

LEE COUNTY ORDINANCE NO. 19-02
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 Manning, who moved its adoption. The motion was seconded by Commissioner Mann. The vote was as follows:

John Manning	Aye
Cecil Pendergrass	Aye
Larry Kiker	Absent
Brian Hamman	Aye
Frank Mann	Aye

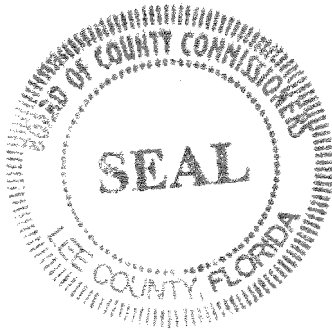
DONE AND ADOPTED this 20th day of March 2019.

ATTEST:
LINDA DOGGETT, CLERK

LEE COUNTY BOARD OF
COUNTY COMMISSIONERS

BY: *Joyce Townsend*
Deputy Clerk

BY: *Brian Hamman*
For: Larry Kiker, Chair



DATE: 03-26-2019

APPROVED AS TO FORM FOR THE
RELIANCE OF LEE COUNTY ONLY

[Signature]
County Attorney's Office

- Exhibit A: Adopted revisions to Text (Adopted by BOCC 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 4.2.21.1.13 – 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 ~~o~~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 46.3****46.1:** **AGENCY COORDINATION.** – Renumber.~~

~~**POLICY 46.3****46.1.1:** – Renumber.~~

~~**POLICY 46.3****46.1.2:** – Renumber.~~

~~**POLICY 46.3****46.1.3:** – Renumber.~~

~~**POLICY 46.3****46.1.4:** – Renumber.~~

~~**POLICY 46.3****46.1.5:** – Renumber.~~

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

~~**POLICY 46.4****46.2.1:** – Renumber.~~

~~**POLICY 46.4****46.2.2:** – Renumber.~~

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

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

~~**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 47.5.447.2.1:** 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 47.6.447.2.5:~~ 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 ~~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 47.4.31: 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)

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

POLICY 47.4.53: Development of non-aviation related uses on airport property will be required to meet 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















