2) implementing an international marketing program designed to increase tourist activity; (3) continuing planning efforts to ensure availability of adequate airport facilities to accommodate increases in international air traffic; and, (4) pursuing development of international corporate activity.~~

~~POLICY 47.1.6: The Port Authority will maintain guidelines for the location, development, and operation of private aviation facilities that would add to Lee County's overall tax base.~~

~~POLICY 47.1.7: The Port Authority will plan to accommodate growth at the existing facilities and provide for the development of future aviation facilities as warranted.~~

ANALYSIS: Objective 47.2 and supporting policies refer to land use compatibility in the vicinity of airports and interlocal coordination in accordance with Florida Statute §163.3177(6)(b)2 and 4, and Chapter 333. The proposed amendments remove redundant or outdated language, and re-organize policies to include only those related to development compatibility. For reference, below are Objective 47.2 and supporting policies in strikethrough/underline format.

OBJECTIVE 47.2: DEVELOPMENT COMPATIBILITY. The county and Port Authority will evaluate development proposals for property located within the vicinity of existing aviation facilities to ensure land use compatibility, to preclude ~~obstructions~~ hazards to aircraft operations, and to protect airport capacities and facilities.

~~POLICY 47.2.1: The Port Authority will coordinate efforts with aviation and other transportation interests at the Southwest Florida International Airport to establish multi-modal transfer facilities. During prior master planning efforts, the Port Authority identified on its Airport Layout Plan (Map 3F) an "Ultimate Passenger Multi-Modal" area. As part of the normal Airport Master Plan update approval process, the Airport Layout Plan was approved by the FAA, FDOT, and the Board of County Commissioners and is consistent with other transportation related objectives. Future Southwest Florida International Airport Master Plan Update efforts will re-evaluate appropriate locations for multi-modal transfer facilities on airport property. (Ordinance No. 99-15, 04-16, 11-16)~~

POLICY 47.5.447.2.1: The county will consider land use compatibility when reviewing development proposals within the vicinity of existing or proposed aviation facilities.

POLICY 47.2.2: The county will coordinate with the Port Authority to ensure that regulations in the Lee County Land Development Code restrict land uses in areas covered by the Airport Noise Zones (ANZ) to those uses that are compatible with the operation of the airport.

~~POLICY 47.2.3: Future updates of the Page Field and Southwest Florida International Airport Master Plans will monitor and incorporate development of non-aviation uses at the airports and suggest aviation-related uses as appropriate.~~

~~POLICY 47.2.4: To the greatest extent possible, future airport master plans will retain the long-term aviation expansion capability and capacity at both Page Field Airport and the Southwest Florida International Airport.~~

POLICY 47.2.53: The county will utilize the approved Airport Master Plans, rules of Chapter 333 F.S. and the SWFIA FAR Part 150 Study, including updates, as a basis to amend the Lee 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 approval for the affected airport. The Airport Master Plan and Airport Layout Plans (Maps 3F and 3G) will be updated in accordance with Federal Aviation Administration requirements.~~

~~POLICY 47.6.47.2.4:~~ In the interest of the safety of air commerce, the county will not approve a temporary or permanent structure that is an obstruction to air navigation which affects the safe and efficient use of navigable airspace or the operation of planned or existing air navigation and communication facilities; or that does not comply with placement, lighting and marking standards, established by the Port Authority, Florida Statutes, or the Federal Aviation Administration rules and regulations.

~~POLICY 47.6.447.2.5:~~ The safety of aircraft operators, aircraft passengers, and persons on the ground will guide the Port Authority in the operation of county airports. Hazardous wildlife attractants on or near the airports will be avoided by minimizing and correcting any wildlife hazards arising from wetlands or water bodies in accordance with Federal Aviation Administration directives. Site improvements on or near the airports are to be designed to minimize attractiveness to wildlife of natural areas and man-made features such as detention/retention ponds, landscaping, and wetlands, which can provide wildlife with ideal locations for feeding, loafing, reproduction and escape.

~~POLICY 47.2.6:~~ Through an interlocal agreements, the Port Authority and the City of Fort Myers incorporated local governments within Lee County will continue to coordinate the review of new land uses that have the potential to create tall structure obstructions or hazards to aviation within the City of Fort Myers those jurisdictions.

ANALYSIS: Objective 47.3 and supporting policies refer to planning to meet the future aviation demands in accordance with Florida Statute §163.3177(6)(b)2, 3 and 4. The proposed amendments remove redundant or outdated language and maintain internal consistency with proposed Policy 1.1.12 by referencing coordination through the airport master planning process. For reference, below are Objective 47.3 and supporting policies in strikethrough/underline format.

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

POLICY 47.3.1: The Port Authority Executive Director will coordinate all expansion plans contained in approved airport master plans with the Federal Aviation Administration and the Florida Department of Transportation to ensure that projects of interest to the Port Authority are included in the federal and state funding programs. (Ordinance No. 99-15)

POLICY 47.3.2: The appropriate costs for expansion as depicted in the approved Port Authority CIP will continue to be coordinated with the Capital Improvements element. (Ordinance No. 99-15)

~~POLICY 47.3.3: Maximum use of airport facilities should be ensured before expanding or developing a~~New or expanded facilities will be planned as part of the normal Airport Master Plan update approval process, subject to approval by the FAA, FDOT, and the Board of County Commissioners.

~~POLICY 47.3.4: The proposed development schedule for the Southwest Florida International Airport is depicted in Table 5(a). The proposed development schedule for the Page Field General Aviation Airport is depicted in Table 5(b). These Tables include both aviation and non aviation related development. If the Federal Aviation Administration/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.~~

ANALYSIS: Objective 47.4 and supporting policies refer to planning for future capacity needs and coordination of transportation facilities at SWFIA in accordance with Florida Statute §163.3177(6)(b)2, 3 and 4. The proposed amendments include Page Field as an airport that requires similar planning and coordination, remove redundant or outdated language, and maintain consistency with Policy 1.1.12 by referencing coordination through the airport master planning process. For reference, below are Objective 47.4 and supporting policies in strikethrough/underline format.

OBJECTIVE 47.4: ACCESS. The Southwest Florida International Airport is an intermodal facility of significant value to the regional, state and federal transportation systems. Page Field plays a vital role as a reliever airport facility to Southwest Florida International Airport. Protecting ~~this~~ these resources requires ~~the provision of~~ adequate landside and airside capacity.

~~POLICY 47.4.1: The County and Port Authority will coordinate aviation facility expansion and demand, consistent with the Airport Layout Plan, through the County's annual Capital~~

~~Improvement Program in conjunction with regular briefings by Port Authority staff to County staff. (Ordinance No. 98-09, 99-15, 04-16)~~

~~POLICY 47.4.2: The county and Port Authority recognize that the access from Interstate 75 to the Southwest Florida International Airport is designated as a priority intermodal connector in the National Highway Plan and Florida Intrastate Highway System Plan, and will work with the MPO, FDOT and the Federal Highway Administration to ensure that this access receives funding and is developed compatibly with the intermodal access needs of the region. (Ordinance No. 99-15)~~

~~POLICY 47.4.31: The Port Authority will coordinate surface transportation planning for Page Field and the Southwest Florida International Airport with the Lee County Metropolitan Planning Organization, the county Department of Transportation, Lee Tran, and the Florida Department of Transportation to ensure adequate access to the airports. (Ordinance No. 98-09, 99-15, 07-09)~~

~~POLICY 47.4.42: The County and Port Authority recognize the significance and value of the Southwest Florida International Airport and Page Field. The Lee County Port Authority will aggressively pursue Federal and State funding for access roadway improvements as identified on the Airport Layout Plans. (Ordinance No. 04-16)~~

~~POLICY 47.4.53: Development of non-aviation related uses on airport property will be required to meet concurrency standards set forth in the Lee County Land Development Code. (Ordinance No. 04-16)~~

ANALYSIS: Objective 47.5 and supporting policies refer to commerce movement, which is also addressed by Objective 46.2 in relation to coordinated railways, aviation, ports and roads. The proposed amendments remove redundant or outdated language, re-locate development compatibility language to the appropriate location under Objective 47.2, and maintain consistency with Objective 46.2. For reference, below are Objective 47.5 and supporting policies in strikethrough/underline format.

