



LEE COUNTY BOARD OF COUNTY COMMISSIONERS

COMPREHENSIVE PLAN AMENDMENT HEARING
AGENDA

Wednesday, March 20, 2019

9:30AM

CPA2018-10009	AIRPORT LANDS UPDATES - ADOPTION
CPA2018-10010	OLD CORKSCREW GOLF COURSE - TRANSMITTAL
CPA2019-00001	IMPACTED WETLANDS - TRANSMITTAL

**NOTICE OF PROPOSED AMENDMENT TO THE
LEE COUNTY COMPREHENSIVE LAND USE PLAN
(ADOPTION HEARING)**

The Lee County Board of County Commissioners will hold a public hearing to consider the adoption of proposed amendments to the Lee County Comprehensive Land Use Plan (Lee Plan) on Wednesday, March 20, 2019. The hearing will commence at 9:30 a.m., or as soon thereafter as can be heard, in the Board Chambers, 2120 Main Street in Downtown Fort Myers.

The Board proposes to adopt an ordinance amending the Lee Plan as follows:

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.

Copies of this Notice and the proposed ordinance are available for inspection or copying during regular business hours at the Minutes Office of the Clerk of Courts of Lee County, located in the Courthouse Administration Building, 2115 Second Street, Fort Myers, Florida. 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.

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

Lee County will not discriminate against individuals with disabilities. To request an accommodation, contact Joan LaGuardia, (239) 533-2314, Florida Relay Service 711, or ADArequests@leegov.com, at least five business days in advance.

**NOTICE OF PROPOSED AMENDMENT TO THE
LEE COUNTY COMPREHENSIVE LAND USE PLAN
(TRANSMITTAL HEARING)**

The Lee County Board of County Commissioners will hold a public hearing to consider proposed amendments to the Lee County Comprehensive Land Use Plan (Lee Plan) on Wednesday, March 20, 2019. The hearing will commence at 9:30 a.m., or as soon thereafter as can be heard, in the Board Chambers at 2120 Main Street in Downtown Fort Myers. At the hearing, the Board will consider the proposed amendments for transmittal to the Florida Department of Economic Opportunity:

CPA2018-10010 Old Corkscrew Golf Club: Amend Map 6, Lee County Utilities Future Water Service Areas, to add 259 acres to the service area.

CPA2019-00001 Wetland Impacts: Amend the Lee Plan to clarify uses allowed in the Wetlands future land use category on property where impacts are authorized by a State agency.

This transmittal hearing is the first step in a two step public hearing process to amend the Lee Plan. A second hearing will follow the Department of Economic Opportunity's review of the application.

Documentation for the Proposed Comprehensive Plan Amendment is available at <https://www.leegov.com/dcd/planning/cpa> or at the Department of Community Development located at 1500 Monroe Street, Fort Myers, Florida. 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.

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

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CPA2018-10009

LCPA AIRPORT
LANDS UPDATE

Summary Sheet

Port Authority Airport Lands Update, CPA2018-10009

Purpose:

- Delete Airport Master Plans and Development Schedules, which will instead be maintained within each of the airport's respective zoning;
- Amend airport related provisions to incorporate references to the FAA approved Airport Master Plans.
- Relocate the Airport Mitigation Lands Overlay from Map 3M to Map 1, Page 4;
- Update and clarify the intent of the Airport future land use category; and,
- Delete redundant provisions regarding airports and facility coordination between the Port Authority and Lee County, which will improve and streamline airport planning collaboration between the Port Authority and Lee County.

Transmittal Hearing:

A motion was made to transmit CPA2017-06 as recommended by staff. The motion was passed 5 to 0.

Public Comments:

There was no public comment concerning the proposed amendment.

State Reviewing Agency Objections, Recommendations, and Comments:

Lee County received responses from the following review agencies addressing the transmitted amendment: South Florida Water Management District (SFWMD); Florida Fish and Wildlife Conservation Commission (FWC); Florida Department of Transportation (FDOT); Florida Department of Environmental Protection (FDEP); and, Florida Department of Economic Opportunity (DEO).

There were no objections concerning the proposed amendments. DEO provided a technical assistance comment; FDOT provided comments and a technical assistance comment, all of which are discussed within Part 6 of the staff report.

Modifications were made to Policy 1.1.12 as a result of coordinating with FDOT. This includes providing specific references to the Airport Master Plans within the Lee Plan.

Staff Recommendation:

Staff recommends that the BoCC adopt the proposed amendment as provided in Attachment 1.

LEE COUNTY ORDINANCE NO. 19-**
Lee County Port Authority Airport Lands Updates
(CPA2018-10009)

AN ORDINANCE AMENDING THE LEE COUNTY COMPREHENSIVE PLAN, COMMONLY KNOWN AS THE “LEE PLAN,” ADOPTED BY ORDINANCE NO. 89-02, AS AMENDED, SO AS TO ADOPT AMENDMENT PERTAINING TO THE LEE COUNTY PORT AUTHORITY AIRPORT LANDS UPDATES (CPA2018-10009) APPROVED DURING A PUBLIC HEARING; PROVIDING FOR PURPOSE, INTENT, AND SHORT TITLE; AMENDMENTS TO ADOPTED MAP AND TEXT; LEGAL EFFECT OF “THE LEE PLAN”; PERTAINING TO MODIFICATIONS THAT MAY ARISE FROM CONSIDERATION AT PUBLIC HEARING; GEOGRAPHICAL APPLICABILITY; SEVERABILITY, CODIFICATION, SCRIVENER’S ERRORS, AND AN EFFECTIVE DATE.

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

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

WHEREAS, the Lee County Local Planning Agency (“LPA”) held a public hearing on the proposed amendment in accordance with Florida Statutes and the Lee County Administrative Code on November 5, 2018; and,

WHEREAS, the Board held a public hearing for the transmittal of the proposed amendment on December 5, 2018. At that hearing, the Board approved a motion to send, and did later send, proposed amendment pertaining to Lee County Port Authority Airport Lands Updates (CPA2018-10009) to the reviewing agencies set forth in Section 163.3184(1)(c), F.S. for review and comment; and,

WHEREAS, at the December 5, 2018 meeting, the Board announced its intention to hold a public hearing after the receipt of the reviewing agencies’ written comments; and,

WHEREAS, on March 20, 2019, the Board held a public hearing and adopted the proposed amendment to the Lee Plan set forth herein.

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

SECTION ONE: PURPOSE, INTENT AND SHORT TITLE

The Board of County Commissioners of Lee County, Florida, in compliance with Chapter 163, Part II, Florida Statutes, and with Lee County Administrative Code AC-13-6, conducted public hearings to review proposed amendments to the Lee Plan. The purpose of this ordinance is to adopt map and text amendments to the Lee Plan discussed at those meetings and approved by a majority of the Board of County Commissioners. The short title and proper reference for the Lee County Comprehensive Land Use Plan, as hereby amended, will continue to be the "Lee Plan." **This amending ordinance may be referred to as the "Lee County Port Authority Airport Lands Updates Ordinance (CPA2018-10009)."**

SECTION TWO: ADOPTION OF COMPREHENSIVE PLAN AMENDMENT

The Lee County Board of County Commissioners amends the existing Lee Plan, adopted by Ordinance Number 89-02, as amended, by adopting an amendment, which amends 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 known as Lee County Port Authority Airport Lands Updates (CPA2018-10009).

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

SECTION THREE: LEGAL EFFECT OF THE "LEE PLAN"

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

SECTION FOUR: MODIFICATION

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

SECTION FIVE: GEOGRAPHIC APPLICABILITY

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

SECTION SIX: SEVERABILITY

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

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

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

SECTION EIGHT: EFFECTIVE DATE

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

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

John Manning	_____
Cecil Pendergrass	_____
Larry Kiker	_____
Brian Hamman	_____
Frank Mann	_____

DONE AND ADOPTED this _____ day of _____ 20__.

ATTEST:
LINDA DOGGETT, CLERK

LEE COUNTY BOARD OF
COUNTY COMMISSIONERS

BY: _____
Deputy Clerk

BY: _____
Larry Kiker, Chair

DATE: _____

APPROVED AS TO FORM FOR THE
RELIANCE OF LEE COUNTY ONLY

County Attorney's Office

Exhibit A: Adopted revisions to Text (Adopted by BOCC March 20, 2019)
Exhibit B: Map 1, Page 4: Special Treatment Areas (Update)
Exhibit C: Map 3F: Southwest Florida International Airport Layout Plan (Delete)
Exhibit D: Map 3G: Page Field Airport Master Plan Airport Layout Plan (Delete)
Exhibit E: Map 3M: Airport Mitigation Lands Overlay (Delete/Relocate data)
Exhibit F: 5 (a) Southwest Florida International Airport Development Schedule (Delete)
Exhibit G: 5 (b) Page Field General Aviation Airport Development Schedule (Delete)

EXHIBIT A

Note: Text depicted with underscore represents additions to the Lee Plan.
Strike-through text represents deletions from the Lee Plan.

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)

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)

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 non-aviation related 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.

Allowable land uses and intensities within the Airport Lands future land use category are according to the plans for the airport properties outlined in the *Southwest Florida International Airport Master Plan Update* dated March 2004 by DMJM Aviation, Inc. on behalf of Lee County Port Authority and the *Page Field General Aviation Airport Master Plan Update* dated May 2002 by Birk Hillman Consultants, Inc. on behalf of Lee County Port Authority.

Development will include aviation related facilities such as hangars, terminals, and runways, and non-residential, non-aviation ~~non-residential~~ related light industrial and commercial land uses such as hotels/motels, light industrial, manufacturing, service 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.

If the airport master planning process precipitates a change to the airport boundaries or a substantive change to development intensities, the Port Authority will initiate the appropriate amendment to reflect such changes.

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 ~~1.2.21.1.13~~ – 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)~~

~~**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)~~

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)~~

POLICY 46.2.2 2.1.5: - Renumber

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)

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)

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)

~~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 Alico Road. (Ordinance No. 99-15)

OBJECTIVE 46.346.1: AGENCY COORDINATION. – Renumber.

POLICY 46.3.146.1.1: – Renumber.

POLICY 46.3.246.1.2: – Renumber.

POLICY 46.3.346.1.3: – Renumber.

POLICY 46.3.446.1.4: – Renumber.

POLICY 46.3.546.1.5: – Renumber.

OBJECTIVE 46.446.2: COORDINATION OF ELEMENTS. – Renumber.

POLICY 46.4.146.2.1: – Renumber.

