RESOLUTION NUMBER Z-23-037

RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS
OF LEE COUNTY, FLORIDA

WHEREAS, Johnson Engineering, Inc., filed an application on behalf of the property owner, Lee County, to rezone from Airport Operations Planned Development (AOPD) and Light Industrial (IL) to AOPD to increase the size of the AOPD boundary by 0.95 acres in reference to Page Field AOPD Rezoning; and

WHEREAS, a public hearing before the Lee County Zoning Hearing Examiner, Amanda L. Rivera, was advertised and held on November 9, 2023; and

WHEREAS, the Hearing Examiner gave full consideration to the evidence in the record for Case #DCI2023-00018 and recommended approval of the Request; and

WHEREAS, a second public hearing was advertised and held on January 17, 2024, before the Lee County Board of Commissioners; and,

WHEREAS, the Lee County Board of Commissioners gave full and complete consideration to the recommendations of the staff, the Hearing Examiner, the documents on record and the testimony of all interested persons.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS:

SECTION A. REQUEST

The applicant filed a request to rezone from AOPD and IL to AOPD to increase the size of the AOPD boundary by 0.95 acres and revise the Development Schedule, Schedule of Uses, Master Concept Plan, and Schedule of Deviations. The boundary will be updated by rezoning 2.5± acres zoned IL located at the southeast corner of the Airport to AOPD and by removing 1.5± acres.

The property is located in the Airport Lands and Industrial Development Future Land Use Categories and is legally described in attached Exhibit A. The request is APPROVED, SUBJECT TO the conditions and deviations specified in Sections B and C below.

SECTION B. CONDITIONS

All references to uses are as defined or listed in the Lee County Land Development Code (LDC).

1. **Master Concept Plan (MCP)/Development Parameters**

   a. MCP. Development must be substantially consistent with the 3-page MCP entitled "Page Field Airport, Master Concept Plan," dated March and April 2023, except where modified by conditions below (Exhibit C).

b. LDC and Lee Plan. Development must comply with the LDC and Lee Plan at time of development order approval, except where deviations are granted herein. Subsequent modifications to the MCP or conditions of approval may require further development approvals.

c. Development Parameters. See the Development Schedule establishing maximum intensity for the Page Field AOPD (Exhibit D). This resolution codifies prior zoning approvals Z-11-013, ADD2017-00119, ADD2018-10067, ADD2019-00028, ADD2021-00145, ADD2022-00177.

2. **Uses and Site Development Regulations**

a. Schedule of Uses

See Exhibit E

b. Site Development Regulations

Aviation Area and Non-Aviation Parcels 3 - 6

Minimum Lot Area and Dimensions:	
Area:	20,000 square feet
Width:	100 feet
Depth:	100 feet
Minimum Setbacks:	
AOPD Perimeter:	25 feet or one-half the height of the building or structure (per §§ 34-935(b)(1)d & e)
Front:	25 feet
Side:	10 feet
Rear:	20 feet
Minimum Building Separation:	20 feet
Maximum Lot Coverage:	55 percent
Maximum Building Height:	50 feet for building height 100 feet for aviation facility towers

Medical Village

Minimum Lot Area and Dimensions:	
Area:	10,000 square feet
Width:	100 feet
Depth:	100 feet
Minimum Setbacks:	
Street, U.S. 41:	25 feet
Street, access easement:	25 feet
Side:	20 feet
Rear:	15 feet

Rear: Buildings 2 & 3	14.9 feet
Water body:	25 feet
Minimum Building Separation:	20 feet
Maximum: Lot Coverage:	40 percent
Maximum Building Height:	35 feet

Page Field Commons

Retail and Office Tracts

Minimum Lot Area and Dimensions:	
Area:	20,000 square feet
Width:	100 feet
Depth:	100 feet
Minimum Setbacks:	
Street:	25 feet
Side:	10 feet
Rear:	25 feet
Water body:	25 feet
Minimum Building Separation:	20 feet
Maximum Lot Coverage:	55 percent
Maximum Building Height:	50 feet (for buildings exceeding 35 feet, an additional one-half-foot of setback and building separation for every foot exceeding 35 feet must be provided)