OBJECTIVE 47.5: COORDINATED COMMERCE MOVEMENT. The Port Authority will provide facilities that are economically feasible and compatible with adjacent land uses, environmental standards and public safety, and that also meet the needs of commerce movement enterprises and facilities. (Ordinance No. 99-15)

~~POLICY 47.5.1: The Port Authority will continue to coordinate plans for existing and proposed aviation facilities with appropriate transportation agencies such as the Federal Aviation Administration, the Transportation Security Administration, the Lee County~~

~~Metropolitan Planning Organization, the Florida Department of Transportation, Lee Tran and the Lee County Department of Transportation. (Ordinance No. 98-09, 99-15, 07-09)~~

~~POLICY 47.5.2: The county will monitor roads leading to Page Field and the Southwest Florida International Airport in order to facilitate efficient and convenient access for airport users. (Ordinance No. 99-15)~~

~~POLICY 47.5.31: The county will coordinate with private investors by reviewing plans and otherwise providing technical assistance in the development of aviation facilities in Lee County to ensure land use, airspace, and environmental compatibility. (Ordinance No. 99-15)~~

~~POLICY 47.5.4: The county will consider land use compatibility when reviewing development proposals within the vicinity of existing or proposed aviation facilities. (Ordinance No. 99-15)~~

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

~~POLICY 47.5.62: The Port Authority will encourage cargo and freight development at the Southwest Florida International Airport by implementing domestic and international cargo marketing programs and by expanding airport facilities, as needed, in order to accommodate large domestic and international cargo carriers. (Ordinance No. 99-15)~~

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

~~POLICY 47.5.83: The county will encourage the provision of warehouses, cargo handling facilities, and freight transfer points at aviation facilities needed for the movement of commerce by local industries, trade, and commercial enterprises. (Ordinance No. 99-15)~~

ANALYSIS: Objective 47.6 and supporting policies refer to agency coordination, which is also addressed by Objective 46.3 in relation to coordinated railways, aviation, ports and roads. The proposed amendments remove this objective and policies that are redundant to Objective 46.3. Policies 47.6.4 and 47.6.6 relate to compatibility of land uses surrounding airports, and these policies are re-located to be under Objective 47.2, which refers to land use compatibility in the

vicinity of airports in accordance with Florida Statute §163.3177(6)(b)2 and 4, and Chapter 333. For reference, below are Objective 47.6 and supporting policies in strikethrough format.

~~OBJECTIVE 47.6: RESERVED. 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. (Ordinance No. 99-15)~~

~~POLICY 47.6.1: The Port Authority will coordinate and obtain approval for airport development from the County through the annual capital improvement planning and programming process; local permitting process; Airport Master Plan Update process; and, the Lee Plan amendment process to ensure compatibility with other County programs. The Port Authority will provide Lee County copies of the annual Capital Improvement Plan or other similar document for the Southwest Florida International Airport and Page Field General Aviation Airport. Airport development will remain consistent with the MPO Long Range Transportation Plan and will support the provision of regional transportation facilities for the efficient use and operation of the transportation system and airports. Additional specific coordination requirements are contained in Objective 151.4 and subsequent policies. (Ordinance No. 99-15, 04-16, 09-14)~~

~~POLICY 47.6.2: While airport facilities will be operated in conformance with applicable state and federal regulations, the Port Authority will strive to ensure that Lee County environmental and other regulations are also implemented to the greatest extent possible. (Ordinance No. 99-15)~~

~~POLICY 47.6.3: The Port Authority will develop plans for aviation in the county that are consistent with the Continuing Florida Aviation System Planning Process and the National Plan of Integrated Airport Systems. (Ordinance No. 99-15)~~

~~POLICY 47.6.5: The county will maintain the tall structure permitting process to ensure that proponents of potential structural hazards to aviation coordinate with the Port Authority and the Federal Aviation Administration to properly place, mark and light potential obstructions as necessary. (Ordinance No. 99-15)~~

ANALYSIS: Objective 47.7 and supporting policies refer to coordination of airport facilities with the Future Land Use and Conservation and Coastal Management Elements. Coordination is also addressed by Objective 46.4 in relation to coordinated railways, aviation, ports and roads. The proposed amendments remove this objective and policies because they are redundant to Objective 46.4. For reference, below are Objective 47.7 and supporting policies in strikethrough format.

~~OBJECTIVE 47.7: COORDINATION OF ELEMENTS. Coordinate the expansion of existing airports and the proposed siting of any new airports with the Future Land Use and Conservation and Coastal Management elements. (Ordinance No. 99-15, 07-09)~~

~~POLICY 47.7.1: The use of existing and proposed aviation facilities will be promoted by the Port Authority consistent with the Future Land Use and Conservation and Coastal Management elements of the Lee Plan. (Ordinance No. 99-15)~~

~~POLICY 47.7.2: Ensure that adverse structural and non-structural impacts of aviation facilities upon natural resources and wildlife are mitigated consistent with FAA policies and procedures and in coordination with federal, state, regional and local environmental agencies. (Ordinance No. 99-15)~~

~~POLICY 47.7.3: The Port Authority will abide by all other relevant parts of this comprehensive plan in the construction and operation of Page Field Airport and the Southwest Florida International Airport, especially the Future Land Use, Conservation and Coastal Management, and Transportation elements. (Ordinance by No. 98-09, 99-15, 07-09)~~

Community Facilities and Services Element

ANALYSIS: Objective 66.3 and Policy 66.3.11 refer to limitations on location of schools in proximity to airports. The proposed amendments revise this policy to refer to Florida Statute Chapter 333 and the appropriate standards in the Land Development Code, consistent with Transportation Element policies under Objective 47.2: DEVELOPMENT COMPATIBILITY. For reference, below are Objective 66.3 and Policy 66.3.11 in strikethrough/underline format.

OBJECTIVE 66.3: LAND USE COMPATIBILITY. The county will seek to have the siting of all new schools follow these policies aimed at land use and transportation compatibility:

POLICY 66.3.11: ~~Prohibit the location of schools in the areas designated on the Future Land Use Map as Airport Noise Zone B or within other high noise impact areas. Additionally, Location of schools shall be in accordance with Florida Statute Chapter 333, and the Airport Compatibility standards in the Land Development Code. the construction of a public or private school is prohibited within an area extending five miles along the extended centerline of a runway (either existing or proposed) with a width one half the length of the runway. As per State Statute, "Exceptions approving construction of an educational facility within the delineated area shall only be granted when the political subdivision administering the zoning regulations makes specific findings detailing how the public policy reasons for allowing the construction outweigh health and safety concerns prohibiting such a location."~~

Intergovernmental Coordination Element

ANALYSIS: Objective 151.4 and supporting policies identify intergovernmental coordination practices between the Port Authority, Lee County and other agencies. The proposed amendments revise this policy to update the state agency reference to DEO and remove the references to Tables 5(a) and 5(b) and Maps 3F and 3G, consistent with proposed Policy 1.1.12 and proposed Transportation Element amendments. This comprehensive plan amendment application has been prepared consistent with Policy 151.4.3 requiring endorsement by the Board of Port Commissioners, and consistent with Policy 151.4.4 requiring informal presentation of the proposed application to Lee County staff for initial comments and input. For reference, below are Objective 151.4 and supporting policies in strikethrough/underline format.