POLICY 46.4.246.2.2: – 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)

~~**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)

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 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)~~

POLICY 47.5.447.2.1: 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)

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~~ 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)

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 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)

POLICY 47.6.47.2.5: ~~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)

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: 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)

~~**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 these resources is vital to maintaining ~~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)~~

POLICY 47.4.3~~1~~: 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 47.4.4~~2~~:** 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 47.4.5~~3~~: 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)

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)~~

~~**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 47.5.5:** 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 47.5.61:** - 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)~~

~~**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)~~

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 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 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)~~

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)~~

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)

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)

XII. Glossary

AIRPORT LAYOUT PLAN - A map of existing and proposed airport property, facilities and development that is created and regularly updated 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 non-residential 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~~ 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)

Map Amendments:

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

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

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

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


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

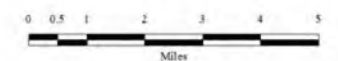
 Tier 5

 Tier 6

 Tier 7

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

EXHIBIT B

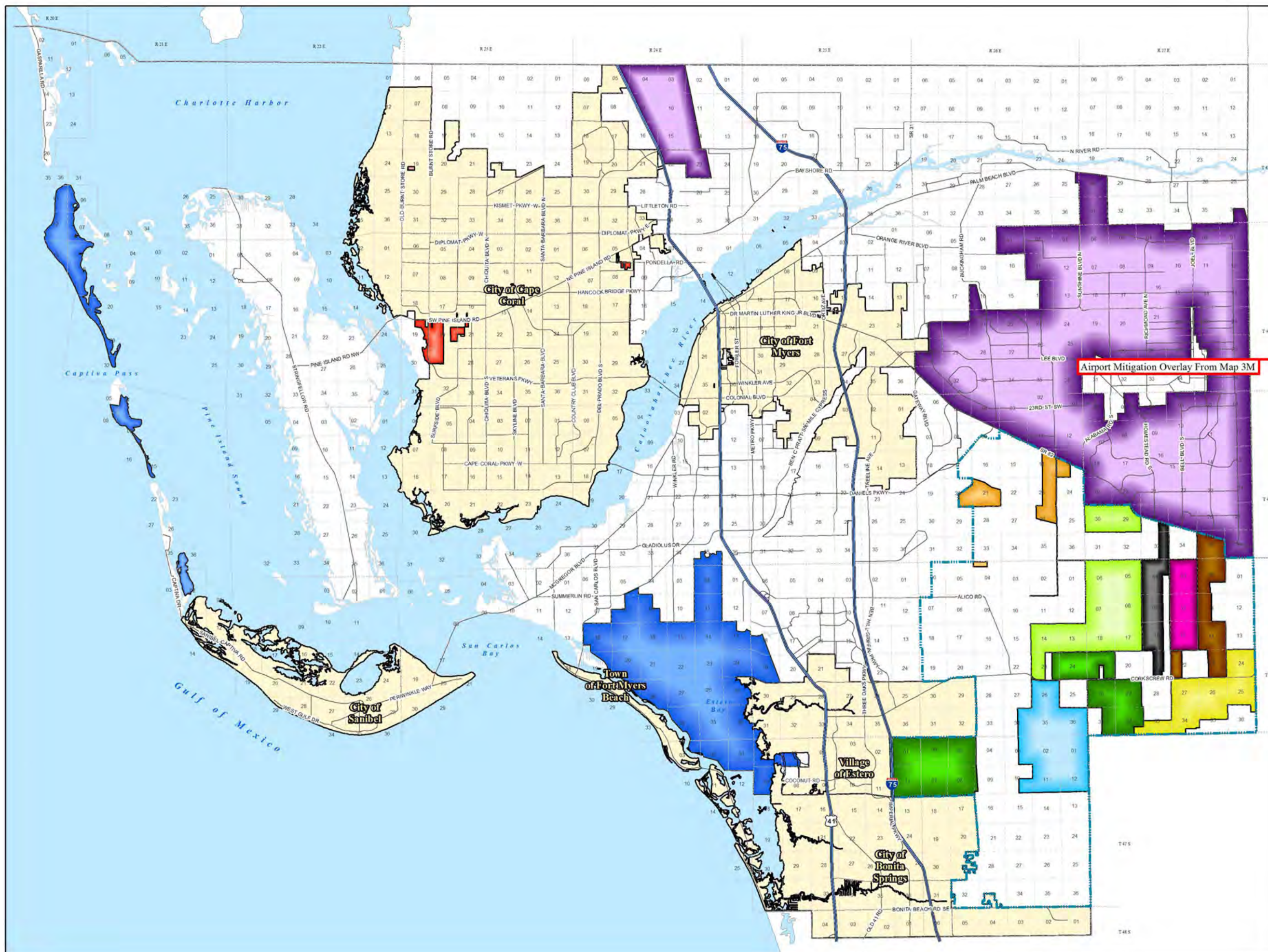


Map Generated: October 2018
City limits and Southeast Lee County boundary
current to date of map generation

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

Lee Plan Map 1

Page 4 of 7



Map To Be Deleted



LEE COUNTY
FLORIDA



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

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

Generalized Map based on the
A.P. Adopted by Ord. 04-16

Lee Plan Map 3F



**SOUTHWEST FLORIDA
INTERNATIONAL AIRPORT
FORT MYERS, FLORIDA
AIRPORT LAYOUT PLAN**

SHEET
2
OF
15

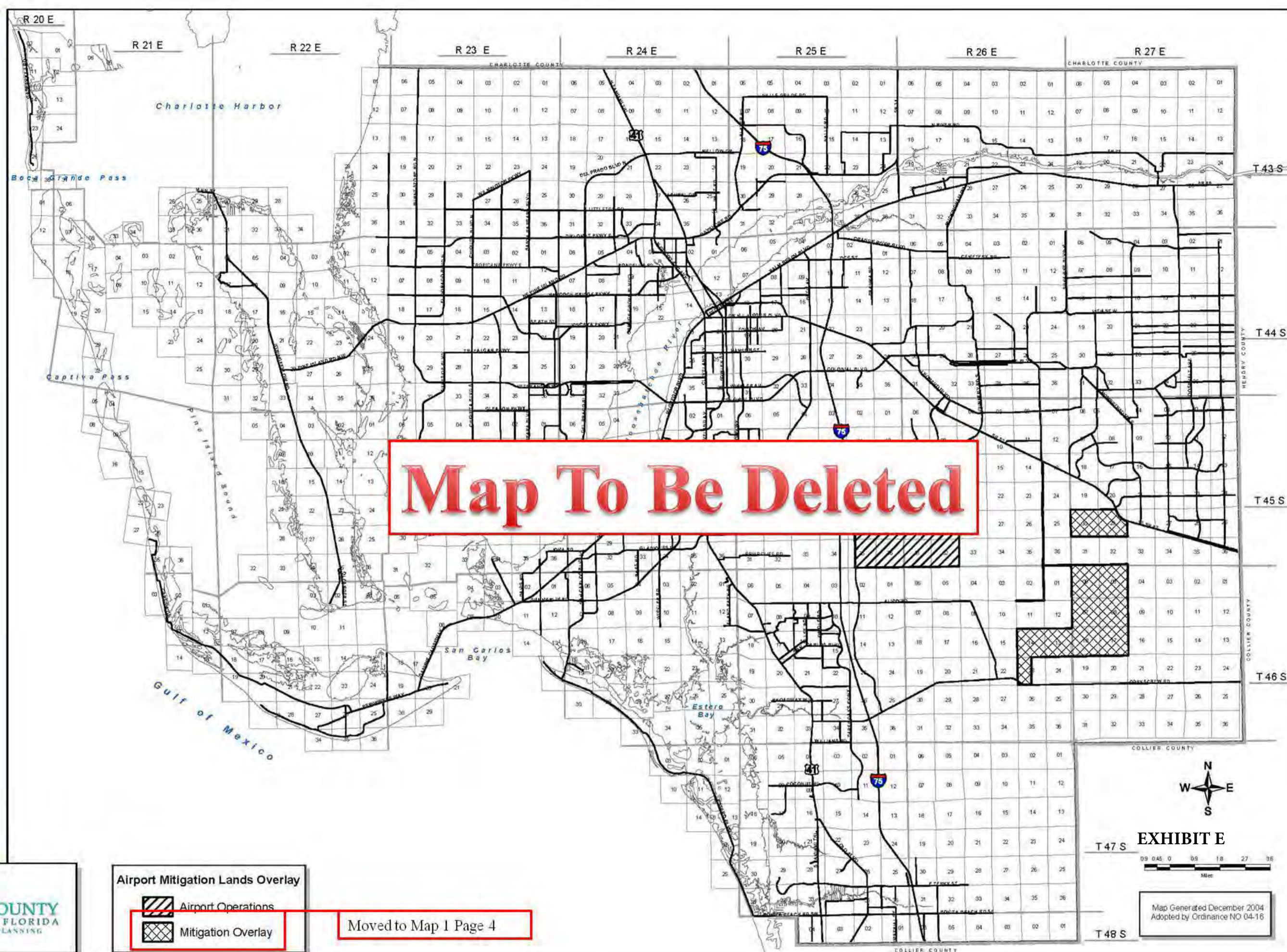


TABLE 5(a)
Southwest Florida International Airport Development Schedule

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		ces in 2020
Taxi/Limo/Toll Booth		mo spaces
Rental Cars		l car spaces
Cell Phone Lot		
Airport Training & Conference Center		
Gun Range	8,000 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			
Commercial Retail, Restaurant and Service	Option 2		
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 are available in the annual Capital Improvement Plan (CIP) prepared by the Lee County Port Authority for the Southwest Florida International Airport.
2. All non-aviation related development will meet local land development code requirements such as open space requirements listed in LDC Sec. 10-415 and Wetland impacts requirements listed in LDC Sec. 14-293. All development will be required to undergo local site and zoning review prior to local development order issuance. This Development includes 10% retail.
3. Development within the "Potential Future Development Area" will require amendment of the Lee Plan prior to development.

TABLE 5(b)
Page Field General Aviation Airport
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		62,200± sq. yds.
Primary Taxiways		
Taxiway A		
Taxiway B		
Taxiway C		
Taxiway D		
Taxiway E		1,052± ft. Taxiway
Aviation-Support Facilities Identified		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.