Industrial Tract

Minium Lot Area and Dimensions:	
Area:	20,000 square feet
Width:	100 feet
Depth:	100 feet
Minimum Setbacks:	
Street:	25 feet
Side:	20 feet
Rear:	15 feet
Water body:	25 feet
Minimum Building Separation:	40 feet
Maximum Lot Coverage:	55 percent

Maximum Building Height:	50 feet (for buildings exceeding 35 feet, an additional one-half-foot of setback and building separation for every foot exceeding 35 feet must be provided)

3. **Burrowing Owls**

The three-page management plan entitled "Page Field General Aviation Airport AOPD Rezoning Application Burrowing Owl Protective Measures," dated 3/3/2011 and date-stamped "Received APR 04, 2011, Community Development," is adopted with this resolution (Exhibit F). Applicant must contact Lee County Environmental Staff and provide copies of state/federal permits prior to collapsing any burrows.

4. **Open Space**

Development order plans must be consistent with the Open Space Table on Sheet 3 of the MCP. Non-aviation sites, 3, 4, and 5 must provide a minimum of 10% open space.

5. **Stormwater Lake**

Landscape plans must provide an alternative littoral planting design consistent with the following steps:

a. The square footage of the required littoral shelf must be calculated by multiplying the shoreline linear feet by 25% followed by the required 20-foot width.
b. The square footage of the required compensatory littoral shelf must be calculated by multiplying the linear feet of hardened shoreline by the required five-foot width.
c. The results of steps (a) and (b) must be summed to provide an overall square footage of required littoral shelf.
d. Canopy trees must be calculated at 20 feet on-center and shrubs must be calculated at 3 feet on-center. Plantings must meet LDC §§ 10-420(c) and (d) standards.
e. Canopy trees and shrubs must be dispersed around the lakes in planting beds outside the 20-foot lake maintenance easement.
f. Plantings must be compliant with the approved planting list entitled "Recommended Compatible and Incompatible Native Landscape List for RSW and FMY Projects" as maintained by the Lee County Port Authority (LCPA).

6. **Landscaping within Easements**

Plantings within easements must comply with LDC standards for future development order approval. Current developments with plantings permitted within easements will be considered in compliance, but the landscaping must be maintained in perpetuity, even if the plantings are impacted by work within the easement.

7. **Runway Protection Zone (RPZ) Buffers**

a. Buffers will be calculated at 33 shrubs per 100 linear feet and may be planted in clusters. Shrub material must be a minimum 3-gallon container size and 24 inches in height at time of planting.
b. Plantings must be compliant with the approved planting list entitled "Recommended Compatible and Incompatible Native Landscape List for RSW and FMY Projects" as maintained by the LCPA.

c. See Deviation 12 for RPZ planting requirements and safety provisions.

8. **Remnant Parcel**
The 1.5±-acre parcel released from the AOPD will remain under control of this resolution until the parcel is rezoned (Exhibit G).

9. **Conflicts Between Regulations**
In the event of a conflict between the provisions of the LDC and the Federal Aviation Administration's (FAA), Federal Air Regulations (FAR), or other FAA policies/advisories/regulations applicable to this airport, then such FAA's policies, advisories and regulations will control.

10. **Development Permits**
County development permits do not create rights to obtain permits from state/federal agencies. Further, County development permits do not create liability on the part of the County if applicant fails to obtain requisite approvals or fulfill obligations imposed by state/federal agencies or undertakes actions in violation of state/federal law. Applicant must obtain applicable state/federal permits prior to commencing development.

SECTION C. DEVIATIONS

1. **Architectural Design of Building #1 in Medical Village.** Deviation (1) seeks relief from the LDC § 10-600, et seq., building standards requirement to allow the architectural design of the southwestern most building located in Page Field Medical Village (Building #1) to remain as constructed/depicted on the MCP. This deviation is APPROVED.

2. **Excavation Setback**. Deviation (2) seeks relief from the § 10-329(d)(1).a.3 requirement to provide a 50-foot setback from a property line under separate ownership for excavations for water retention, to allow a 25-foot setback for the lake abutting the northern property line of Page Field Commons, and to allow a 20-foot setback for the pond at the eastern property line associated with the South Quad Hangar development project (DOS2022-00011). This deviation is APPROVED.