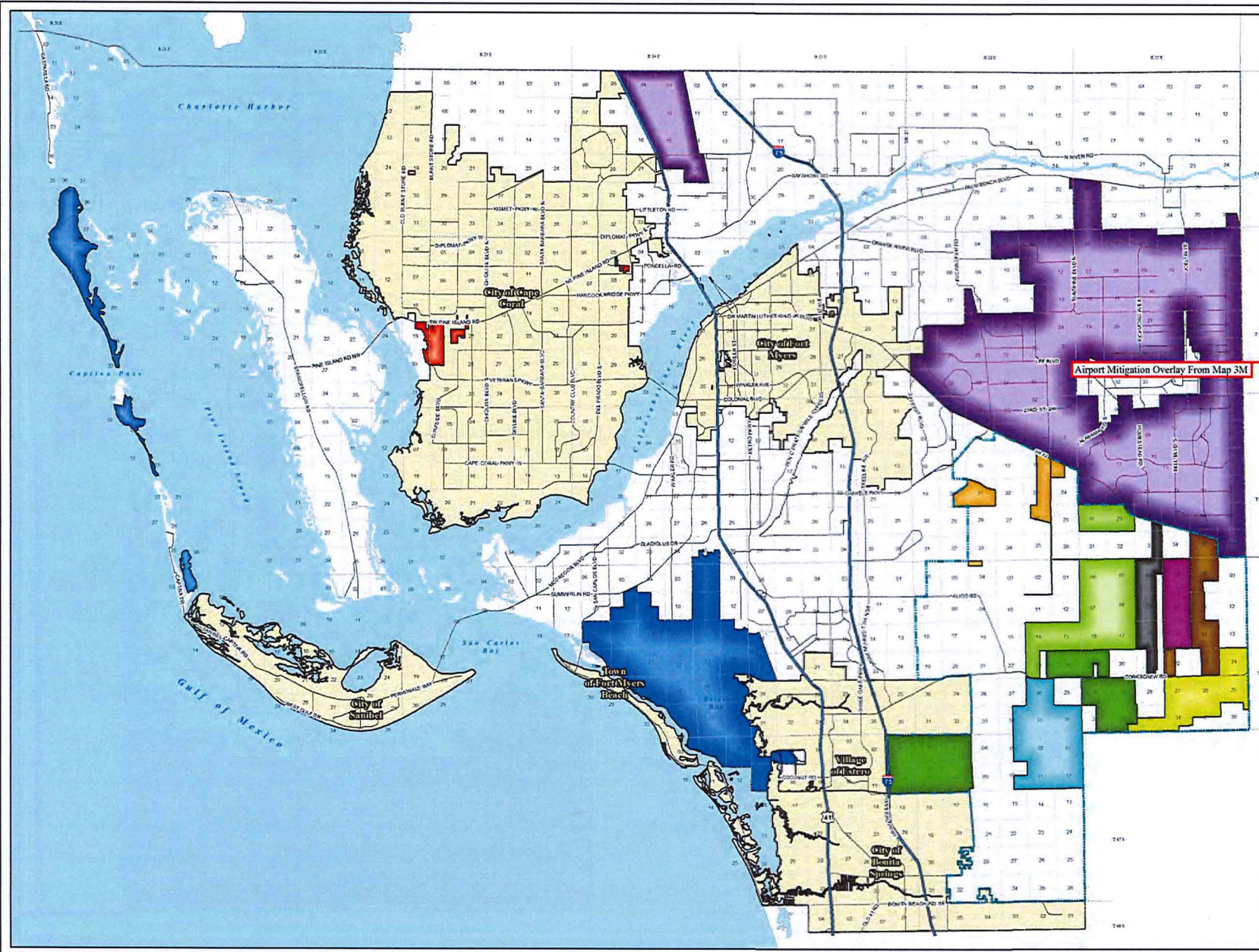
-  Southeast Lee County
 -  County Line
 -  City Limits
 -  Urban Reserve
Adopted by Ord 89-02, 1/31/1989
Amended by Ord 93-25, 18-18
 -  Privately Funded Infrastructure
Adopted by Ord 89-02, 1/31/1989
Amended by Ord 92-35, 18-18
 -  Public Acquisition*
Adopted by Ord 91-19, 7/9/1991
Amended by Ord 10-19, 18-18
 -  Airport Mitigation Overlay
Adopted by Ord 04-16, 6/22/2004
 - Airport Mitigation Overlay From Map 3M**
 - 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 publically owned at the time of printing.



**SOUTHWEST
FLORIDA
INTERNATIONAL
AIRPORT
Airport Layout Plan**

Map To Be Deleted

AERIAL PHOTO INDEX	
Photo No.	Description
1	Runway 13R
2	Runway 13L
3	Runway 15
4	Runway 16
5	Runway 17
6	Runway 18
7	Runway 19
8	Runway 20
9	Runway 21
10	Runway 22
11	Runway 23
12	Runway 24
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81	Runway 93
82	Runway 94
83	Runway 95
84	Runway 96
85	Runway 97
86	Runway 98
87	Runway 99
88	Runway 100

EXHIBIT C



Map Generated: March 2014
 Accepted 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
SOBY