OBJECTIVE 151.4: COORDINATION OF AIRPORT DEVELOPMENT AND IMPROVEMENTS AT THE SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AND PAGE FIELD ~~GENERAL AVIATION AIRPORT~~ WITH ALL PERMITTING AGENCIES. The Port Authority will coordinate with Lee County, the Southwest Florida Regional Planning Council, the Florida Department of ~~Community Affairs~~ Economic Opportunity, Federal Aviation Administration, and the Florida Department of Transportation to ensure that the development of the Southwest Florida International Airport and the Page Field ~~General Aviation Airport~~ is consistent with the Lee Plan.

POLICY 151.4.1: Port Authority staff will ensure that Lee County staff is directly involved in the review and approval process related to the ongoing updates of the Airport Master Plans for Southwest Florida International Airport and Page Field ~~General Aviation Airport~~. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Layout Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments to the Airport zoning approvals and compliance with the Lee County Land Development Code.

POLICY 151.4.2: The Port Authority will submit and County staff will review and provide comments regarding the following:

1. Scope and content of ongoing updates to the Airport Master Plans for Southwest Florida International Airport and Page Field ~~General Aviation Airport~~ pursued in accordance with Federal Aviation Administration Advisory Circular 150/5070-6 and the Florida Department of Transportation Guidebook for Airport Master Planning.
2. Consistency of proposed amendments to the Airport Master Plans ~~and resulting Airport Layout Plan for Southwest Florida International Airport (Map 3F) and Page Field General Aviation Airport (Map 3G)~~ with the Lee Plan, Land Development Code (LDC) and local zoning approvals.

3. Compatibility and compliance of individual CIP projects with the Lee Plan, LDC regulations, zoning approvals and other applicable regulations.
- ~~4. Proposed Lee Plan Amendments necessary to support revisions to the Airport Layout Plan for Southwest Florida International Airport (Map 3F) and Page Field General Aviation Airport (Map 3G), the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)), the Page Field General Aviation Airport Proposed Development Schedule (Table 5(b)), the Airport Master Plans for Southwest Florida International Airport and Page Field General Aviation Airport, or CIP project list. (Added by Ordinance No. 04-16, Amended by Ordinance No. 09-14)~~

POLICY 151.4.3: Prior to submittal of any application to amend the Lee Plan, the Port Authority staff must obtain an endorsement of the proposed plan amendment application package, including the Airport Layout Plan, from the Board of Port Commissioners. Written evidence of this endorsement must be included in the plan amendment application package. The Port Authority staff will coordinate the date and time the endorsement request will be presented to the Port Commissioners with the County in order to provide County staff with ample opportunity to attend the meeting and address the Port Commissioners as necessary. (Added by Ordinance No. 04-16)

POLICY 151.4.4: Prior to formal submittal of any Lee Plan amendment package, rezoning request, or development order application, the Port Authority staff will informally present the proposed application to Lee County staff for initial comments and input regarding consistency with the Lee Plan and County regulations. (Added by Ordinance No. 04-16)

POLICY 151.4.5: The Port Authority is the lead agency in coordinating efforts to obtain approval for Southwest Florida International Airport access improvements with agencies participating in the Lee County Metropolitan Planning Organization. This includes the incorporation of improvements into the Financially Feasible Transportation Plan (Map 3A) and the Lee County Metropolitan Planning Organization Financially Feasible Highway Plan and Needs Assessment. The Port Authority will work with local, state, and federal transportation agencies to identify and obtain funding for access improvements to the airport. (Added by Ordinance No. 04-16)

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

Approximately 24 acres of the Page Field property lies within the City of Fort Myers. The Page Field Airport Development Schedule is incorporated in the City of Fort Myers Comprehensive Plan, so an update reflecting the proposed changes will be coordinated with the City staff to maintain consistency.

The City of Fort Myers city limits are within close proximity to the northern boundary of the Southwest Florida International Airport (SWFIA) property. A small portion of the Airport property that is north of Daniels Parkway borders the Arborwood Master Planned Community that lies along Treeline Avenue within the City of Fort Myers.

Because the requested changes do not involve any change to development intensities previously approved, the proposed update will be coordinated with City staff, but will have no impact.

Pursuant to Lee Plan Policy, the City of Fort Myers and Lee County coordinate to ensure land use regulations on lands surrounding Airport property promote compatibility between uses. Through this amendment application process the City and County continue adhering to Intergovernmental Coordination goals, objectives and policies of their Comprehensive Plans.

4. List State Policy Plan and Regional Policy Plan goals and policies which are relevant to this plan amendment.

This application furthers the following State Policy Plan (SPP) goals and policies and Regional Policy Plan (RPP) strategy and action:

State Policy Plan (SPP) Goals and Policies:

(17) PUBLIC FACILITIES.

(a) 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.

(b) Policies.

1. Provide incentives for developing land in a way that maximizes the uses of existing public facilities.
5. Encourage local government financial self-sufficiency in providing public facilities.
6. Identify and implement innovative but fiscally sound and cost-effective techniques for financing public facilities.

(19) TRANSPORTATION.

(a) Goal. Florida shall direct future transportation improvements to aid in the management of growth and shall have a state transportation system that integrates highway, air, mass transit, and other transportation modes.

b) Policies.

5. Ensure that existing port facilities and airports are being used to the maximum extent possible before encouraging the expansion or development of new port facilities and airports to support economic growth.

(21) THE ECONOMY.

(a) Goal. Florida shall promote an economic climate which provides economic stability, maximizes job opportunities, and increases per capita income for its residents.

(b) Policies.

1. Attract new job-producing industries, corporate headquarters, distribution and service centers, regional offices, and research and development facilities to provide quality employment for the residents of Florida.
13. Promote coordination among Florida's ports to increase their utilization.

(24) EMPLOYMENT.

(a) Goal. Florida shall promote economic opportunities for its unemployed and economically disadvantaged residents.

(b) Policies.

5. Ensure that the transportation system provides maximum access to jobs and markets.

(25) PLAN IMPLEMENTATION.

(a) Goal. Systematic planning capabilities shall be integrated into all levels of government in Florida with particular emphasis on improving intergovernmental coordination and maximizing citizen involvement.

Southwest Florida RPC Strategic Regional Policy Plan (2011)

RPP Economic Development Element / Economic Infrastructure

Goal 1: A well-maintained social, health, and educational infrastructure to support business and industry.

Strategy: Ensure the adequacy of lands for commercial and industrial centers, with suitable services provided.

RPP Economic Development Element / Diversity

Goal 3: A diverse regional economy.

Strategy: Diversify the regional economy by attracting new business and industry.

RPP Livable Communities Element / Economic Development

Goal 1: A stable economy based on a continuing excellent quality of life.

Strategy: Enhance existing commercial, service, and industrial centers through adequate maintenance and reinvestment.

Strategy: Streamline regulatory processes to avoid delays for new or expanding businesses, provided safety, health, and environmental requirements are met.

RPP Regional Transportation Element / Balanced Intermodal/Multimodal System

Goal 1: Construct an interconnected multimodal transportation system that supports community goals, increases mobility and enhances Southwest Florida's economic competitiveness.

Strategy: Identify the general transportation system composed of connected corridors, facilities, and services for the effective movement of freight and visitors.

Strategy: Assist as possible agencies responsible for the airports in the Region so as to assure that they will be expanded to meet the regional aviation systems needs for foreseeable demand in passengers and cargo and in private small plane operations.

RPP Regional Transportation Element / Economic Competitiveness

Goal 2: Achieve a competitive and diversified regional economy through improved work force development, enhanced access to technology and education, and investment in multi-modal transportation facilities.

Strategy: Enhance economic prosperity and competitiveness through a transportation system composed of corridors, facilities, and services for the effective movement of freight and visitors.

RPP Regional Transportation Element / Regional Cooperation

Goal 4: Assist as needed in the development of a cost-effective and financially feasible transportation system that adequately maintains all elements of the transportation system to better preserve and manage the Region's urban and non-urban investment.

Strategy: Assist in the development of land use plans and policies that assess the potential for adverse impacts to transportation facilities and protect investment in transportation infrastructure.