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

BoCC: 12/05/2018

BoCC: 3/20/2019

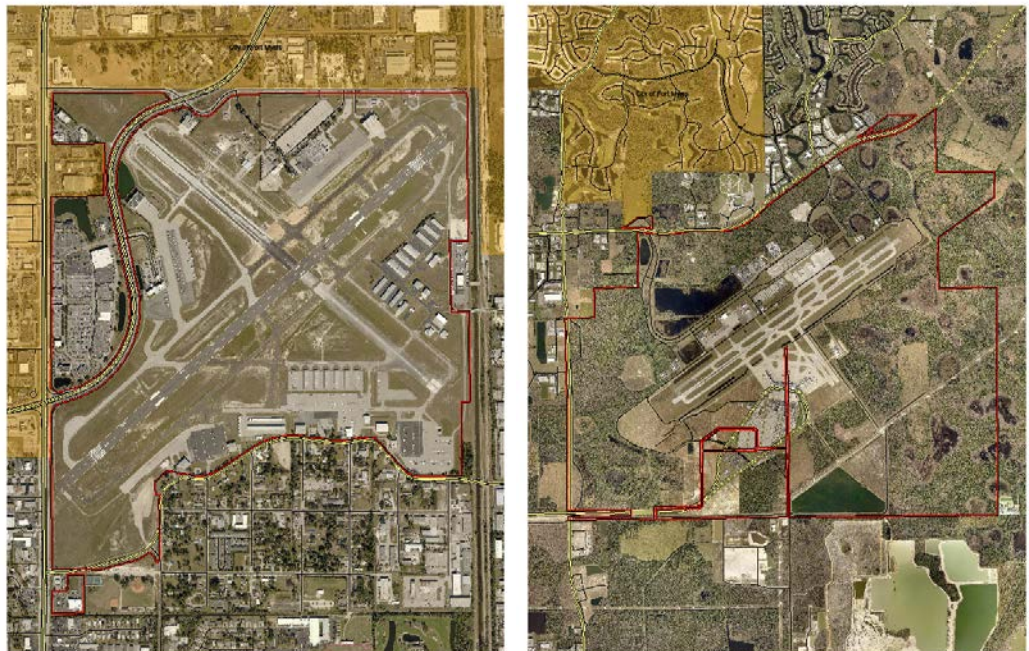
REQUEST

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.

PART 4
LOCAL PLANNING AGENCY
REVIEW AND RECOMMENDATION

DATE OF PUBLIC HEARING: November 05, 2018

A. LOCAL PLANNING AGENCY REVIEW:

The applicant provided a brief presentation for the proposed amendment that covered deleting Tables 5(a) and 5(b), which are the development schedules for Southwest Florida International Airport (RSW) and Page Field General Aviation Airport (FMY) and deleting Maps 3F and 3G, which are the RSW and FMY Airport Master Plans. Additionally, the applicant's presentation summarized the proposed text amendments, which include clarifying the intent of the Airport future land use category, referencing the FAA approved Airport Master Plans for airport relates provisions, and deleting redundant provisions regarding airports and facility coordination between the Port Authority and Lee County. The applicant concluded the presentation with acknowledging the proposed amendments consistency with the Lee Plan and State Statutes.

Following the applicant's presentation, a member of the LPA asked whether the proposed Comprehensive Plan Amendment and the proposed Land Development Code Amendment would be presented together. The applicant informed the board members that each case would be individually presented. A member of the LPA had a question regarding 'multi-modal transportation facilities' as it pertains to the proposed Policy 43.4.4. The applicant responded to this question by describing the importance and the connection between multi-modal transportation and transportation facilities; and, the airport's property, the airport planning process, and county-wide transportation. A third question was raised by a member of the LPA with regard to wildlife hazards in proposed Policy 47.2.5. The applicant responded by stating the proposed policy is comprised of language from FAA guidelines and regulations, and that the proposed policy is consistent with those regulations intended to reduce potential wildlife hazards arising from wetlands or bodies of water within close proximity to the runway. Also discussed were alternative development options to meet applicable LDC requirements and limit potential wildlife hazards.

No members of the public spoke in favor of or against the proposed amendments.

B. LOCAL PLANNING AGENCY RECOMMENDATION:

A motion was made to recommend that the Board of County Commissioners **transmit** CPA2018-10009 as recommended by staff. The motion was passed 6 to 0.

VOTE:

DENNIS CHURCH	AYE
FRANK FEENEY	AYE
JAMES INK	AYE
KRISTINE SMALE	ABSENT
STAN STOUER	AYE
JUSTIN THIBAUT	AYE
HENRY ZUBA	AYE

C. STAFF RECOMMENDATION:

Staff recommends that the Board of County Commissioners **transmit** CPA2018-10009 as provide in Attachment 1.

PART 5

**BOARD OF COUNTY COMMISSIONERS
TRANSMITTAL HEARING FOR PROPOSED AMENDMENT**

DATE OF PUBLIC HEARING: December 5, 2018

A. BOARD REVIEW:

Staff provided a brief presentation for the proposed amendment, which covered staff recommendation. No members of the public addressed the board concerning the proposed amendments

B. BOARD ACTION:

A motion was made to **transmit** CPA2018-10009 as recommended by staff. The motion was passed 5 to 0.

VOTE:

BRIAN HAMMAN	AYE
LARRY KIKER	AYE
FRANK MANN	AYE
JOHN MANNING	AYE
CECIL L. PENDERGRASS	AYE

PART 6
STATE REVIEWING AGENCIES'
OBJECTIONS, RECOMMENDATIONS, AND COMMENTS

Comments from the State Reviewing Agencies were due to Lee County by January 16, 2019.

A. OBJECTIONS, RECOMMENDATIONS AND COMMENTS

Lee County received responses from the following review agencies addressing the transmitted amendment:

- South Florida Water Management District (SFWMD);
- Florida Fish and Wildlife Conservation Commission (FWC);
- Florida Department of Transportation (FDOT);
- Florida Department of Environmental Protection (FDEP); and,
- Florida Department of Economic Opportunity (DEO).

There were **no objections** concerning the proposed amendments. DEO provided a technical assistance comment; FDOT provided comments and a technical assistance comment, all of which are discussed within Part 6 of the staff report.

Florida Department of Transportation (FDOT):

Staff is appreciative of FDOT's comments and technical guidance comment regarding the proposed Comprehensive Plan Amendment.

FDOT COMMENT #1

The development Tables 5(a) and 5(b), listing the anticipated development and intensities, are being removed from the Lee Plan. Additionally, Objective 1.2 (SWFIA/Page Field General Aviation Airport), and its corresponding policies, and Objective 1.9 (Page Field General Aviation Airport), and its corresponding policies, which are referencing the development tables, are also being removed from the Lee Plan.

A new policy 1.1.12 establishing the Airport Lands future land use category for both airports is not sufficient, as it does not identify allowable land uses and intensities, as required by Section 163.3177(6)(a)1., F.S.

Response:

The Airport Lands Future Land Use category is an existing category of the Lee Plan. It is a designation on the Future Land Use Map that applies to two locations in Lee County. The two locations are the two airports operated by Lee County Port Authority: Page Field and Southwest Florida International Airport (RSW). This amendment proposes renumbering the policy (from 1.2.1 to 1.1.12) and amending the text applicable to the existing Airport Lands category.

No change is proposed to the allowable land uses and intensities for the Airport Lands category as part of this text amendment. Land uses and intensities for the Airport Lands category have been, and will continue to be, described and identified according to the FAA approved Airport Master Plans (more specifically, Southwest Florida International Airport Master Plan Update dated March 2004 by DMJM Aviation, Inc. on behalf of Lee County Port Authority & Page Field General Aviation Airport Master Plan Update dated May 2002 by Birk Hillman Consultants, Inc. on behalf of Lee County Port Authority).

Airport Master Plans include data, analysis and documentation indicating planned facility requirements. Facility requirements are specifically identified for airfield, landside, aviation support, cargo, general aviation, non-aviation support, and access. By referencing the Airport Master Plans (Southwest Florida International Airport Master Plan Update dated March 2004 by DMJM Aviation, Inc. on behalf of Lee County Port Authority & Page Field General Aviation Airport Master Plan Update dated May 2002 by Birk Hillman Consultants, Inc. on behalf of Lee County Port Authority), a higher degree of specificity in regard to planned conditions, land uses, and intensities is provided than is typically provided for future land use categories as required by Section 163.3177(6)(a)1., F.S.

To provide additional clarity, the following sentence will be added in Policy 1.1.12:

Allowable land uses and intensities within the Airport Lands future land use category are according to the plans for the airport properties outlined in the *Southwest Florida International Airport Master Plan Update* dated March 2004 by DMJM Aviation, Inc. on behalf of Lee County Port Authority and the *Page Field General Aviation Airport Master Plan Update* dated May 2002 by Birk Hillman Consultants, Inc. on behalf of Lee County Port Authority.

FDOT Response 2-22-19: No further comment pursuant to response above.

FDOT COMMENT #1 (continued)

There are numerous transportation facilities of regional (freight), statewide (SIS) and national (NHS) significance adjacent to or near the airports (SWFJA is designated as a SIS hub): SWFJA Direct Connect (SIS); 1-75 (SIS/NHS); SR 82(SIS); US 41 (NHS); and Daniels Parkway from I-75 to East of Jetport Commerce Pkwy (NHS Connector/last mile freight). Modifications to land uses and development intensities which are not adequately analyzed through the appropriate comprehensive planning process could produce substantial impacts affecting the safe and efficient operation of these important transportation facilities.

Resolution:

The allowable land uses and intensities are to be provided as part of the Airport Lands future land use category in the Lee Plan.

Response:

As described above, the Airport Lands Future Land Use category is subject to the referenced Airport Master Plans. The Airport Master Plans document the planned facility requirements, land uses and intensities that apply within the Airport Lands category.

Future modifications to land uses and development intensities will continue to be coordinated with FDOT through the airport master planning process, as stated in the following Lee Plan policies (the strikethrough/underline format reflects text amendments as proposed in the subject application Lee County 18-08ESR):

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)

POLICY 47.431: 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)

FDOT Response 2-22-19: No further comment pursuant to response above.

FDOT COMMENT #2

Policy 1.1.12, second paragraph (new language), states that future development must be consistent with the Airport Master Plans and ALPs in accordance with FAA regulations. The fourth paragraph (new language) states that a change to the airport boundaries or a substantive change to the development intensities would only require a map amendment as appropriate. Map amendments do not typically require a transportation analysis because a land use category is being changed from one existing category to another, and the allowable land uses, densities/intensities are already established within the existing categories. This new policy is allowing a text amendment (changing the intensity) to occur as a map amendment.

Modifications to land uses and development intensities which are not adequately analyzed through the appropriate comprehensive planning process could produce substantial impacts affecting the safe and efficient operation of these important transportation facilities.

Resolution:

Revise the provision in Policy 1.1.12 to state; "If the airport master planning process precipitates a change to the airport boundaries or a substantive change to development intensities, ...the Airport Authority will initiate the appropriate amendment to reflect such changes in an application to amend the Airport Lands on the Future Land Use Map as appropriate and amend..."

Response:

The revision as proposed is acceptable.

FDOT Response 2-22-19: No further comment pursuant to response above.

FDOT TECHNICAL ASSISTANCE COMMENT #1:

The maps, tables, and policies corresponding to the SWFIA/Page Field Generation Aviation Airport Master Plans and Airport Layout Plans are being removed from the Lee Plan and included only by reference in Policy 1.1.12, by stating "... most recently adopted Airport Master Plans and Airport Layout Plans..."