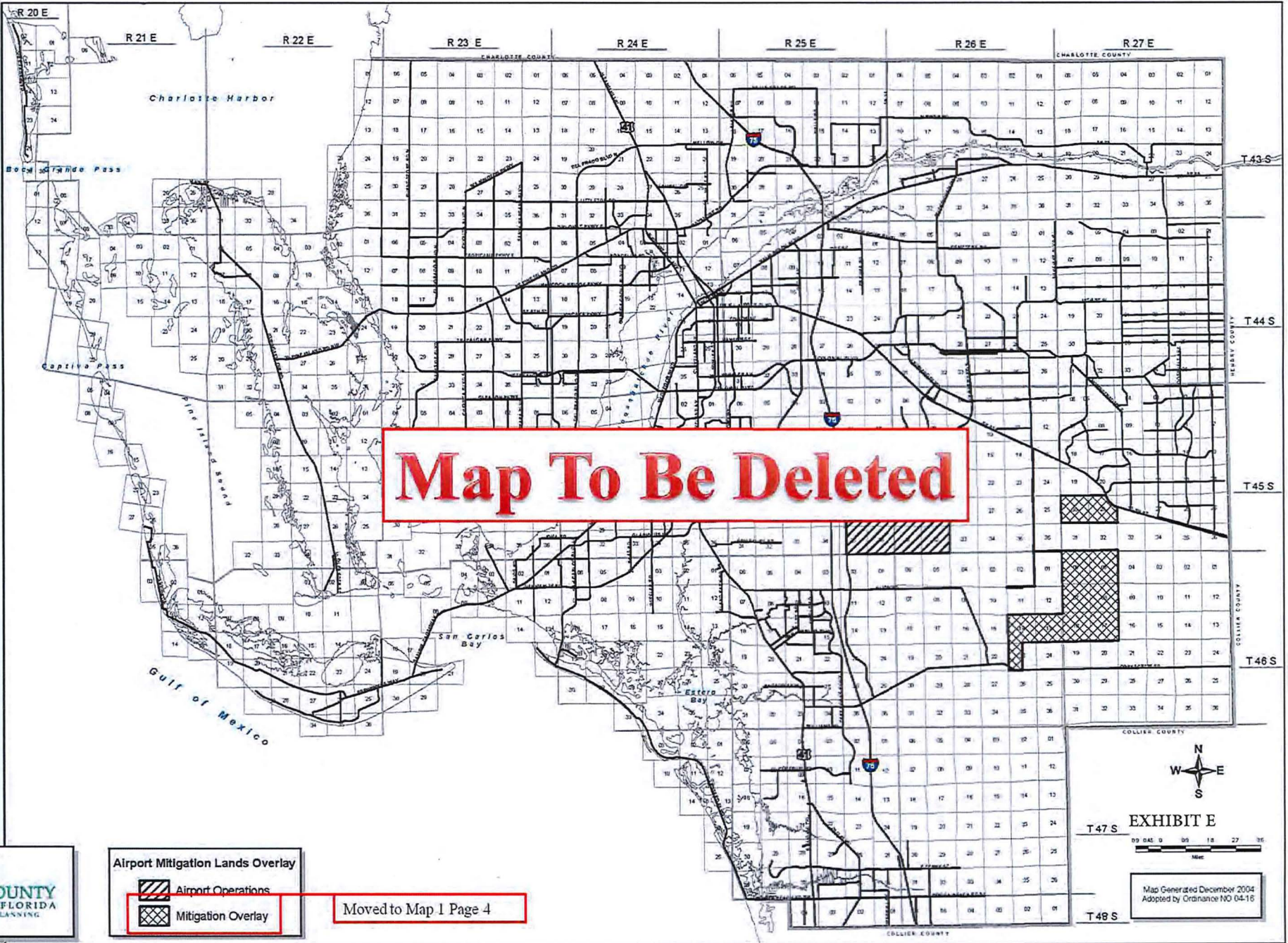
**SOUTHWEST FLORIDA
 INTERNATIONAL AIRPORT
 FORT MYERS, FLORIDA
 AIRPORT LAYOUT PLAN**

**SHEET
 2
 OF
 15**

Symbol	Description
(Symbol)	Runway
(Symbol)	Taxiway
(Symbol)	Grass
(Symbol)	Water
(Symbol)	Building
(Symbol)	Other

AIRPORT MITIGATION LANDS OVERLAY

(Lee Plan Map 3M)



Map To Be Deleted



Airport Mitigation Lands Overlay

- Airport Operations
- Mitigation Overlay

Moved to Map 1 Page 4

EXHIBIT E

Map Generated December 2004
Adopted by Ordinance NO 04-16

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		
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			
NON-AVIATION RELATED LAND USE		Table To Be Deleted	
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 is available in the annual Capital Improvement Plan (CIP) prepared by the Lee County Port Authority for the Southwest Florida International Airport.
2. All non-aviation related development will meet local land development code requirements such as open space requirements listed in LDC Sec. 10-415 and Wetland Impacts requirements listed in LDC Sec. 14-293. All development will be required to undergo local site and zoning review prior to local development order issuance. This Development includes 10% retail.
3. Development within the "Potential Future Development Area" will require amendment of the Lee Plan prior to development.