LCPA Airport Lands Updates

Sound Planning Principles

Florida's growth management law is designed to ensure sound planning for the proper placement of growth and protection of the state's land, water, and other natural resources since such resources are essential to our collective quality of life and a strong economy.

The airport master planning process is governed by the Federal Aviation Administration to provide the framework needed to guide future airport development that will cost-effectively satisfy aviation demand, while considering potential environmental and socioeconomic impacts. Through the process of data collection and analysis associated with the airport planning process, land use compatibility, market factors, environmental conditions, and fiscal planning are considered. FAA adopted Airport Master Plans set the stage and establish the framework for a continuing planning process for the viability and function of airports as vital transportation facilities and economic engines for the regions they serve. The Lee County Port Authority participates in the FAA governed Airport Master Planning process for SWFIA and Page Field, and by amending the Lee Plan, these planning documents that are based on sound planning practice will be coordinated with local plans.

Per Florida Statute §163.3177(6)(b)2., local jurisdictions within a metropolitan planning area are to address aviation, rail, seaport facilities, access to those facilities, and intermodal terminals as well as airports, projected airport and aviation development, and land use compatibility around airports. Per Florida Statute §163.3177(6)(b)3., counties having populations greater than 75,000 must also address plans for port, aviation, and related facilities coordinated with the general circulation and transportation element. Florida Statutes also allow for local governments to incorporate an airport master plan, and any subsequent amendments to the airport master plan, into the comprehensive plan. The procedure for doing this is described in §163.3177(6)(b)4. The proposed amendments to airport-related goals, objectives and policies are updates that incorporate reference to the FAA adopted Master Plans to further maintain the required aspects of coordinated airport, transportation and compatibility planning. Consistent with statutory provisions, the proposed amendments streamline local policies and reference FAA adopted Master Plans to help coordinate the planning of airport facilities across federal, state and local jurisdictions.

The proposed amendments maintain the environmental protections and safeguards of the Airport Mitigation Lands Overlay, Noise Zones, and compatibility policies while allowing for the FAA guided ongoing planning for the viability and function of the airports. To that end, reorganizing and consolidating the Lee Plan policies accomplishes the protection of natural resources and the furtherance of a strong economy based on sound planning principles to provide for the proper placement of growth.



LETTER OF TRANSMITTAL

Via: ☐ Regular Mail
☐ Overnight Delivery
☒ Hand Delivery

To: Lee County Community Development
 Attn: Laskowski, Michael
 1500 Monroe Street
 Fort Myers, FL 33901

Date: September 7, 2018
 Project No.: 20181001-000
 Project Name: Lee County Port Authority
CPA2018-10009

We are sending you the following: ☒ Attached ☐ Under Separate Cover

Copies	Drawing No.	Description
3		Revised Proposed Text for CPA Application
3		USB with Backup Material

RECEIVED
 SEP 07 2018
 COMMUNITY DEVELOPMENT

These are transmitted as checked below:

- | | | |
|--|---|---------------------------------------|
| <input type="checkbox"/> For approval | <input type="checkbox"/> Approved as submitted | <input type="checkbox"/> As requested |
| <input type="checkbox"/> For your information | <input type="checkbox"/> Approved as noted | <input type="checkbox"/> See remarks |
| <input checked="" type="checkbox"/> For review and comment | <input type="checkbox"/> Returned for corrections | |

Remarks:

Copy: Emily Underhill
 Ellen Lindblad
 Alicia Dixon
 File

Signed: Laura DeJohn
 Name: Laura DeJohn
 Title: Director of Planning & Landscape Architecture Department

LCPA AIRPORT LANDS UPDATES

Proposed Text Changes Strikethrough/Underline format

Amendments are proposed as indicated below.

Underline indicates additions, and strikethrough indicates deletions.

Yellow highlight indicates changes from 8/31/18 Lee County staff suggested changes.

I. Lee County - A Vision for 2030

...

10. Gateway/Airport - This ~~c~~Community is located South of SR 82, generally east of I-75, and north of Alico Road including those portions of the Gateway development that either have not been or are not anticipated to be annexed into the City of Fort Myers, the Southwest Florida International Airport and the properties the airport expects to use for its expansion, the lands designated as Tradeport, 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, 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. It is anticipated that the Gateway **community** will be a thriving, nearly built-out, mixed-use community and in 2020. The population of this community is anticipated to grow substantially ~~from today to 2030.~~

The second area in this community is the Southwest Florida International Airport. The airport has plans for a terminal expansion, new air traffic control tower, and future parallel runway. will be greatly expanded by 2030. The expanded airport will have a second parallel runway and a new terminal building that will more than double the existing capacity of the airport. Development will be guided by the Federal Aviation Administration (FAA) approved Airport Master Plan and Airport Layout Plan (as established through the airport master plan process) consistent with the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)) and all other and applicable Lee Plan provisions.

The airport expansion and ~~the completion of~~ Florida Gulf Coast University are expected to energize the ~~remaining area in this community, including the commercial and industrial components 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. (Amended by Ordinance No. 04-16, 07-12, 09-14, 10-20, xx-xx)

...

13. San Carlos - This ~~c~~Community is located in the southern portion of Lee County, east of Hendry Creek and, for the most part, south of Alico Road and north of the Village of Estero. ~~It is north of the Estero River on the west side of US 41 then north of the new Brooks of Bonita development east of US41.~~ The community ~~does~~ extends east of I-75 to include ~~the approved developments along Corkscrew Road and all~~ lands designated University Community. The majority of the land in this community is designated as Suburban and then Urban Community ~~(both having a maximum standard density of 6 units per acre)~~ with the remaining areas designated as Rural, Outlying Suburban, and Industrial Development. There are three



LCPA AIRPORT LANDS UPDATES

Proposed Text Changes

Strikethrough/Underline format

distinct areas within this community: San Carlos Park, Island Park, and the new-university area. All of these areas will be experiencing tremendous development pressures as this community continues to grow.

This community will be challenged with addressing the needs of the Lee County community that contains the newest major state university, a new semi professional ice hockey arena, and immediate access to the Southwest Florida International Airport. Most of the vacant property in this community (nearly 70%) has some type of development approval most of which were granted prior to the advent of many of these new development engines. The San Carlos/Estero will struggle with these conflict throughout the life of this plan but and will emerge as a vibrant urban core for Lee County's high-tech research and development employment base. (Added by Ordinance No. 99-15, Amended by Ordinance No. 07-12, xx-xx)

II. Future Land Use

OBJECTIVE 1.2: RESERVED. -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. 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 nonaviation related uses to provide a supplementary revenue source as well as provide 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 considered future urban areas. (Ordinance No. 94-30, 02-02, 04-16, 07-12, 09-14, 16-15)

POLICY 1.2.1: POLICY 1.1.12: The Airport Lands future land use category includes the existing facility and projected growth areas for the Southwest Florida International Airport and Page Field General Aviation Airport. The Airport Lands comprising the Southwest Florida International Airport include airport and airport related development as well as non aviation land uses as proposed in the currently adopted Airport Master Plan and as depicted on the Airport Layout Plan (Map 3F) and the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)). accommodates Lee County Port Authority airports and their projected growth needs as economic engines, meeting the region's demands for air travel and for the industrial, commercial and office uses necessary to continue viable airport operations. This mix of uses is intended to support the continued development of the Southwest Florida International Airport.

Future development will be consistent with the most recently adopted Airport Master Plans and Airport Layout Plans maintained by Lee County Port Authority in accordance with FAA regulations. at the Southwest Florida International Airport will also include Development will include aviation related facilities such as hangars, terminals, and runways, and development of non-aviation related land uses such as hotels/motels, light industrial, manufacturing, service stations, retail/shopping, and office development as approved through the Airport Operations Planned Development (AOPD) zoning process. Compatible non-aviation related uses support the continued development of airports by providing a supplementary revenue source and economic growth for the community.