3. **Existing Landscape Strip to Remain**. Deviation (3) seeks relief from the § 10-416(d)(3) requirement to provide a 15-foot Type D buffer adjacent to existing rights-of-way along the east, west, and south property lines at Page Field Commons, to allow the existing 10-foot-wide landscape strip. This deviation is APPROVED.

4. **Maximum Depth for Water Retention Excavation**. Deviation (4) seeks relief from the § 10-329(d)(3) requirement to provide a maximum depth for water retention excavation of 12 feet measured from grade, to allow a maximum depth of 12 feet from the control elevation at Page Field Commons. This deviation is APPROVED.

5. **Reduction in Number of Plantings Around Stormwater Ponds**. Deviation (5) seeks relief from the § 10-418(2) requirement to provide certain plantings around stormwater ponds including littoral plantings, to allow for fewer plantings in accordance with the U.S. Department of Transportation, FAA Advisory Circular (AC No. 150/5200-33C) dated 2/21/2020, or as subsequently numbered and dated by the

FAA, which addresses hazardous wildlife attractants on or near airports. This deviation is APPROVED.

6. **Linear-shaped Shorelines and Steeper Lake Slopes**. Deviation (6) seeks relief from the § 10-329(d)(4)a., requirement that lake shorelines be sinuous and which requires lake slopes to be excavated at a 6:1 slope, to allow lake slopes of 2:1, and to allow linearly-shaped lake shorelines and excavation bank slopes no greater than 2:1, SUBJECT TO the submittal of a written request from the FAA or the LCPA, at time of local development order, that lake slopes, configuration and lake plantings will be in compliance with FAA Advisory Circular (AC No. 150/5200-33C) dated 2/21/2020 (or numbered by subsequent FAA amendment). This deviation is APPROVED.

7. **Increased Amount of Bulkheads, Rip-rap Revetments or other Hardened Shoreline Structures**. Deviation (7) seeks relief from the § 10-418(3) requirement which allows bulkheads, rip-rap revetments or other hardened shoreline structures to comprise up to 20 percent of an individual lake shoreline, to allow for rip-rap to comprise 100 percent of the lake shorelines in accordance with the U.S. Department of Transportation, FAA Advisory Circular (AC No. 150/5200-33C) dated 2/21/2020, or as subsequently numbered and dated by the FAA which addresses hazardous wildlife attractants on or near airports. This deviation is APPROVED.

8. **Intersection Separation**. Deviation (8) seeks relief from the § 10-285(a), Table 1, requirements as follows:

   Seeks relief from the standard 660-foot connection separation on arterials, to allow:

   a. A 539-foot connection separation for the right-in/right-out only access point for the industrial parcel of Page Field Commons along Fowler Street; and

   b. The two existing driveways for Non-Aviation Site #6 along Cleveland Avenue/U.S. 41; the first being 255 feet from South Road, and the second being an existing driveway with 205-foot separation. (All access onto U.S. 41 is SUBJECT TO Florida Department of Transportation (FDOT) approval);

      and

   c. Also seeks relief from the standard 330-foot connection separation on collectors, to allow the existing driveway locations along North Airport Road and Danley Drive with connections ranging from 20 feet to 300 feet apart, as well as the reduced separations for a proposed relocated South Road driveway at the easternmost feasible location on Non-Aviation Site #6, as indicated on the MCP.

   This deviation is APPROVED.

9. **Runways, Taxiways, Taxi Lanes and Aprons Removed from Development Area Calculation**. Deviation (9) seeks relief from the § 10-416(a)(4) requirement that one tree be planted per each 3,500 square feet of development area and from § 10-415, which establishes open space requirements of 20 percent for industrial development

area, in order to eliminate runways, taxiways, taxi lanes, and aprons from the development area calculation. This deviation is APPROVED.

10. **Signage Plan.** Deviation (10) seeks relief from the § 30-153 requirement, regarding permitted signs in commercial areas, to allow signs to remain consistent with the approved Signage Plan for Page Field Commons, dated November 2000. Future changes to the Signage Plan for Page Field will be made administratively, if such changes are internal to the site and do not increase the total square footage of signage allowed for the project. This deviation is APPROVED.