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

Table To Be Deleted

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.
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- ⁽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.

SPECIAL TREATMENT AREAS

Legend














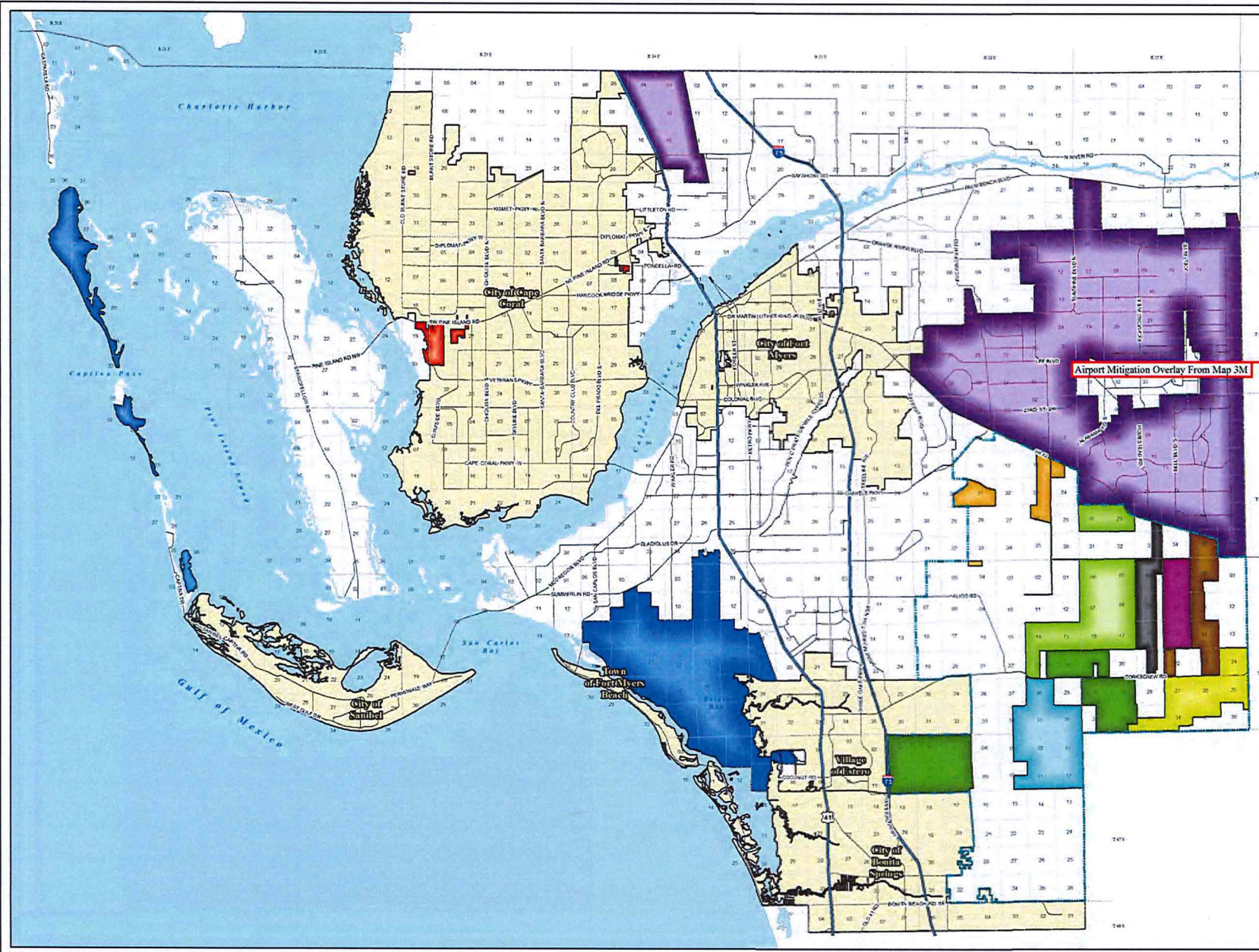
-  Southeast Lee County
 -  County Line
 -  City Limits
 -  Urban Reserve
Adopted by Ord 89-02, 1/31/1989
Amended by Ord 93-25, 18-18
 -  Privately Funded Infrastructure
Adopted by Ord 89-02, 1/31/1989
Amended by Ord 92-35, 18-18
 -  Public Acquisition*
Adopted by Ord 91-19, 7/9/1991
Amended by Ord 10-19, 18-18
 -  Airport Mitigation Overlay
Adopted by Ord 04-16, 6/22/2004
 - Airport Mitigation Overlay From Map 3M**
 - 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