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In cooperation with local, state, and Federal regulatory agencies, the Port Authority will work to minimize and correct any wildlife hazards arising from existing wetlands or water bodies located on Southwest Florida International Airport and Page Field Airport properties in accordance with FAA directives. Site improvements on airport properties will be designed to minimize attractiveness to wildlife of natural areas and man-made features on airport properties such as detention/retention ponds, landscaping, and wetlands, which can provide wildlife with ideal locations for feeding, loafing, reproduction, and escape. Specific to Southwest Florida International Airport, 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 nonaviation 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 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).~~

~~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 Airport Layout Plan (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.~~

(Ordinance No. 94-30, 00-22, 04-16, 07-12, 09-14, 11-16, 13-12, 16-15, xx-xx)

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

POLICY 1.2.4: ~~The Airport AOPD zoning resolution must be amended before any non-aviation related uses can be developed at the Southwest Florida International Airport. The intensity of the~~

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~~proposed aviation and non-aviation land uses at Southwest Florida International Airport must be consistent with Lee Plan Table 5(a). The Page Field General Aviation Airport project must be rezoned to AOPD prior to development of the new non-aviation uses proposed in Map 3G and Table 5(b). (Ordinance No. 04-16, 09-14)~~

POLICY 1.2.5: ~~Map 3F, as currently incorporated into the Lee Plan, includes transportation improvements that exceed those shown on the balance of the Transportation Map Series maps. The direct access improvements to I-75 depicted on Map 3F, which are being pursued by the Port Authority to benefit the midfield terminal, include an interchange at I-75 and grade separation at Treeline Avenue/Ben Hill Griffin Parkway. These future improvements are the Port Authority's desired access to the airport. The Port Authority will be responsible for achieving consistency between Map 3F and the balance of the Transportation Map Series concerning access to I-75. The Port Authority will serve as the lead agency for achieving direct access to I-75. (Ordinance No. 04-16)~~

POLICY 1.2.6: ~~Any future airport expansion or development of aviation-related or non-aviation related uses will provide appropriate buffer areas, as determined by Lee County, for the protection of groundwater resources in the Southeast and Northeast quadrants of the airport property. (Ordinance No. 04-16)~~

POLICY 1.2.7: ~~In cooperation with local, state, and Federal regulatory agencies, the Port Authority will work to minimize and correct any wildlife hazards arising from existing wetlands located on airport property. Site improvements on airport property will be designed to minimize attractiveness to wildlife of natural areas and man-made features on airport property such as detention/retention ponds, landscaping, and wetlands, which can provide wildlife with ideal locations for feeding, loafing, reproduction, and escape. Development within the non-aviation area, as designated on Map 3F, is limited to a maximum of 300 acres north of runway 6-24 and approximately 52 acres within the midfield terminal area. All development must be in compliance with Map 3F and the intensities outlined in Table 5(a). Development of additional acreage will require prior Lee Plan amendment approval. (Ordinance No. 04-16, 11-16, 13-12)~~

POLICY 1.2.21.1.13: ~~The Tradeport areas are commercial and industrial lands adjacent to the airport needed to accommodate projected growth through the year 2030. These areas will include developments consisting of light manufacturing or assembly, warehousing, and distribution facilities; research and development activities; laboratories; ground transportation and airport-related terminals or transfer facilities; hotels/motels, meeting facilities; and office uses. Stand alone retail commercial uses intended to support and compliment the surrounding business and industrial land uses are permitted if they are approved as part of a Development of Regional Impact (DRI) or Planned Development rezoning. Stand alone retail commercial uses are limited to 1 acre out of every 10 Tradeport and preserved wetland acres within the project. To provide an incentive to preserve upland habitat, Developments of Regional Impact or Planned Developments may also receive additional stand alone retail acres at the rate of 1 additional acre out of every 10 acres of preserved and enhanced uplands within the project that protect wetlands, flowways or occupied listed species habitat. Ancillary retail commercial uses, related directly to the sale of products manufactured or services provided in the Tradeport, are allowed if they are part of a planned development. Residential uses, other than bona fide caretaker residences, are not permitted in this~~

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category. Caretaker residences are not permitted in the Airport Noise Zone B. Limerock mining may be approved through the Mine Excavation Planned Development rezoning process for the land designated Tradeport on the Future Limerock Mining map (Map 14.) Because this area is located within the Six Mile Cypress Basin and is also a primary point of entry into 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. 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. (Ordinance No. 94-30, 02-02, 03-04, 04-16, 07-09, 09-06, 10-14, 10-20, 10-37, 18-05)

...

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. (Ordinance No. 09-14, 16-15)~~

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 (Map 3G) was adopted by the Federal Aviation Administration as part of the Page Field Airport Master Plan Update. The currently adopted Airport Master Plan is incorporated into the Lee Plan by reference as support for Map 3G and Table 5(b). (Ordinance No. 09-14, 16-15)~~

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. 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, office, and 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 (Map 3M). (Ordinance No. 09-14, 16-15)~~

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POLICY 1.9.3: ~~If the Port Authority determines expansion of the Page Field General Aviation Airport boundaries is necessary in order to provide continued viability to Page Field as a reliever to Southwest Florida International Airport, then the Port Authority will submit to the Board of County Commissioners the appropriate application and support documentation to amend Map 3G, Table 5(b) and the Future Land Use Map to reflect the land added to Page Field General Aviation Airport. (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 with a corresponding comprehensive plan amendment submitted by the Port Authority to update Map 3G and Table 5(b) prior to obtaining local development approval. 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. (Ordinance No. 09-14, 16-15)~~

POLICY 1.9.5: ~~The Port Authority will seek to eliminate or modify existing uses on the Page Field property deemed incompatible with existing aviation activity or causing a diminution in the Page Field Airport capacity. In order to protect Page Field as a Southwest Florida International Airport reliever, the Port Authority will use its capacity/authority as a reviewing entity to influence land-use decisions and approvals with respect to development of the lands surrounding Page Field in order to promote development that is compatible with the aviation activity at Page Field General Aviation Airport. (Ordinance No. 09-14)~~

POLICY 1.9.6: ~~Development on Page Field lands must be consistent with the Airport Layout Plan (Map 3G). If the Page Field Airport Master Plan or Airport Layout Plan set is amended or updated by the Port Authority in a manner that constitutes a substantive change from Map 3G or Table 5(b), local development order approval may be delayed or denied pending a Lee Plan Amendment, by the Port Authority, with respect to Map 3G and Table 5(b). (Ordinance No. 09-14)~~

POLICY 1.9.7: ~~Non-aviation development areas at Page Field Airport, as depicted on Map 3G, will be developed under long term land leases. All non-aviation development must comply with Land Development Code regulations, including payment of impact fees. The intensity of nonaviation development must be consistent with Table 5(b). (Ordinance No. 09-14)~~

POLICY 1.9.8: ~~In cooperation with local, state, and Federal regulatory agencies, the Port Authority will work to minimize and correct any wildlife hazards arising from existing wetlands located on airport property. Site improvements on airport property will be designed to minimize attractiveness to wildlife of natural areas and man-made features on airport property such as detention/retention ponds, landscaping, and wetlands, which can provide wildlife with ideal locations for feeding, loafing, reproduction, and escape. (Ordinance No. 09-14, 13-12)~~

POLICY 1.9.9: ~~Future aviation and non-aviation development at Page Field General Aviation Airport must comply with the provisions of the Educational Restriction Zone established under Florida Statutes, section 333.03 and the School Zone Map adopted as part of the Lee County Land Development Code. (Ordinance No. 09-14)~~

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GOAL 2: GROWTH MANAGEMENT. To provide for an economically feasible plan which coordinates the location and timing of new development with the provision of infrastructure by government agencies, private utilities, and other sources.