This does not meet the intent of incorporating by reference pursuant to Section 163.3177(1)(b), F .S. The adoption by reference must identify the title and author of the document and indicate clearly what provisions and edition of the document is being adopted.

Resolution:

Policy 1.1.12 is to identify the title, author, and the edition of the Airport Master Plans and ALPs. Any future changes must also clearly state what provisions and edits are being adopted. Any other policies throughout the Lee Plan referencing the Airport Master Plans and ALPs are to be updated in accordance with Section 163.3177(1)(b), F.S.

Additionally, please submit (or provide a link to) the most recently adopted Airport Master Plan and Airport Layout Plan as supporting documentation for the amendment.

Response:

As requested, a link to the most recently adopted Airport Master Plans and associated Airport Layout Plans was provided by email on January 17, 2019.

As requested, the title, author and edition of the Airport Master Plans will be added to the text amendment as follows:

- **Southwest Florida International Airport Master Plan Update dated March 2004 by DMJM Aviation, Inc. on behalf of Lee County Port Authority**
- **Page Field General Aviation Airport Master Plan Update dated May 2002 by Birk Hillman Consultants, Inc. on behalf of Lee County Port Authority**

Per the definition provided in the Lee Plan Glossary for Airport Layout Plans, these are “maps of existing and proposed airport property, facilities, and development that is created as a result of the Airport Master Planning process.” Therefore, referencing of Airport Layout Plans is proposed to be removed to more concisely refer to the source documents, which are the Airport Master Plans as identified above.

FDOT Response 2-22-19: No further comment pursuant to response above.

Florida Department of Economic Opportunity (DEO):

Staff is appreciative of the DEO’s technical assistance comments that sought to help strengthen consistency between the proposed amendments and State Statutes. DEO’s technical assistance comment was specific to proposed Policy 1.1.12 and not incorporating the specific Airport Master Plans and Airport Layout Plans, for both RSW and FMY, by reference that identifies the title, author, and edition of the document, as to ensure meaningful and predictable standards.

Staff’s Response to Florida DEO Technical Assistance Comments:

Staff has amended the proposed Policy 1.1.12 in Attachment 1 to incorporate the DEO’s Technical Assistance Comment as follows:

Allowable land uses and intensities within the Airport Lands future land use category are according to the plans for the airport properties outlined in the *Southwest Florida International Airport Master Plan Update* dated March 2004 by DMJM Aviation, Inc. on behalf of Lee County Port Authority and the *Page Field General Aviation Airport Master Plan Update* dated May 2002 by Birk Hillman Consultants, Inc. on behalf of Lee County Port Authority.

B. STAFF RECOMMENDATION

Staff recommends that the Board of County Commissioners **adopt** the amendments to the Lee Plan as transmitted with revisions, and 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)

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)

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 non-aviation related 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.

Allowable land uses and intensities within the Airport Lands future land use category are according to the plans for the airport properties outlined in the *Southwest Florida International Airport Master Plan Update* dated March 2004 by DMJM Aviation, Inc. on behalf of Lee County Port Authority and the *Page Field General Aviation Airport Master Plan Update* dated May 2002 by Birk Hillman Consultants, Inc. on behalf of Lee County Port Authority.

Development will include aviation related facilities such as hangars, terminals, and runways, and non-residential, non-aviation ~~non-residential~~ related light industrial and commercial land uses such as hotels/motels, light industrial, manufacturing, service 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.~~

~~If the airport master planning process precipitates a change to the airport boundaries or a substantive change to development intensities, the Port Authority will initiate the appropriate amendment to reflect such changes.~~

~~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 ~~1.2.21.1.13~~ – 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)~~

~~**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)~~

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)~~

POLICY 46.2.2 2.1.5: - Renumber

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)

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)

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)~~

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: Lockett Road, Daniels Parkway, and Alico Road. (Ordinance No. 99-15)~~

OBJECTIVE 46.346.1: AGENCY COORDINATION. – Renumber.

POLICY 46.3.146.1.1: – Renumber.

POLICY 46.3.246.1.2: – Renumber.

POLICY 46.3.346.1.3: – Renumber.

POLICY 46.3.446.1.4: – Renumber.

POLICY 46.3.546.1.5: – Renumber.

OBJECTIVE 46.446.2: COORDINATION OF ELEMENTS. – Renumber.

POLICY 46.4.146.2.1: – Renumber.

POLICY 46.4.246.2.2: – 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)

~~**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)

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)

~~**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 47.5.47.2.1:** 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)~~

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~~ 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)

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)

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)

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: 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)

~~**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 these resources is vital to maintaining ~~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)~~

POLICY 47.4.3~~1~~: 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 47.4.4~~2~~:** 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 47.4.5~~3~~: 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)

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)~~

~~**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 47.5.5:** 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 47.5.61:** - 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)~~

~~**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)~~

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 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 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)

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)~~

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)

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)

XII. Glossary

AIRPORT LAYOUT PLAN - A map of existing and proposed airport property, facilities and development that is created and regularly updated 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 non-residential 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~~ 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)

Map Amendments:

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

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

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

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


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 92-25, 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

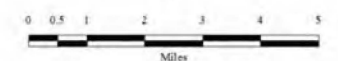
 Tier 4

 Tier 5

 Tier 6

 Tier 7

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

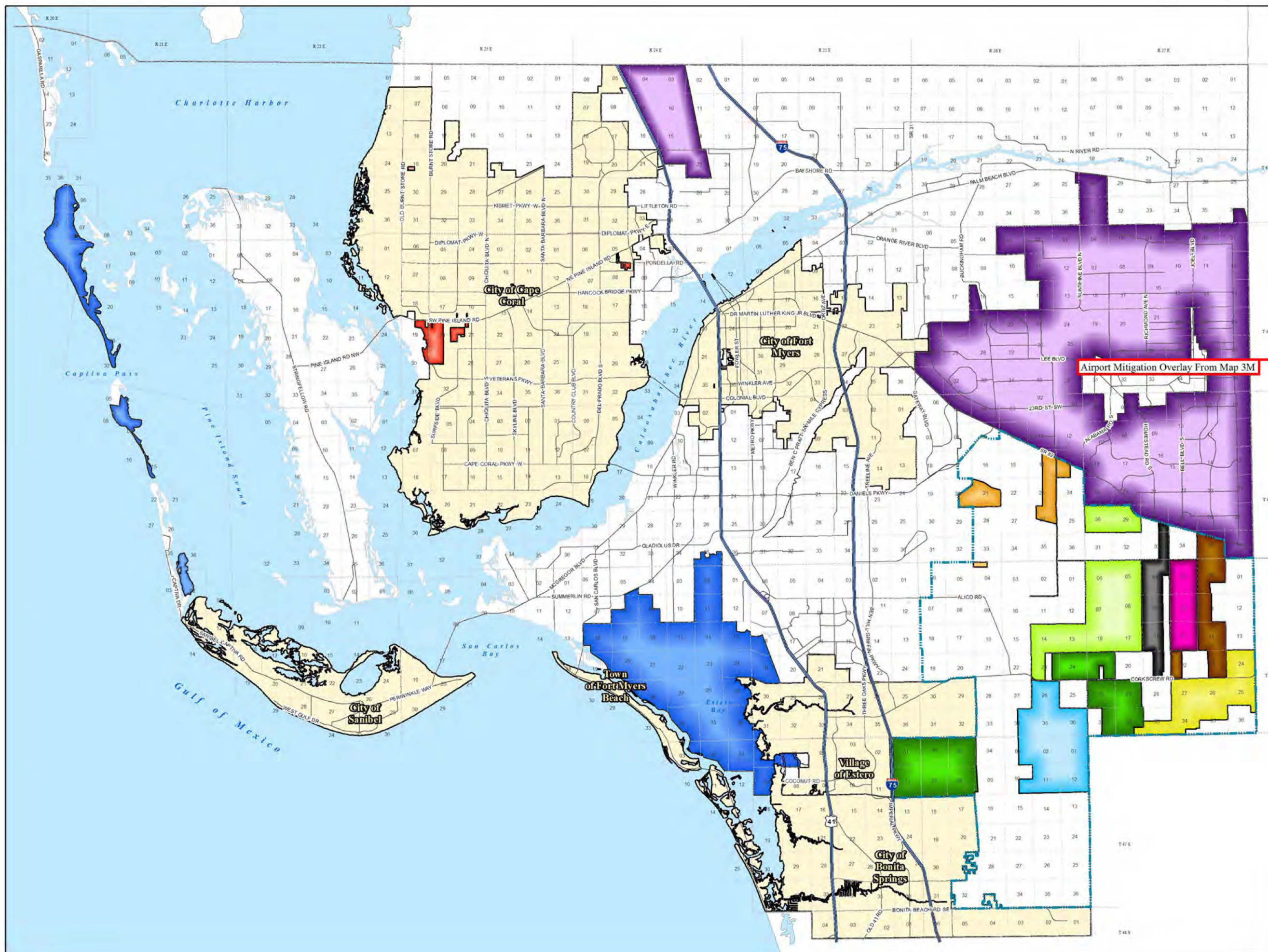


Map Generated: October 2018
City limits and Southeast Lee County boundary
current to date of map generation