11. **Existing Barbed Wire Fences to Remain**. Deviation (11) seeks relief from the § 34-1742(f) requirement, which states that no barbed wire, spire tips, sharp objects or electrically charged fences be erected within 100 feet of any residential area or residential zoning district under separate ownership, to allow the existing fence with barbed wire located around the perimeter of the aviation portion of the Page Field General Aviation Airport to remain adjacent to Danley Drive, facing residential property. This deviation is APPROVED.

12. **Buffer Plantings Within RPZ**. Deviation (12) seeks relief from the § 10-416(d)(3) requirement which provides for 15-foot Type D buffers abutting rights-of-way, to allow right-of-way buffer areas within RPZ, to be limited to 15 feet wide with plantings limited to low-lying shrubs, grasses and groundcover consistent with the LCPA "Compatible Native Landscape List for RSW and FMY," as it may be amended, at the rate of 33 shrubs per 100 linear feet. No planting zones and reduced planting density may be allowed in RPZ if deemed to be a hazard to aviation or public safety by the LCPA. This deviation is APPROVED, SUBJECT TO Condition 7.

13. **Location of Buffer Planting on Interior Side of Security Fence Areas**. Deviation (13) seeks relief from the § 10-421(a)(8) requirement that the buffer material must be placed on the exterior side of the fence, to allow existing and future plantings on the interior side of a fence in locations where the Airport security fence is on the property line, or is within a distance to the property line that does not allow plantings on the exterior side. This deviation is APPROVED.

14. **No Buffers in Certain Areas.** Deviation (14) seeks relief from the § 10-416(d)(3) requirement of 15-foot Type D buffers abutting rights-of-way, to allow a reduced 7.5-foot wide buffer planted with a double row of hedges and 2 trees per 100 linear feet abutting the South Airport Road right-of-way. This deviation is APPROVED.

15. **No Buffers May be a Hazard to Aviation or Public Safety.** Deviation (15) seeks relief from the § 10-416 requirement which contains site landscape standards, to allow any buffers or plantings to be removed or altered when deemed to be a hazard to aviation or public safety by the LCPA. This deviation is APPROVED, SUBJECT TO the following condition:

    a. The LCPA will notify Lee County Environmental Staff within 7 days of the removal or alteration of buffers or plantings.

16. **Lighting**. Deviation (16) seeks relief from the illuminance, lamp standards, luminaire mount standards of § 34-625(d) to permit the installation of lighting consistent with

standards established in FAA Advisory Circular AC 150/5300-13A Airport Design – Appendix 5 General Aviation Aprons and Hangars. This deviation is APPROVED, SUBJECT TO the following condition:

a. The deviation applies only to the Airport Operations Area as depicted on the exhibit entitled "Page Field General Aviation Airport, Airport Operations Area Exhibit," prepared by Hole Montes, dated October 4, 2018, attached to ADD2018-10067 as Exhibit "B". Lighting outside the Airport Operations Area must comply with the applicable provisions of the LDC.

17. **Building Perimeter Plantings (Aviation Development Area).** Deviation (17) seeks relief from the § 10-416(b) requirement that new development in commercial components of planned developments must provide building perimeter plantings equal to ten percent of the proposed building gross ground level floor area located abutting three sides of the building, to allow all new, redeveloped, or expanded buildings in the Aviation Development Area to provide building perimeter plantings equal to 2.5 percent of the building gross ground floor area, limited to locations on sides of the building adjacent to motor vehicle parking, with no building perimeter plantings required for buildings that do not abut motor vehicular parking areas. This deviation is APPROVED.

18. **Buffering between Individual Uses (Aviation Development Area)**. Deviation (18) seeks relief from § 10-416(d) requirements that new development must be buffered and that existing landscaping that does not comply must be brought into conformity to the maximum extent possible, to exempt new development or redevelopment from buffering between individual development sites within the Aviation Development Area. This deviation is APPROVED.

19. **Parking Area Trees (Aviation Development Area).** Deviation (19) seeks relief from the § 10-416(c)(2)a., requirement that parking areas must be internally landscaped with at least one canopy tree or a cluster of three sabal palms planted for every 250 square feet of required internal planting area, and no parking space may be more than 200 feet from a tree planted in a permeable island, peninsula or median, to allow one canopy tree or cluster of three sabal palms planted for every 1,000 square feet of required internal planting area for development or redevelopment projects located within or adjacent to the Aviation Development Area. This deviation is APPROVED.