OBJECTIVE 2.1: DEVELOPMENT LOCATION. Contiguous and compact growth patterns will be promoted through the rezoning process to contain urban sprawl, minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, prevent development patterns where large tracts of land are by-passed in favor of development more distant from services and existing communities. (Ordinance No. 94-30, 00-22)

...

POLICY 2.1.5: Residential and commercial development proposals within the vicinity of existing or proposed commodity movement facilities must demonstrate land use compatibility with these uses during the rezoning process and propose mitigation measures for adverse impacts.

(Scrivener's note: new Policy 2.1.5 is a relocation of text from Policy 46.2.2)

III. Transportation Element

a. Multi-modal Transportation

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GOAL 42: INTERGOVERNMENTAL COORDINATION. Cooperate with other governmental entities in the planning, funding, construction, operations and maintenance of transportation improvements within or affecting Lee County. (Ordinance No. 99-15, 02-02)

OBJECTIVE 42.1: PLANNING. Lee County will plan cooperatively with its municipalities, surrounding counties, Lee County Port Authority, and FDOT. (Ordinance No. 99-15)

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GOAL 43: MASS TRANSIT SERVICE. Reduce the number of automobile trips on Lee County roads by providing high quality public transit service within and between the concentrated population centers of Lee County, and ensure that this service is integrated with other modes of transportation. (Ordinance No. 99-15, 07-09, 17-13)

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OBJECTIVE 43.4: COORDINATION. All mass transit plans will be coordinated with state, regional, and other local governmental agencies and special needs groups. (Ordinance No. 99-15, 07-09)

...

POLICY 43.4.4: Lee Tran will coordinate with the Port Authority to continue to provide high quality public transit service to the Southwest Florida International Airport. This includes participation in Southwest Florida International Airport Master Plan Update efforts to re-evaluate

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and identify appropriate locations for multi-modal transfer facilities on airport property.
(Ordinance No. 98-09, 99-15, 07-09, 17-13, ~~xx-xx~~)

...

b. Ports, Aviation and Related Facilities

...

GOAL 46: COORDINATED SYSTEM OF RAILWAYS, AVIATION, PORTS, AND ROADS. Develop and maintain a coordinated system of railways, aviation, ports, roads, and related facilities to facilitate the safe and efficient movement of commerce, consistent with community values and economic objectives. (Ordinance No. 99-15)

~~OBJECTIVE 46.1: EXPANDED PORT AUTHORITY.~~ ~~By 2005 the county will investigate the possible expansion of the current role of the Lee County Port Authority to deal with all issues over which it has statutory authority. (Ordinance No. 99-15)~~

~~POLICY 46.1.1:~~ ~~The county will coordinate with the Lee County Airports Special Management Committee on recommended expansion of the Port Authority's role in order to further integrate the county's different modes of transportation. (Ordinance No. 99-15, 07-09)~~

~~OBJECTIVE 46.2: FUTURE LAND USES.~~ ~~The county will encourage the location of suitable commerce movement support facilities such as warehouses, cargo handling facilities, and transfer points at areas appropriately designated on the Future Land Use Map. (Ordinance No. 99-15)~~

~~POLICY 46.2.1:~~ ~~The following interchange areas are appropriate examples of truck terminal transfer points: Luckett Road, Daniels Parkway, and Alice Road. (Ordinance No. 99-15)~~

~~POLICY 46.2.2:~~ ~~Residential and commercial development proposals within the vicinity of existing or proposed commodity movement facilities must demonstrate land use compatibility with these uses during the rezoning process and propose mitigation measures for adverse impacts. (Ordinance No. 99-15)~~

(Scrivener's note: Text from Policy 46.2.2 is relocated to Policy 2.1.5)

~~POLICY 46.2.3:~~ ~~The county will develop a study of possible additional warehousing, cargo handling facilities, and transfer points that may be needed for viable commerce movement, and recommend the undertaking of these projects to such entities as the Horizon Council, Industrial Development Authority and the Lee County Port Authority. (Ordinance No. 99-15)~~

(Scrivener's note: Text from Policy 46.2.3 is relocated to Policy 47.5.8)

NOTE: RENUMBER OBJECTIVE 46.3 TO 46.1 AND SUBSEQUENT POLICIES AND OBJECTIVES UNDER GOAL 46 ACCORDINGLY.

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OBJECTIVE 47.1: ECONOMIC GROWTH. To aid in the diversification of the county's economic growth, the capacity and long term development of the Southwest Florida International Airport and Page Field General Aviation Airport will be expanded in compliance consistent with the currently adopted Airport Master Plans and Airport Layout Plans maintained by Lee County Port Authority in accordance

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~~with the FAA to aid in the diversification of the county's economic growth. Maps 3F and 3G, and Table 5(a) and 5(b). Specific project implementation and approval of the proposed development will be coordinated through the annual Capital Improvement Program process and be consistent with the Airport Layout Plans (Map 3F and 3G). These expansions~~ Expansions will be funded through user fees, airline contributions, and other funding sources not involving general county tax dollars. The Port Authority will strive to minimize impacts to surrounding land uses while maintaining a safe and efficient facility for airport operations. (Ordinance No. 98-09, 99-15, 04-16, 09-14, xx-xx)

~~**POLICY 47.1.1:** The Port Authority will coordinate the implementation of scheduled infrastructure and facility improvements for the Southwest Florida International Airport and Page Field General Aviation Airport consistent with the approved Airport Layout Plan sheets (Map 3F and Map 3G, respectively) and the Development Schedules (Table 5(a) and (b), respectively). (Ordinance No. 98-09, 99-15, 04-16, 09-14)~~

POLICY 47.1.12: The development potential of ~~Southwest Florida International Airport~~ Port Authority facilities will continue to be protected by the acquisition of additional land for runway and taxiway, road access, storm water management, and environmental mitigation use, consistent with the adopted Airport Master Plans and the Port Authority's Capital Improvement Programs. (Ordinance No. 98-09, 99-15, 07-09, xx-xx)

POLICY 47.1.23: The Port Authority will continue to expand existing and proposed aviation facilities such as ~~the terminals building~~, airport aprons, cargo facilities, roadways and parking in order to meet the forecasted demand at its facilities. (Ordinance No. 98-09, 99-15, 04-16, xx-xx)

NOTE: RENUMBER POLICY 47.1.4 AND SUBSEQUENT POLICIES ACCORDINGLY.

...

~~**POLICY 47.1.7:** The Port Authority will plan to accommodate growth at the existing facilities and provide for the development of future aviation facilities as warranted. (Ordinance No. 98-09, 99-15)~~

OBJECTIVE 47.2: DEVELOPMENT COMPATIBILITY IN VICINITY OF AIRPORTS. ~~The county and Port Authority will~~ Evaluate development proposals for property located within the vicinity of existing or planned aviation facilities to ensure land use compatibility, to preclude ~~obstructions~~ hazards to aircraft operations; and to protect airport capacities and facilities. (Ordinance No. 99-15, 07-09, xx-xx)

~~**POLICY 47.2.1:** The Port Authority will coordinate efforts with aviation and other transportation interests at the Southwest Florida International Airport to establish multi-modal transfer facilities. During prior master planning efforts, the Port Authority identified on its Airport Layout Plan (Map 3F) an "Ultimate Passenger Multi Modal" area. As part of the normal Airport Master Plan update approval process, the Airport Layout Plan was approved by the FAA, FDOT, and the Board of County Commissioners and is consistent with other transportation related objectives. Future Southwest Florida International Airport Master Plan Update efforts will re-evaluate appropriate locations for multi-modal transfer facilities on airport property. (Ordinance No. 99-15, 04-16, 11-16)~~

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(Scrivener's note: text from Policy 47.2.1 is relocated to Policy 43.4.4 for consistency with statutes regulating coordination of transit services with plans for ports, aviation and related facilities.)