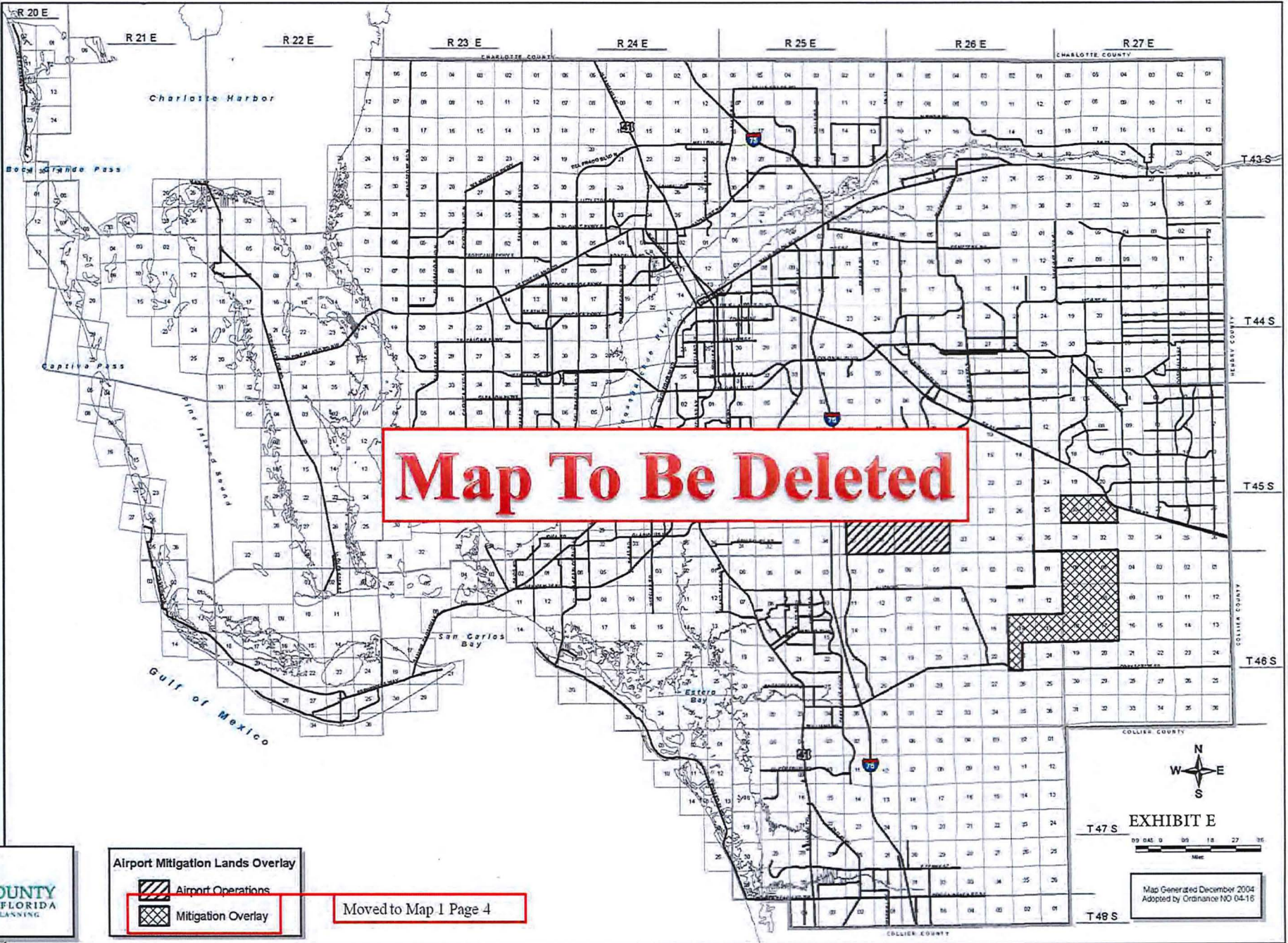
Map Generated: October 2018
City limits and Southeast Lee County boundary current to date of map generation