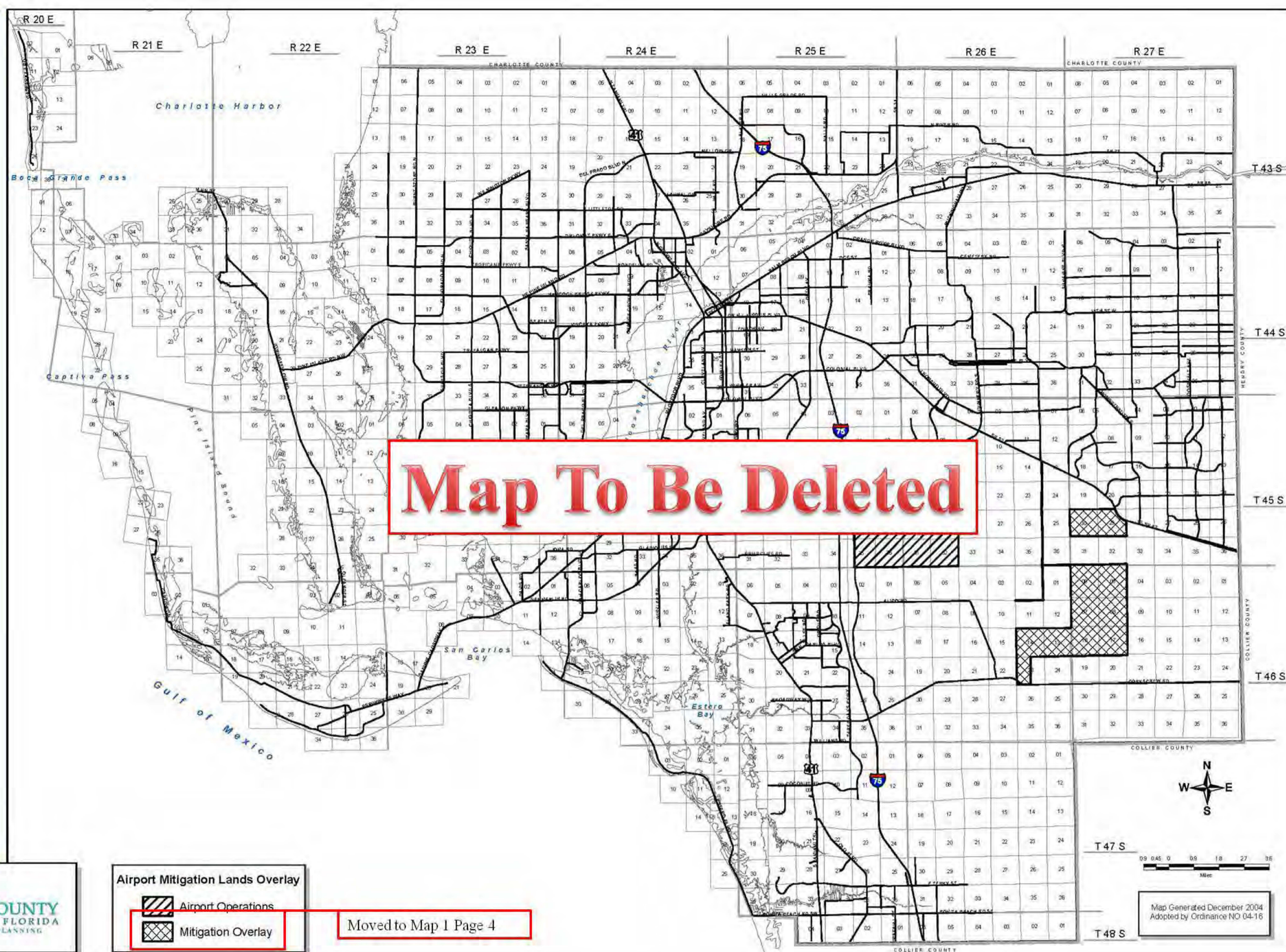
*Because of the dynamic nature of land aquisition, portions
of the land shown are publically owned at the time of printing.

Lee Plan Map 1

Page 4 of 7



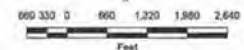
AIRPORT MITIGATION LANDS OVERLAY
(Lee Plan Map 3M)



SOUTHWEST FLORIDA INTERNATIONAL AIRPORT Airport Layout Plan

Map To Be Deleted

AIRPORT FACILITIES REQUIREMENTS			
Facility Name	Location	Size (Acres)	Notes
Terminal Building	10	100	
Passenger Screening	11	100	
Baggage Claim	12	100	
Airport Operations Building	13	100	
Control Tower	14	100	
Runway	15	100	
Taxiway	16	100	
Grass Area	17	100	
Water Area	18	100	
Landscaping	19	100	
Security Fence	20	100	
Perimeter Road	21	100	
Access Road	22	100	
Utility Building	23	100	
Warehouse	24	100	
Office Building	25	100	
Garage	26	100	
Storage Area	27	100	
Construction Area	28	100	
Future Development	29	100	
Other	30	100	



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

AECOM
SWFL
SOUTHWEST FLORIDA INTERNATIONAL AIRPORT
FORT MYERS, FLORIDA
AIRPORT LAYOUT PLAN

SHEET 2 OF 15

Item	Quantity	Unit	Notes
Asphalt	100,000	sq yd	
Concrete	50,000	cu yd	
Gravel	200,000	cu yd	
Water	10,000,000	gal	
Electricity	10,000,000	kwh	
Gas	10,000,000	cu ft	
Other	10,000,000	various	



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	2,540 spaces	Ultimately 5,126 total hourly spaces
- Daily		spaces
Employee		ces in 2020
Taxi/Limo/Toll Booth		mo 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			
			Option 2
North of Runway 6-24			
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 are available in the annual Capital Improvement Plan (CIP) prepared by the Lee County Port Authority for the Southwest Florida International Airport.
2. All non-aviation related development will meet local land development code requirements such as open space requirements listed in LDC Sec. 10-415 and Wetland impacts requirements listed in LDC Sec. 14-293. All development will be required to undergo local site and zoning review prior to local development order issuance. This Development includes 10% retail.
3. Development within the "Potential Future Development Area" will require amendment of the Lee Plan prior to development.

TABLE 5(b)
Page Field General Aviation Airport
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		62,200± sq. yds.
Primary Taxiways		
Taxiway A		
Taxiway B		
Taxiway C		
Taxiway D		
Taxiway E		1,052± ft. Taxiway
Aviation-Support Facilities Identified		136,788± sq. ft.
Hangers and Accessory Office		163 Total Based Hangars
		18-20 Multi-Use Itinerant Hangars
Aprons/Ramps		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.

AGENCY COMMENTS

Ron DeSantis
GOVERNOR



Ken Lawson
EXECUTIVE DIRECTOR

January 16, 2019

The Honorable Larry Kiker
Chairman, Lee County
Board of County Commissioners
Post Office Box 398
Fort Myers, Florida 33902-0398

Dear Chairman Kiker:

The Department of Economic Opportunity ("Department") has reviewed the Lee County proposed comprehensive plan amendment (Amendment No. 18-08ESR), received on December 14, 2018, pursuant to the expedited state review process in Section 163.3184(2)(3), Florida Statutes (F.S.). We have identified no comment related to adverse impacts to important state resources and facilities within the Department's authorized scope of review.

We are, however, providing a technical assistance comment consistent with Section 163.3168(3), F.S. The technical assistance comment will not form the basis of a challenge. It is offered either as a suggestion which can strengthen the County's comprehensive plan in order to foster a vibrant, healthy community or is technical in nature and designed to ensure consistency with the Community Planning Act in Chapter 163, Part II, F.S. The technical assistance comment is:

The Airport Lands future land use category relies on proposed Policy 1.1.12 to establish intensity of use standards for this category. Proposed Policy 1.1.12 attempts to establish intensity of use standards for the Airport Lands category by reference to documents (Airport Master Plans and Airport Layout Plans that are adopted and maintained by the Lee County Port Authority) that are outside of the adopted Lee County Comprehensive Plan. The reference does not state the specific title and edition of the referenced document and could allow future editions (e.g., future amended Airport Master Plans and Airport Layout Plans) to be the referenced document without requiring the future edition to be adopted into the Comprehensive Plan. The County should consider revising proposed Policy 1.1.12 to expressly incorporate the specific Airport Master Plans and Airport Layout Plans into the Lee County Comprehensive Plan with an adoption by reference that identifies the title, author, and edition of the document to ensure meaningful and predictable standards.

The County should act by choosing to adopt, adopt with changes, or not adopt the proposed amendment. For your assistance, we have enclosed the procedures for adoption and transmittal of the comprehensive plan amendment. In addition, the County is reminded that:

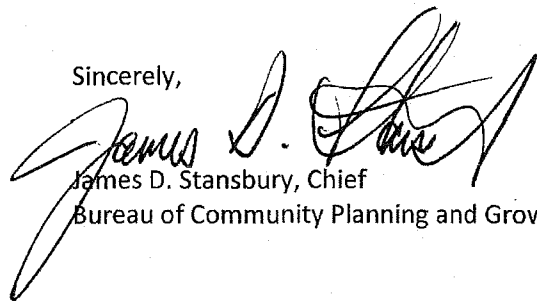
Florida Department of Economic Opportunity | Caldwell Building | 107 E. Madison Street | Tallahassee, FL 32399
850.245.7105 | www.FloridaJobs.org
www.twitter.com/FLDEO | www.facebook.com/FLDEO

An equal opportunity employer/program. Auxiliary aids and service are available upon request to individuals with disabilities. All voice telephone numbers on this document may be reached by persons using TTY/TTD equipment via the Florida Relay Service at 711.

- Section 163.3184(3)(b), F.S., authorizes other reviewing agencies to provide comments directly to the County. **If the County receives reviewing agency comments and they are not resolved, these comments could form the basis for a challenge to the amendment after adoption.**
- **The second public hearing**, which shall be a hearing on whether to adopt one or more comprehensive plan amendments, **must be held within 180 days** of your receipt of agency comments or the amendment shall be **deemed withdrawn** unless extended by agreement with notice to the Department and any affected party that provided comment on the amendment pursuant to Section 163.3184(3)(c)1., F.S.
- **The adopted amendment must be rendered to the Department.** Under Section 163.3184(3)(c)2. and 4., F.S., the **amendment effective date** is 31 days after the Department notifies the County that the amendment package is complete or, if challenged, until it is found to be in compliance by the Department or the Administration Commission.

If you have any questions concerning this review, please contact Scott Rogers, Planning Analyst, by telephone at (850) 717-8510 or by email at scott.rogers@deo.myflorida.com.

Sincerely,



James D. Stansbury, Chief
Bureau of Community Planning and Growth

JDS/ sr

Enclosure(s): Procedures for Adoption

cc: David Loveland, Director, Lee County Department of Community Development
Margaret Wuerstle, Executive Director, Southwest Florida Regional Planning Council

SUBMITTAL OF ADOPTED COMPREHENSIVE PLAN AMENDMENTS

FOR EXPEDITED STATE REVIEW

Section 163.3184(3), Florida Statutes

NUMBER OF COPIES TO BE SUBMITTED: Please submit three complete copies of all comprehensive plan materials, of which one complete paper copy and two complete electronic copies on CD ROM in Portable Document Format (PDF) to the State Land Planning Agency and one copy to each entity below that provided timely comments to the local government: the appropriate Regional Planning Council; Water Management District; Department of Transportation; Department of Environmental Protection; Department of State; the appropriate county (municipal amendments only); the Florida Fish and Wildlife Conservation Commission and the Department of Agriculture and Consumer Services (county plan amendments only); and the Department of Education (amendments relating to public schools); and for certain local governments, the appropriate military installation and any other local government or governmental agency that has filed a written request.

SUBMITTAL LETTER: Please include the following information in the cover letter transmitting the adopted amendment:

_____ State Land Planning Agency identification number for adopted amendment package;

_____ Summary description of the adoption package, including any amendments proposed but not adopted;

_____ Identify if concurrency has been rescinded and indicate for which public facilities.
(Transportation, schools, recreation and open space).

_____ Ordinance number and adoption date;

_____ Certification that the adopted amendment(s) has been submitted to all parties that provided timely comments to the local government;

_____ Name, title, address, telephone, FAX number and e-mail address of local government contact;

_____ Letter signed by the chief elected official or the person designated by the local government.

ADOPTION AMENDMENT PACKAGE: Please include the following information in the amendment package:

_____ In the case of text amendments, changes should be shown in strike-through/underline format.

_____ In the case of future land use map amendments, an adopted future land use map, **in color format**, clearly depicting the parcel, its future land use designation, and its adopted designation.