POLICY 47.5.447.2.1: The county will consider ~~IL~~ and use compatibility will be considered when reviewing development proposals within the vicinity of existing or ~~proposed~~ planned aviation facilities. (Ordinance No. 99-15, xx-xx)

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

~~**POLICY 47.2.3:** Future updates of the Page Field and Southwest Florida International Airport Master Plans will monitor and incorporate development of non aviation uses at the airports and suggest aviation related uses as appropriate. (Ordinance No. 99-15, 04-16)~~

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

POLICY 47.2.53: The county will utilize the approved Airport Master Plans, rules of Chapter 333 F.S. and the Southwest Florida International Airport FAR Part 150 Study, including updates, as a basis to amend the Lee 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 46.247.1. 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 approval for the affected airport. The Airport Master Plan and Airport Layout Plans (Maps 3F and 3G) will be updated in accordance with Federal Aviation Administration requirements. (Ordinance No. 99-15, 04-16, 09-14, 16-15, xx-xx)

~~**POLICY 47.6.647.2.4:**~~ In the interest of the safety of air commerce, the county will not approve a temporary or permanent structure that is an obstruction to air navigation which affects the safe and efficient use of navigable airspace or the operation of planned or existing air navigation and communication facilities; or that does not comply with placement, lighting and marking standards, established by the Port Authority, Florida Statutes, or the FAA rules and regulations. (Ordinance No. 99-15, 07-09, xx-xx)

~~**POLICY 47.6.447.2.5:**~~ The safety of aircraft operators, aircraft passengers, and persons on the ground will guide the Port Authority in the operation of county airports. Hazardous wildlife attractants within 10,000 feet of the airport's Air Operations Area (AOA) will be avoided by minimizing and correcting any wildlife hazards arising from wetlands or water bodies in accordance with FAA AC 150/5200-33B, or as otherwise amended. Site improvements on or near the airports are to be designed to minimize attractiveness to wildlife of natural areas and man-made

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features such as detention/retention ponds, landscaping, and wetlands, which can provide wildlife with ideal locations for feeding, loafing, reproduction and escape. (Ordinance No. 99-15, ~~xx-xx~~)

POLICY 47.2.6: Through ~~an~~ interlocal agreements, the Port Authority and ~~the City of Fort Myers~~ incorporated local governments within Lee County will continue to coordinate the review of new ~~land uses that have the potential to create tall structure obstructions or hazards~~ to aviation within the City of Fort Myers those jurisdictions. (Ordinance No. 07-09, ~~xx-xx~~)

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

...

POLICY 47.3.3: ~~Maximum use of airport facilities should be ensured before expanding or developing a~~ New or expanded facilities will be planned as part of the normal Airport Master Plan update approval process, subject to approval by the FAA, FDOT, and the Board of County Commissioners. (Ordinance No. 07-09, ~~xx-xx~~)

POLICY 47.3.4: ~~The proposed development schedule for the Southwest Florida International Airport is depicted in Table 5(a). The proposed development schedule for the Page Field General Aviation Airport is depicted in Table 5(b). These Tables include both aviation and non-aviation related development. If the Federal Aviation Administration/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.~~ (Ordinance No. 04-16, 09-14, 11-16, 16-15)

OBJECTIVE 47.4: ACCESS. The Southwest Florida International Airport is an intermodal facility of significant value to the regional, state and federal transportation systems. Page Field Airport plays a vital role as a reliever airport facility to Southwest Florida International Airport. ~~Protecting this these resources requires the provision of adequate landside and airside capacity.~~ (Ordinance No. 99-15, ~~xx-xx~~)

POLICY 47.4.1: ~~The County and Port Authority will coordinate aviation facility expansion and demand, consistent with the Airport Layout Plan, through the County's annual Capital Improvement Program in conjunction with regular briefings by Port Authority staff to County staff.~~ (Ordinance No. 98-09, 99-15, 04-16)

POLICY 47.4.2: ~~The county and Port Authority recognize that the access from Interstate 75 to the Southwest Florida International Airport is designated as a priority intermodal connector in the National Highway Plan and Florida Intrastate Highway System Plan, and will work with the MPO, FDOT and the Federal Highway Administration to ensure that this access receives funding and is developed compatibly with the intermodal access needs of the region.~~ (Ordinance No. 99-15)

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POLICY 47.4.31: The Port Authority will coordinate surface transportation planning for Page Field Airport and the Southwest Florida International Airport with the Lee County Metropolitan Planning Organization, the Lee Ceounty Department of Transportation, Lee Tran, and the Florida Department of Transportation to ensure adequate access to the airports. (Ordinance No. 98-09, 99-15, 07-09, xx-xx)

POLICY 47.4.42: ~~The County and Port Authority recognize the significance and value of the Southwest Florida International Airport.~~ The Lee County Port Authority will aggressively pursue Federal and State funding for access roadway improvements as identified on the Airport Layout Plans. (Ordinance No. 04-16, xx-xx)

POLICY 47.4.53: Development of non-aviation related uses on airport property will be required to meet concurrency standards set forth in the Lee County Land Development Code. (Ordinance No. 04-16, xx-xx)

OBJECTIVE 47.5: COORDINATED COMMERCE MOVEMENT. The Port Authority will provide facilities that are economically feasible and compatible with adjacent land uses, environmental standards and public safety, and that also meet the needs of commerce movement enterprises and facilities. Encourage facilities that meet the needs of commerce movement enterprises that are also economically feasible and compatible with adjacent land uses, environmental standards, and public safety.-(Ordinance No. 99-15, xx-xx)

POLICY 47.5.1: ~~The Port Authority will continue to coordinate plans for existing and proposed aviation facilities with appropriate transportation agencies such as the Federal Aviation Administration, the Transportation Security Administration, the Lee County Metropolitan Planning Organization, the Florida Department of Transportation, Lee Tran and the Lee County Department of Transportation.~~ (Ordinance No. 98-09, 99-15, 07-09)

POLICY 47.5.2: ~~The county will monitor roads leading to Page Field and the Southwest Florida International Airport in order to facilitate efficient and convenient access for airport users.~~ (Ordinance No. 99-15)

POLICY 47.5.3: ~~The county will coordinate with private investors by reviewing plans and otherwise providing technical assistance in the development of aviation facilities in Lee County to ensure land use, airspace, and environmental compatibility.~~ (Ordinance No. 99-15)

POLICY 47.5.4: ~~The county will consider land use compatibility when reviewing development proposals within the vicinity of existing or proposed aviation facilities.~~ (Ordinance No. 99-15)
(Scrivener's note: Text of Policy 47.5.4 is relocated to Policy 47.2.1 because it relates to compatibility referenced in Objective 47.2)

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

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POLICY 47.5.61: The Port Authority will encourage cargo and freight development at the Southwest Florida International Airport by implementing domestic and international cargo marketing programs and by expanding airport facilities, as needed, in order to accommodate large domestic and international cargo carriers. (Ordinance No. 99-15, xx-xx)

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

POLICY 47.5.82: The county will study future needs for and encourage the provision of warehouses, cargo handling facilities, and freight transfer points at and near aviation facilities. The study of future needs and implementation of strategies to address ~~needed for the movement of~~ commerce by local industries, trade, and commercial enterprises may be coordinated with the Horizon Council, Industrial Development Authority and the Lee County Port Authority. (Ordinance No. 99-15, xx-xx)

(Scrivener's note: Text from Policy 46.2.3 is relocated to Policy 47.5.2 because it relates to Objective 47.5 references to coordinated commerce movement.)