SECTION D. EXHIBITS

The following exhibits are attached to this resolution and incorporated by reference:

Exhibit A: Legal description of the property
Exhibit B: Zoning Map (with the subject parcel indicated)
Exhibit C: The Master Concept Plan
Exhibit D: Development Schedule
Exhibit E: Schedule of Uses
Exhibit F: AOPD Burrowing Owl Protective Measures dated March 2011
Exhibit G: Remnant Parcel

SECTION E. FINDINGS AND CONCLUSIONS

Based upon its review, the Board of County Commissioners adopts the recommendation of the Hearing Examiner, including the following findings and conclusions:

1. As conditioned herein, the proposed AOPD:

   a. Complies with the Lee Plan. *See,* Lee Plan Goals 2, 4, 7, 46, 47, 77, 124, 125, 158, 161, Objectives 1.6, 2.1, 2.2, 7.1, 158.3, 161.3, 161.4, and Policies 1.1.7, 1.1.12, 1.5.3, 1.6.1, 1.6.5, 2.1.1, 2.2.1, 6.1.1, 6.1.3, 6.1.4, 6.1.5, 6.1.6, 6.1.7, 7.1.1, 7.1.2, 7.1.3, 7.1.4, 7.1.6, 7.1.7, 7.1.8, 47.1.2, 123.6, 124.1.2, 125.1.3, 158.3.1, 158.3.2, 161.1.2, 161.3.1, Standards 4.1.1, 4.1.2, 4.1.4; Lee Plan Maps 1A-B, 3D-E.

   b. Complies with the LDC and other County regulations or qualifies for deviations. *See,* LDC Chapters 10 and 34.

   c. Is compatible with existing and planned uses in the area. *See,* Lee Plan Policies 1.1.7, 1.1.12, 2.1.1, 2.1.2, 2.2.1, 7.1.3, 7.1.4; LDC §§ 34-411(c), (i), and (j).

   d. Provides sufficient access to support the proposed development intensity, with expected impacts on transportation facilities addressed by existing County regulations or conditions of approval. *See* Lee Plan Policy 7.1.1, 7.1.2, 7.1.3, 7.1.4, 7.1.7.

   e. Will not adversely affect environmentally critical areas and natural resources. *See,* Lee Plan Goals 77, 124, 125, Objectives 1.5, 4.1, 77.1, Policy 7.1.1, 7.1.6, 124.1.2, Standard 4.1.4, LDC § 34-411(h).

   f. Will be served by urban services. *See,* Lee Plan Glossary, Map 4A-B, Goal 2; Objectives 2.1, 2.2, 4.1, 7.1, 53.1, 56.1; Policies 2.2.1, and Standards 4.1.1 and 4.1.2; LDC § 34-411(d).

2. The MCP reflects sufficient access to support the intensity of development. In addition, County regulations and conditions of approval will address expected impacts to transportation facilities. *See,* Lee Plan Goal 39, Objective 39.1, Policies 7.1.1,7.1.2, 7.1.3, 7.1.4, 7.1.7; LDC § 34-411(d).

3. The proposed mix of uses is appropriate at the proposed location. *See,* Lee Policies 1.1.7, 1.1.12, 2.1.1, 7.1.1, 7.1.2, 7.1.3, 7.1.4.

4. The recommended conditions are sufficient to protect the public interest and reasonably relate to the impacts expected from the development. *See,* LDC Chapters 10 and 34.

5. As conditioned herein, the deviations:

   a. Enhance the objectives of the planned development.

   b. Promote the intent of the LDC to protect public health, safety, and welfare. *See,* LDC § 34-377(b)(4).

SECTION F. SCRIVENER'S ERRORS

The Board intends that this resolution can be renumbered or relettered and typographical errors that do not affect the intent and are consistent with the Board's action can be corrected with the authorization of the County Manager or his designee, without the need for a public hearing.

Commissioner Pendergrass made a motion to adopt the foregoing resolution, seconded by Commissioner Hamman. The vote was as follows:

Adopted by unanimous consent.