_____ A copy of any data and analyses the local government deems appropriate.

Note: If the local government is relying on previously submitted data and analysis, no additional data and analysis is required;

_____ Copy of the executed ordinance adopting the comprehensive plan amendment(s);

Suggested effective date language for the adoption ordinance for expedited review:

"The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If the amendment is timely challenged, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance."

_____ List of additional changes made in the adopted amendment that the State Land Planning Agency did not previously review;

_____ List of findings of the local governing body, if any, that were not included in the ordinance and which provided the basis of the adoption or determination not to adopt the proposed amendment;

_____ Statement indicating the relationship of the additional changes not previously reviewed by the State Land Planning Agency in response to the comment letter from the State Land Planning Agency.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

10041 Daniels Parkway
Fort Myers, FL 33913

ERIK R. FENNIMAN
INTERIM SECRETARY

February 22, 2019

Brandon Dunn
Principal Planner
Lee County Planning Section
P.O. Box 398
Fort Myers, Florida 33902-0398

Laura DeJohn
Johnson Engineering, Inc.
2122 Johnson Street
P.O. Box 1550
Fort Myers, Florida 33902-1550

**RE: Lee County 18-08ESR, Proposed Comprehensive Plan Amendment (CPA),
Expedited State Review Process – FDOT's Revised Comment Letter**

Dear Mr. Dunn and Ms. DeJohn:

The Florida Department of Transportation (FDOT), District One, has reviewed the responses provided by the Lee County Port Authority (LCPA) in their February 13, 2019 letter addressing the concerns of FDOT concerning the *LCPA Airport Lands Update, 18-08ESR*. FDOT submitted a comment letter to Lee County and LCPA on January 14, 2019, and held a meeting with the entities to discuss our concerns on January 30, 2019.

According to the LCPA consultant, Lee County and LCPA staff met on February 8, 2019 to develop the responses in their February 13th letter.

FDOT Comment #1:

The development Tables 5(a) and 5(b), listing the anticipated development and intensities, are being removed from the Lee Plan. Additionally, Objective 1.2 (SWFIA/Page Field General Aviation Airport), and its corresponding policies, and Objective 1.9 (Page Field General Aviation Airport), and its corresponding policies, which are referencing the development tables, are also being removed from the Lee Plan.

A new policy 1.1.12 establishing the Airport Lands future land use category for both airports is not sufficient, as it does not identify allowable land uses and intensities, as required by Section 163.3177(6)(a)1., F.S.

Applicant Response:

The Airport Lands Future Land Use category is an existing category of the Lee Plan. It is a designation on the Future Land Use Map that applies to two locations in Lee County. The two locations are the two airports operated by Lee County Port Authority: Page Field and Southwest Florida International Airport (RSW). This

amendment proposes renumbering the policy (from 1.2.1 to 1.1.12) and amending the text applicable to the existing Airport Lands category.

No change is proposed to the allowable land uses and intensities for the Airport Lands category as part of this text amendment. Land uses and intensities for the Airport Lands category have been, and will continue to be, described and identified according to the FAA approved Airport Master Plans (more specifically, *Southwest Florida International Airport Master Plan Update* dated March 2004 by DMJM Aviation, Inc. on behalf of Lee County Port Authority & *Page Field General Aviation Airport Master Plan Update* dated May 2002 by Birk Hillman Consultants, Inc. on behalf of Lee County Port Authority).

Airport Master Plans include data, analysis and documentation indicating planned facility requirements. Facility requirements are specifically identified for airfield, landside, aviation support, cargo, general aviation, non-aviation support, and access. By referencing the Airport Master Plans (*Southwest Florida International Airport Master Plan Update* dated March 2004 by DMJM Aviation, Inc. on behalf of Lee County Port Authority & *Page Field General Aviation Airport Master Plan Update* dated May 2002 by Birk Hillman Consultants, Inc. on behalf of Lee County Port Authority), a higher degree of specificity in regard to planned conditions, land uses, and intensities is provided than is typically provided for future land use categories as required by Section 163.3177(6)(a)1., F.S.

To provide additional clarity, the following sentence will be added in Policy 1.1.12:
Allowable land uses and intensities within the Airport Lands future land use category are according to the plans for the airport properties outlined in the *Southwest Florida International Airport Master Plan Update* dated March 2004 by DMJM Aviation, Inc. on behalf of Lee County Port Authority and the *Page Field General Aviation Airport Master Plan Update* dated May 2002 by Birk Hillman Consultants, Inc. on behalf of Lee County Port Authority.

FDOT Response 2-22-19: The proposed additional language to Policy 1.1.12 addresses our concern. Once adopted, FDOT has no further comments.

FDOT Comment #1 (cont.):

There are numerous transportation facilities of regional (freight), statewide (SIS) and national (NHS) significance adjacent to or near the airports (SWFIA is designated as a SIS hub): SWFIA Direct Connect (SIS); I-75 (SIS/NHS); SR 82(SIS); US 41 (NHS); and Daniels Parkway from I-75 to East of Jetport Commerce Pkwy (NHS Connector/last mile freight). Modifications to land uses and development intensities which are not adequately analyzed through the appropriate comprehensive planning process could produce substantial impacts affecting the safe and efficient operation of these important transportation facilities.

Response:

As described above, the Airport Lands Future Land Use category is subject to the referenced Airport Master Plans. The Airport Master Plans document the planned facility requirements, land uses and intensities that apply within the Airport Lands category.

Future modifications to land uses and development intensities will continue to be coordinated with FDOT through the airport master planning process, as stated in the following Lee Plan policies (the strikethrough/underline format reflects text amendments as proposed in the subject application Lee County 18-08ESR):

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)

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)

FDOT Response 2-22-19: No further comment, pursuant to response above.

Comment #2:

Policy 1.1.12, second paragraph (new language), states that future development must be consistent with the Airport Master Plans and ALPs in accordance with FAA regulations. The fourth paragraph (new language) states that a change to the airport boundaries or a substantive change to the development intensities would only require a map amendment as appropriate. Map amendments do not typically require a transportation analysis because a land use category is being changed from one existing category to another, and the allowable land uses, densities/intensities are already established within the existing categories. This new policy is allowing a text amendment (changing the intensity) to occur as a map amendment.

Modifications to land uses and development intensities which are not adequately analyzed through the appropriate comprehensive planning process could produce substantial impacts affecting the safe and efficient operation of these important transportation facilities.

Resolution:

Revise the provision in Policy 1.1.12 to state; "If the airport master planning process precipitates a change to the airport boundaries or a substantive change to development intensities, the Airport Authority will initiate the appropriate amendment to reflect such

changes in an application to amend the Airport Lands on the Future Land Use Map as appropriate and amend.....”

Response:

The revision as proposed is acceptable.

FDOT Response 2-22-19: The modified language to Policy 1.1.12 addresses our concern. Once adopted, FDOT has no further comments.

FDOT TECHNICAL ASSISTANCE COMMENT

Technical Assistance Comment #1:

The maps, tables, and policies corresponding to the SWFIA/Page Field Generation Aviation Airport Master Plans and Airport Layout Plans are being removed from the Lee Plan and included only by reference in Policy 1.1.12, by stating “...most recently adopted Airport Master Plans and Airport Layout Plans...”.

This does not meet the intent of incorporating by reference pursuant to Section 163.3177(1)(b), F.S. The adoption by reference must identify the title and author of the document and indicate clearly what provisions and edition of the document is being adopted.

Resolution:

Policy 1.1.12 is to identify the title, author, and the edition of the Airport Master Plans and ALPs. Any future changes must also clearly state what provisions and edits are being adopted. Any other policies throughout the Lee Plan referencing the Airport Master Plans and ALPs are to be updated in accordance with Section 163.3177(1)(b), F.S.

Additionally, please submit (or provide a link to) the most recently adopted Airport Master Plan and Airport Layout Plan as supporting documentation for the amendment.

Response:

As requested, a link to the most recently adopted Airport Master Plans and associated Airport Layout Plans was provided by email on January 17, 2019.

As requested, the title, author and edition of the Airport Master Plans will be added to the text amendment as follow:

- **Southwest Florida International Airport Master Plan Update dated March 2004 by DMJM Aviation, Inc. on behalf of Lee County Port Authority**
- **Page Field General Aviation Airport Master Plan Update dated May 2002 by Birk Hillman Consultants, Inc. on behalf of Lee County Port Authority**

Per the definition provided in the Lee Plan Glossary for Airport Layout Plans, these are “maps of existing and proposed airport property, facilities, and development that is created as a result of the Airport Master Planning process.” Therefore, referencing of Airport Layout Plans is proposed to be removed to more concisely refer to the source documents, which are the Airport Master Plans as identified above.

FDOT Response 2-22-19: No further comment, pursuant to response above.

If you have any questions or need to discuss our responses further, please contact me at (239) 225-1981 or sarah.catala@dot.state.fl.us.

Sincerely,



Sarah Catala
SIS/Growth Management Coordinator
FDOT District One

cc: D. Ray Eubanks, Florida Department of Economic Opportunity
Scott Rogers, Florida Department of Economic Opportunity
Mikki Rozdolski, Lee County Department of Community Development
Margaret Wuerstle, Southwest Florida Regional Planning Council
Mark R. Fischer, Lee County Port Authority
Jennifer Carver, Florida Department of Transportation
Mike McClure, Florida Department of Transportation
Nick Harwell, Florida Department of Transportation
Greg Jones, Florida Department of Transportation
Lawrence Massey, Florida Department of Transportation
Kristi Smith, Florida Department of Transportation



Florida Department of Transportation

RON DESANTIS
GOVERNOR

10041 Daniels Parkway
Fort Myers, FL 33913

ERIK R. FENNIMAN
INTERIM SECRETARY

January 14, 2019

Brandon Dunn
Principal Planner
Lee County Planning Section
P.O. Box 398
Fort Myers, Florida 33902-0398

**RE: Lee County 18-08ESR, Proposed Comprehensive Plan Amendment (CPA),
Expedited State Review Process - FDOT Comments and Technical Assistance
Comment**

Dear Mr. Dunn:

Pursuant to its role as a reviewing agency as defined in Section 163.3184(1)(c), Florida Statutes (F.S.), the Florida Department of Transportation (FDOT), District One, reviewed the Lee County 18-08ESR, Proposed Comprehensive Plan Amendment (CPA), locally known as "CPA2018-10009 (LCPA Airport Lands Update)". Based on our review, we have comments and technical assistance comments, and have identified measures to eliminate, reduce, or mitigate the issues. FDOT staff are immediately available to meet you to discuss our comments and recommendations.