OBJECTIVE 47.6: AGENCY COORDINATION. Ensure that existing and future air system needs can be met safely and with a minimum of land use conflict by coordinating aviation facility plans with appropriate federal, state, regional, and local review and permitting agencies. (Ordinance No. 99-15)

~~**POLICY 47.6.1:** The Port Authority will coordinate and obtain approval for airport development from the County through the annual capital improvement planning and programming process; local permitting process; Airport Master Plan Update process; and, the Lee Plan amendment process to ensure compatibility with other County programs. The Port Authority will provide Lee County copies of the annual Capital Improvement Plan or other similar document for the Southwest Florida International Airport and Page Field General Aviation Airport. Airport development will remain consistent with the MPO Long Range Transportation Plan and will support the provision of regional transportation facilities for the efficient use and operation of the transportation system and airports. Additional specific coordination requirements are contained in Objective 151.4 and subsequent policies. (Ordinance No. 99-15, 04-16, 09-14)~~

~~**POLICY 47.6.2:** While airport facilities will be operated in conformance with applicable state and federal regulations, the Port Authority will strive to ensure that Lee County environmental and other regulations are also implemented to the greatest extent possible. (Ordinance No. 99-15)~~

~~**POLICY 47.6.3:** The Port Authority will develop plans for aviation in the county that are consistent with the Continuing Florida Aviation System Planning Process and the National Plan of Integrated Airport Systems. (Ordinance No. 99-15)~~

~~**POLICY 47.6.5:** The county will maintain the tall structure permitting process to ensure that proponents of potential structural hazards to aviation coordinate with the Port Authority and the~~

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~~Federal Aviation Administration to properly place, mark and light potential obstructions as necessary. (Ordinance No. 99-15)~~

OBJECTIVE 47.7: COORDINATION OF ELEMENTS. ~~Coordinate the expansion of existing airports and the proposed siting of any new airports with the Future Land Use and Conservation and Coastal Management elements. (Ordinance No. 99-15, 07-09)~~

POLICY 47.7.1: ~~The use of existing and proposed aviation facilities will be promoted by the Port Authority consistent with the Future Land Use and Conservation and Coastal Management elements of the Lee Plan. (Ordinance No. 99-15)~~

POLICY 47.7.2: ~~Ensure that adverse structural and non structural impacts of aviation facilities upon natural resources and wildlife are mitigated consistent with FAA policies and procedures and in coordination with federal, state, regional and local environmental agencies. (Ordinance No. 99-15)~~

POLICY 47.7.3: ~~The Port Authority will abide by all other relevant parts of this comprehensive plan in the construction and operation of Page Field Airport and the Southwest Florida International Airport, especially the Future Land Use, Conservation and Coastal Management, and Transportation elements. (Ordinance by No. 98-09, 99-15, 07-09)~~

IV. Community Facilities and Services Element

POLICY 66.3.11: ~~Prohibit the location of schools in the areas designated on the Future Land Use Map as Airport Noise Zone B or within other high noise impact areas. Additionally, Location of schools must be in accordance with Florida Statute Chapter 333, and the Airport Compatibility standards in the Land Development Code. the construction of a public or private school is prohibited within an area extending five miles along the extended centerline of a runway (either existing or proposed) with a width one half the length of the runway. As per State Statute, "Exceptions approving construction of an educational facility within the delineated area shall only be granted when the political subdivision administering the zoning regulations makes specific findings detailing how the public policy reasons for allowing the construction outweigh health and safety concerns prohibiting such a location." (Ordinance No. 07-09, XX-XX)~~

X. Intergovernmental Coordination Element

OBJECTIVE 151.4: COORDINATION OF AIRPORT DEVELOPMENT AND IMPROVEMENTS AT THE SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AND PAGE FIELD ~~GENERAL AVIATION~~ AIRPORT WITH ALL PERMITTING AGENCIES. The Port Authority will coordinate with Lee County, the Southwest Florida Regional Planning Council, the Florida Department of ~~Community Affairs~~Economic Opportunity, ~~Federal Aviation Administration~~FAA, and the Florida Department of Transportation to ensure that the development of the Southwest Florida International Airport and the Page Field ~~General Aviation~~ Airport is consistent with the Lee Plan. (Added by Ordinance No. 04-16, Amended by Ordinance No. 09-14, xx-xx)

POLICY 151.4.1: Port Authority staff will ensure that Lee County staff is directly involved in the review and approval process related to the ongoing updates of the Airport Master Plans for Southwest Florida International Airport and Page Field ~~General Aviation~~ Airport. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Layout Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments to the Airport zoning approvals and compliance with the Lee County Land Development Code.

POLICY 151.4.2: The Port Authority will submit and County staff will review and provide comments regarding the following:

1. Scope and content of ongoing updates to the Airport Master Plans for Southwest Florida International Airport and Page Field ~~General Aviation~~ Airport, ~~pursued in accordance with Federal Aviation Administration Advisory Circular 150/5070-6 and the Florida Department of Transportation Guidebook for Airport Master Planning.~~
2. Consistency of proposed amendments to the Airport Master Plans ~~and resulting Airport Layout Plan for Southwest Florida International Airport (Map 3F) and Page Field General Aviation Airport (Map 3G)~~ with the Lee Plan, Land Development Code (LDC) and local zoning approvals.
3. Compatibility and compliance of individual CIP projects with the Lee Plan, LDC regulations, zoning approvals and other applicable regulations.
4. ~~Proposed Lee Plan Amendments necessary to support revisions to the Airport Layout Plan for Southwest Florida International Airport (Map 3F) and Page Field General Aviation Airport (Map 3G), the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)), the Page Field General Aviation Airport Proposed Development Schedule (Table 5(b)), the Airport Master Plans for Southwest Florida International Airport and Page Field General Aviation Airport, or CIP project list.~~ (Added by Ordinance No. 04-16, Amended by Ordinance No. 09-14, xx-xx)

XII. Glossary

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AIRPORT LAYOUT PLAN - A map of existing and proposed airport property, facilities and development that is created as a result of the Airport Master Planning process. ~~The Airport Layout Plan for Southwest Florida International Airport is adopted as Map 3F, and the Airport Layout Plan for Page Field General Aviation Airport is adopted as Map 3G.~~ (Ordinance No. 04-16, 09-14, xx-xx)

NON-AVIATION RELATED USES - This phrase refers to the commercial and industrial land uses identified on the Southwest Florida International Airport Layout Plan ~~(Map 3F), the Southwest Florida International Airport Proposed Development Schedule (Table 5(a)), and the Page Field General Aviation Airport Layout Plan (Map 3G), and the Page Field General Aviation Airport Proposed Development Schedule (Table 5(b)).~~ Non-aviation related uses are typically developed in non-aviation settings. Non-aviation uses may be enhanced by proximity to an airport, but these uses are not dependent on access to an airport. These uses could be developed in other locations within the County. Non-aviation related uses will be established on Airport lands through lease agreements with the Port Authority. The areas identified to accommodate these non-aviation uses are ~~not necessary to~~ supportive of the primary aviation facilities comprising the Southwest Florida International Airport or the Page Field General Aviation Airport. Use of Airport lands for non-aviation use is intended to provide a revenue stream that may be used to enhance airport operations. ~~Though located on airport property, the establishment of non-aviation uses is not necessary for the continued function of the primary aviation facilities associated with the airport.~~ (Ordinance No. 04-16, 09-14, xx-xx)

~~**PAGE FIELD GENERAL AVIATION AIRPORT PROPOSED DEVELOPMENT SCHEDULE (TABLE 5(b))**—Depicts the proposed development schedule for the Page Field General Aviation Airport. The Table will be updated by Lee Plan Amendment based on future Airport Master Plan and Airport Layout Plan updates.~~ (Ordinance No. 09-14, 16-15)

~~**SOUTHWEST FLORIDA INTERNATIONAL AIRPORT PROPOSED DEVELOPMENT SCHEDULE (TABLE 5(a))**—Depicts the proposed development schedule for the Southwest Florida International Airport.~~ (Ordinance No. 04-16, 07-12, 09-14, 16-15)

~~**SUBSTANTIVE CHANGE**—As used in Policies 47.2.5 and 47.3.4, the term “substantive change” means development not specifically stated or identified in Table 5(a) or Table 5(b), or depicted on Map 3F or Map 3G.~~ (Ordinance No. 04-16, 09-14)

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