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



AIRPORT MITIGATION LANDS OVERLAY

(Lee Plan Map 3M)



Map To Be Deleted



Airport Mitigation Lands Overlay

- Airport Operations
- Mitigation Overlay

Moved to Map 1 Page 4

EXHIBIT E

Map Generated December 2004
Adopted by Ordinance NO 04-16

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		
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			
NON-AVIATION RELATED LAND USE		Table To Be Deleted	
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 is available in the annual Capital Improvement Plan (CIP) prepared by the Lee County Port Authority for the Southwest Florida International Airport.
2. All non-aviation related development will meet local land development code requirements such as open space requirements listed in LDC Sec. 10-415 and Wetland Impacts requirements listed in LDC Sec. 14-293. All development will be required to undergo local site and zoning review prior to local development order issuance. This Development includes 10% retail.
3. Development within the "Potential Future Development Area" will require amendment of the Lee Plan prior to development.

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

Table To Be Deleted

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.
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FLORIDA COUNTY ORDINANCE DATA RETRIEVAL SYSTEM
CODRS CODING FORM

COUNTY: Lee

COUNTY ORDINANCE #: 19-02

(e.g., 93-001)

PRIMARY KEYFIELD

DESCRIPTOR: Comprehensive Planning

SECONDARY KEYFIELD

DESCRIPTOR: Planning

OTHER KEYFIELD

DESCRIPTOR: Land Use Planning

ORDINANCE DESCRIPTION: LCPA Airport Lands Update

(25 Characters Maximum Including Spaces)

ORDINANCES AMENDED: (List below the ordinances that are amended by this legislation. If more than two, list the most recent two.)

AMENDMENT #1: 89-02

AMENDMENT #2: _____

ORDINANCES REPEALED: (List below the ordinances that are repealed by this legislation.)

REPEAL #1: _____ ; REPEAL #3: _____

REPEAL #2: _____ ; REPEAL #4: _____

(Others Repealed: List All That Apply): _____

(FOR OFFICE USE ONLY):

COUNTY CODE NUMBER: _____

KEYFIELD 1 CODE: _____

KEYFIELD 2 CODE: _____

KEYFIELD 3 CODE: _____



FLORIDA DEPARTMENT *of* STATE

RON DESANTIS
Governor

LAUREL M. LEE
Secretary of State

March 26, 2019

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

Attention: Joyce Townsend

Dear Ms. Doggett:

Pursuant to the provisions of Section 125.66, Florida Statutes, this will acknowledge receipt of your electronic copy of Ordinance No. 19-02, which was filed in this office on March 26, 2019.

Sincerely,

Ernest L. Reddick
Program Administrator

ELR/lb

RECEIVED

By Joyce Townsend at 2:04 pm, Mar 26, 2019