PROJECT OVERVIEW:

CPA2018-10009 (LCPA Airport Lands Update) is a Privately Initiated (by the Port Authority) Text Amendments to the Lee Plan, which proposes to:

- Amend the Lee Plan to update the Airport Lands Future Land Use (FLU) category and update airport related provisions to reference the Federal Aviation Administration (FAA) approved Airport Master Plans.
- 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).
- Combined Map 3M with Map 1, Page 4, and then deleted.
- Update and clarify intent of the Airport FLU 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.

According to the Staff Report "Page 4 of 9", it is noted that "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".

FDOT COMMENTS

Pursuant to Chapter 332, F.S., FDOT has the duty, function, and responsibility of planning the airport system in the state. The assisting, advising, and coordination with the federal, state, local, and/or private organizations shall be part of carrying out this duty. Additionally, FDOT is responsible to comment on issues within the agency's jurisdiction as it relates to transportation resources and facilities of state importance, pursuant to Section 163.3184(3)(b)4.c., F.S.

The Southwest Florida International Airport (SWFIA) and Page Field General Aviation Airport are facilities of state importance. Furthermore, SWFIA is designated as part of the Strategic Intermodal System (SIS) due to statewide significance in domestic and international passenger operations.

If the comments listed below are not resolved prior to adoption, FDOT may request the State Land Planning Agency to challenge the amendment, pursuant to Section 163.3184(5), F.S.

In addition, FDOT is providing a technical assistance comment, consistent with Section 163.3168(3), F.S. The technical assistance comments will not form the basis of a challenge. The technical assistance comments can strengthen the local government's comprehensive plan, are technical in nature and designed to ensure consistency with the Community Planning Act in Chapter 163, Part II, F.S.:

FDOT Comment #1:

The development Tables 5(a) and 5(b), listing the anticipated development and intensities, are being removed from the Lee Plan. Additionally, Objective 1.2 (SWFIA/Page Field General Aviation Airport), and its corresponding policies, and Objective 1.9 (Page Field General Aviation Airport), and its corresponding policies, which are referencing the development tables, are also being removed from the Lee Plan.

A new policy 1.1.12 establishing the Airport Lands future land use category for both airports is not sufficient, as it does not identify allowable land uses and intensities, as required by Section 163.3177(6)(a)1., F.S.

There are numerous transportation facilities of regional (freight), statewide (SIS) and national (NHS) significance adjacent to or near the airports (SWFIA is designated as a SIS hub): SWFIA Direct Connect (SIS); I-75 (SIS/NHS); SR 82(SIS); US 41 (NHS); and Daniels Parkway from I-75 to East of Jetport Commerce Pkwy (NHS Connector/last mile freight). Modifications to land uses and development intensities which are not adequately

analyzed through the appropriate comprehensive planning process could produce substantial impacts affecting the safe and efficient operation of these important transportation facilities.

Resolution:

The allowable land uses and intensities are to be provided as part of the Airport Lands future land use category in the Lee Plan.

Comment #2:

Policy 1.1.12, second paragraph (new language), states that future development must be consistent with the Airport Master Plans and ALPs in accordance with FAA regulations. The fourth paragraph (new language) states that a change to the airport boundaries or a substantive change to the development intensities would only require a map amendment as appropriate. Map amendments do not typically require a transportation analysis because a land use category is being changed from one existing category to another, and the allowable land uses, densities/intensities are already established within the existing categories. This new policy is allowing a text amendment (changing the intensity) to occur as a map amendment.

Modifications to land uses and development intensities which are not adequately analyzed through the appropriate comprehensive planning process could produce substantial impacts affecting the safe and efficient operation of these important transportation facilities.

Resolution:

Revise the provision in Policy 1.1.12 to state; "If the airport master planning process precipitates a change to the airport boundaries or a substantive change to development intensities, the Airport Authority will initiate the appropriate amendment to reflect such changes ~~in an application to amend the Airport Lands on the Future Land Use Map as appropriate and amend.....~~"

FDOT TECHNICAL ASSISTANCE COMMENT

Technical Assistance Comment #1:

The maps, tables, and policies corresponding to the SWFIA/Page Field Generation Aviation Airport Master Plans and Airport Layout Plans are being removed from the Lee Plan and included only by reference in Policy 1.1.12, by stating "...most recently adopted Airport Master Plans and Airport Layout Plans..."

This does not meet the intent of incorporating by reference pursuant to Section 163.3177(1)(b), F.S. The adoption by reference must identify the title and author of the

document and indicate clearly what provisions and edition of the document is being adopted.

Resolution:

Policy 1.1.12 is to identify the title, author, and the edition of the Airport Master Plans and ALPs. Any future changes must also clearly state what provisions and edits are being adopted. Any other policies throughout the Lee Plan referencing the Airport Master Plans and ALPs are to be updated in accordance with Section 163.3177(1)(b), F.S.

Additionally, please submit (or provide a link to) the most recently adopted Airport Master Plan and Airport Layout Plan as supporting documentation for the amendment.

We look forward to meeting with you to discuss our comments. In the meantime, please feel free to contact me at (239) 225-1981 or sarah.catala@dot.state.fl.us.

Sincerely,



Sarah Catala
SIS/Growth Management Coordinator
FDOT District One

cc: *D. Ray Eubanks, Florida Department of Economic Opportunity*
Scott Rogers, Florida Department of Economic Opportunity
Mikki Rozdolski, Lee County Department of Community Development
Margaret Wuerstle, Southwest Florida Regional Planning Council
Mark R. Fischer, Lee County Port Authority
Jennifer Carver, Florida Department of Transportation
Mike McClure, Florida Department of Transportation
Nick Harwell, Florida Department of Transportation
Greg Jones, Florida Department of Transportation
Lawrence Massey, Florida Department of Transportation
Kristi Smith, Florida Department of Transportation

Miller, Janet

From: Dunn, Brandon
Sent: Wednesday, January 09, 2019 8:16 AM
To: Miller, Janet; Laskowski, Michael
Cc: Rozdolski, Mikki
Subject: FW: Lee County 18-8ESR Proposed

Please see correspondence from Florida DEO for the Port Authority Amendments.

Brandon D. Dunn, Principal Planner
Lee County Department of Community Development
Planning Section
bdunn@leegov.com
239.533.8585

From: Plan_Review [<mailto:Plan.Review@dep.state.fl.us>]
Sent: Tuesday, January 08, 2019 4:29 PM
To: Dunn, Brandon; DCPexternalagencycomments@deo.myflorida.com
Cc: Plan_Review
Subject: [EXTERNAL] Lee County 18-8ESR Proposed

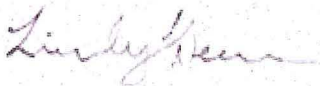
To: Brandon Dunn, Principal Planner

Re: Lee County 18-8ESR – Expedited State Review of Proposed Comprehensive Plan Amendment

The Office of Intergovernmental Programs of the Florida Department of Environmental Protection (Department) has reviewed the above-referenced amendment package under the provisions of Chapter 163, Florida Statutes. The Department conducted a detailed review that focused on potential adverse impacts to important state resources and facilities, specifically: air and water pollution; wetlands and other surface waters of the state; federal and state-owned lands and interest in lands, including state parks, greenways and trails, conservation easements; solid waste; and water and wastewater treatment.

Based on our review of the submitted amendment package, the Department has found no provision that, if adopted, would result in adverse impacts to important state resources subject to the Department's jurisdiction.

Please submit all future amendments by email to plan.review@floridadep.gov. If your submittal is too large to send via email or if you need other assistance, contact Lindsay Weaver at (850) 717-9037.



Miller, Janet

From: Dunn, Brandon
Sent: Thursday, January 03, 2019 2:00 PM
To: Rozdolski, Mikki; Laskowski, Michael; Miller, Janet
Subject: FW: Lee County 18-8ESR (CPA2018-10009)

Please see correspondence below for the CPA2018-10009 (Port Authority)

From: Hight, Jason [<mailto:Jason.Hight@MyFWC.com>]
Sent: Thursday, January 03, 2019 11:36 AM
To: Dunn, Brandon; DCPexternalagencycomments@deo.myflorida.com
Cc: Schulz, Mark; Wallace, Traci
Subject: [EXTERNAL] Lee County 18-8ESR (CPA2018-10009)

Dear Mr. Dunn:

Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the proposed comprehensive plan in accordance with Chapter 163.3184(3), Florida Statutes. We have no comments, recommendations, or objections related to fish and wildlife or listed species and their habitat to offer on this amendment.

If you need any further assistance, please do not hesitate to contact our office by email at FWCConservationPlanningServices@MyFWC.com. If you have specific technical questions, please contact Mark Schulz at (863) 648-3820 or by email at Mark.Schulz@myfwc.com.

Sincerely,

Jason Hight
Biological Administrator II
Office of Conservation Planning Services
Division of Habitat and Species Conservation
620 S. Meridian Street, MS 5B5
Tallahassee, FL 32399-1600
(850) 228-2055

Lee County 18-8ESR_37854

Please note: Florida has a very broad public records law. Most written communications to or from County Employees and officials regarding County business are public records available to the public and media upon request. Your email communication may be subject to public disclosure.

Under Florida law, email addresses are public records. If you do not want your email address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

Miller, Janet

From: Rozdolski, Mikki
Sent: Thursday, January 03, 2019 9:40 AM
To: Dunn, Brandon; Miller, Janet; Laskowski, Michael
Subject: FW: Lee County, DEO #18-8ESR Comments on Proposed Comprehensive Plan Amendment Package

Mikki Rozdolski
Planning Section Manager
Lee County Community Development
email: mrozdolski@leegov.com
phone: 239-533-8309

From: Oblaczynski, Deborah [<mailto:doblaczy@sfwmd.gov>]
Sent: Thursday, January 03, 2019 8:26 AM
To: Rozdolski, Mikki
Cc: Dunn, Brandon; Ray Eubanks (DCPexternalagencycomments@deo.myflorida.com); Brenda Winningham (brenda.winningham@deo.myflorida.com); ext-Wuerstle, Margaret (swfrpc.org)
Subject: [EXTERNAL] Lee County, DEO #18-8ESR Comments on Proposed Comprehensive Plan Amendment Package

Dear Ms. Rozdolski:

The South Florida Water Management District (District) has completed its review of the proposed amendment package from Lee County (County). The amendment package updates the County's Airport Lands land use designation and airport policies. The proposed changes do not appear to adversely impact the water resources within the South Florida Water Management District; therefore, the District has no comments on the proposed amendment package.

The District offers its technical assistance to the County in developing sound, sustainable solutions to meet the County's future water supply needs and to protect the region's water resources. Please forward a copy of the adopted amendments to the District. Please contact me if you need assistance or additional information.

Sincerely,

Deb Oblaczynski
Policy & Planning Analyst
Water Supply Implementation Unit
South Florida Water Management District
3301 Gun Club Road
West Palm Beach, FL 33406
(561) 682-2544 or email: doblaczy@sfwmd.gov

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CPA2018-10009

STAFF COMMENTS

Miller, Janet

From: Warthen, David
Sent: Tuesday, July 10, 2018 2:34 PM
To: Miller, Janet; Laskowski, Michael
Cc: Werst, Lee
Subject: RE: CPA2018-10009 LCPA Airport Lands Updates

Natural Resources have no comments for this review.

Sincerely,

David A. Warthen

Project Manager
Natural Resources
dwarthen@leegov.com
239-533-8829

From: Miller, Janet
Sent: Tuesday, July 03, 2018 8:14 AM
To: Lee Plan Review Distribution List <LeePlanReview@leegov.com>; Ben Bengston <bbengston@southtrailfire.org>;
Molina, Luis <LMolina@leegov.com>
Subject: CPA2018-10009 LCPA Airport Lands Updates

Good Morning:

Lee County Planning staff has received a privately sponsored amendment to the Lee Plan. Below is a link to the 2018 Regular Amendment Cycle page on the Department of Community Development's website. This page will allow you to access the application for this privately initiated amendment (CPA2018-10009 LCPA Airport Lands Updates).

<http://www.leegov.com/dcd/planning/cpa/compplansearch?case=CPA2018-10009>

At this time, please provide sufficiency comments to **Mike Laskowski** by **Friday, July 20, 2018**.

Thanks.

Janet Miller
Administrative Assistant
DCD Administration
jmiller@leegov.com
(239) 533-8583 PHONE
Fax: (239) 485-8344

Please note: Florida has a very broad public records law. Most written communications to or from County Employees and officials regarding County business are public records available to the public and media upon request. Your email communication may be subject to public disclosure.

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Laskowski, Michael

From: Kantor, Brigitte
Sent: Wednesday, July 11, 2018 1:43 PM
To: Laskowski, Michael
Subject: CPA2018-10009 LCPA Airport Lands Updates

Hello Mike,

I reviewed the submitted documents in reference to the LCPA Airport Lands for Lee County Solid Waste and offer no comment.

Regards,
Brigitte Kantor

Brigitte Kantor | Manager, Public Utilities
Lee County Solid Waste Division
(239) 533-8000, Extension 38005 | fax: (239) 533-8025
BKantor@leegov.com
visit us on the web at www.leegov.com/solidwaste

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Under Florida law, email addresses are public records. If you do not want your email address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

Laskowski, Michael

From: Getch, Andrew
Sent: Thursday, July 12, 2018 10:35 AM
To: Laskowski, Michael; Dunn, Brandon; Laura DeJohn
Cc: Rozdolski, Mikki; Sweigert, Rebecca; ext-Linblad, Ellen (flylcpa.com)
Subject: RE: CPA2018-10009 LCPA Airport Lands Updates

Here are my streamlining and clean-up suggestions, hopefully they are helpful, for consideration by DCD planning staff and the applicant:

Vision 10. Gateway/Airport

Based on the facts below, the remaining new roadway improvements may not rise to the level of mention in the community planning vision statement and I suggest deleting the last sentence of the first paragraph as a clean-up change:

"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."

This language is the same as the 2004 Lee Plan. In 2004, the Gateway/Airport planning community boundary went further north into what is now the Arborwood development. The following improvements have been completed in the planning community since then:

- Alico Road was in the process of being widened to six lanes west of I-75 in 2004.
- Alico Road/I-75 major interchange improvement which included widening Alico Road from two/four to six lanes from Three Oaks Parkway to Ben Hill Griffin Parkway was completed approximately ten years ago.
- The Arborwood development was annexed into the city and is now in the Fort Myers planning community. Over the next few years Arborwood constructed the northern extension of Treeline Avenue, a western extension of Commerce Lakes Drive and a new road now known as Plantation Gardens Drive which were facilities on the MPO LRTP at that time.
- Three Oaks Parkway four-laning from Alico Road to the northern boundary of the planning community (Fiddlesticks Canal) was constructed about ten years ago by another group of developers. However, there were substantial delays in completion of construction to transfer to the county.
- Mike G. Rippe Parkway (fka Metro Parkway extension) six-laning extension from Alico Road to Six Mile Cypress Parkway was completed approximately five years ago.
- An I-75 collector-distribution system connection to Alico Road interchange and Terminal Access Road four laning from I-75 to Ben Hill Griffin Parkway/Treeline Avenue was completed several years ago.

The remaining planned improvements on the Lee County Metropolitan Planning Organization 2040 Long Range Transportation Plan http://leempoc.com/wp-content/uploads/2016/09/2040_CF.pdf within the Gateway/Airport community do not "create access to and from...without relying on I-75":

- Alico Road widening from two to four lane from Ben Hill Griffin Parkway to Airport Haul Road is currently funded for construction in the CIP.
- A new east-west collector road from Ben Hill Griffin Parkway to Airport Haul Road. This new roadway is identified on developers Master Concept Plans.
- Daniels Parkway widening from four to six lane from Gateway Boulevard to SR 82.

These road improvements connect to roads on the south boundary and west finger west of I-75 but are outside the Gateway/Airport planning community:

- The portion of Three Oaks Parkway North extension across and north of Fiddlesticks Canal in the Daniels Parkway community is programmed for construction in FY 2019/20. This 3 mile segment is the only remaining new improvement parallel to I-75 in the LRTP.
- Alico Road widening from two to four lanes from Airport Haul Road to Alico Connector.
- Alico Connector from Alico Road to SR 82.

Old Policy 1.2.1 renumbered to 1.1.12,

Second paragraph, first sentence - I am wondering whether the phrases "maintained by Lee County Port Authority" and/or "in accordance with FAA regulations" are more appropriate in individual policies as drafted, in the related glossary definitions, or both. Similar procedural language is in Objective 47.1, Policy 47.2.1 (proposed in the application to be combined with 43.4.4), and Policy 47.3.3.

Third paragraph, first sentence - As a clarification should "Federal Aviation Administrative directives" be something like "FAA administrative directives"?

Policy 27.8.1

While Policy 27.8.1 is not proposed for revision, it is included in the application internal consistency analysis. A clean-up change is suggested relating to airport property and the status of South Road:

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)

The "potential future realignment of South Road" was actually completed by LCPA in coordination with county staff approximately five years ago. The Page Field entrance road from US 41 to S Danley Drive is now named South Airport Road. It may be more accurate to either delete "including the potential realignment of South Road" or otherwise update language to reflect current (and if any, remaining proposed) modifications.

Policy 43.4.4 (combined with old policy 47.2.1)

Rather than simply move old Policy 47.2.1 (with the highlighted history and redundancy in procedures) I suggest streamlining the language from:

"The Port Authority will coordinate efforts with aviation and other transportation interests at the Southwest Florida International Airport to establish multimodal 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 reevaluate appropriate locations for multi-modal transfer facilities on airport property. (Ordinance No. 99-15. 04-16 11-16, xx-xx)"

to something simpler like:

"The Port Authority will coordinate efforts with aviation and other transportation interests at the Southwest Florida International Airport to establish multimodal transfer facilities consistent with the most recently adopted Airport Master Plan and Airport Layout Plan."

Old Policy 47.2.5 renumbered Policy 47.2.3

As an observation for consistency this appears to be the only policy where the acronym "SWFIA" is used. Otherwise "Southwest Florida International Airport" is spelled out.

Policy 47.3.3

If the process language referred to above is appropriate in the policy rather than in the glossary, and realizing that it is currently the same five people, will it be the Board of County Commissioners (as indicated in the draft policy) or the Board of Port Commissioners of the Lee County Port Authority in the approval process for Airport Master Plan updates?

Andy Getch, P.E.
Manager, Community Development Operations
Infrastructure Planning
Lee County Department of Community Development
2nd floor
[1500 Monroe Street](#)
[Fort Myers, Florida 33901](#)
direct line [\(239\) 533-8510](#)
DCD department line [\(239\) 533-8585](#)
FAX [\(239\) 485-8344](#)
AGetch@leegov.com

From: Miller, Janet
Sent: Tuesday, July 03, 2018 8:14 AM
To: Lee Plan Review Distribution List ; Ben Bengston ; Molina, Luis
Subject: CPA2018-10009 LCPA Airport Lands Updates

Good Morning:

Lee County Planning staff has received a privately sponsored amendment to the Lee Plan. Below is a link to the 2018 Regular Amendment Cycle page on the Department of Community Development's website. This page will allow you to access the application for this privately initiated amendment (CPA2018-10009 LCPA Airport Lands Updates).

<http://www.leegov.com/dcd/planning/cpa/compplansearch?case=CPA2018-10009>

At this time, please provide sufficiency comments to **Mike Laskowski** by **Friday, July 20, 2018**.

Thanks.

Janet Miller
Administrative Assistant
DCD Administration
jmiller@leegov.com
(239) 533-8583 PHONE
Fax: (239) 485-8344

Laskowski, Michael

From: Lamey, Jason
Sent: Thursday, July 19, 2018 2:36 PM
To: Laskowski, Michael
Subject: RE: CPA2018-10009 LCPA Airport Lands Updates

Mike,

I have one comment regarding this CPA. Is Policy 27.8.1 going to be amended (it doesn't appear so based on their submittal)? I ask because, while we're still working with the Page Park Community on code-compliant parking and increased pedestrian safety for patrons of Brooks Park, South Road has already been realigned.

Jason Lamey

Senior Planner

Lee County Parks & Recreation
3410 Palm Beach Boulevard
Fort Myers, Florida 33916
Phone > 239-634-1454 (cell) or 239-533-7446 (office)
Email > jlamey@leegov.com
www.leeparks.org

Lee County Parks & Recreation.....the Natural Place to Learn and Play!

From: Miller, Janet
Sent: Tuesday, July 3, 2018 8:14 AM
To: Lee Plan Review Distribution List ; Ben Bengston ; Molina, Luis
Subject: CPA2018-10009 LCPA Airport Lands Updates

Good Morning:

Lee County Planning staff has received a privately sponsored amendment to the Lee Plan. Below is a link to the 2018 Regular Amendment Cycle page on the Department of Community Development's website. This page will allow you to access the application for this privately initiated amendment (CPA2018-10009 LCPA Airport Lands Updates).

<http://www.leegov.com/dcd/planning/cpa/compplansearch?case=CPA2018-10009>

At this time, please provide sufficiency comments to **Mike Laskowski** by **Friday, July 20, 2018**.

Thanks.

Janet Miller
Administrative Assistant
DCD Administration
jmiller@leegov.com

FOR ADDITIONAL SUPPORT
DOCUMENTATION, CLICK THE LINK
BELOW:

[Click Here](#)