Kevin Ruane	Aye
Cecil L Pendergrass	Aye
Raymond Sandelli	Aye
Brian Hamman	Aye
Mike Greenwell	Aye

DULY PASSED AND ADOPTED this 17th day of January 2024.

ATTEST:
KEVIN C. KARNES
CLERK OF CIRCUIT COURT

BY: _____
Deputy Clerk

BOARD OF COUNTY COMMISSIONERS
OF LEE COUNTY, FLORIDA

BY: _____
Mike Greenwell, Chair

BOARD OF COUNTY COMMISSIONERS SEAL LEE COUNTY, FLORIDA

APPROVED AS TO FORM FOR THE
RELIANCE OF LEE COUNTY ONLY

_____
Amanda L. Swindle
Assistant County Attorney, Senior
County Attorney's Office

RECEIVED
MINUTES OFFICE
2024 MAR 19 PM 2:09

DCI2023-00018

EXHIBIT A

BOUNDARY SURVEY

PAGE FIELD AIRPORT

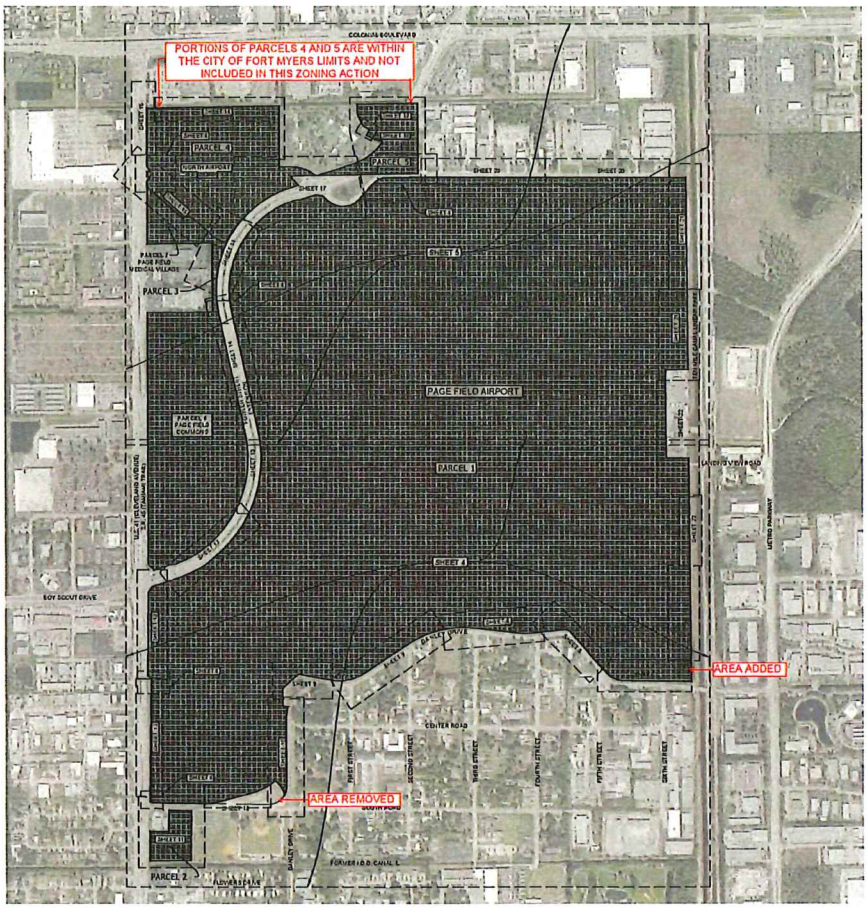
SECTIONS 1 & 12, TOWNSHIP 45 SOUTH, RANGE 24 EAST
LEE COUNTY, FLORIDA

SECTIONS AND LEE COUNTY, FLORIDA

ALL THAT LANDS LYING WITHIN SECTION 1, TOWNSHIP 45 SOUTH, RANGE 24 EAST AND BE IN THE SOUTH ½ OF SECTION 12, TOWNSHIP 45 SOUTH, RANGE 24 EAST, LEE COUNTY, FLORIDA, BEING MORE DESCRIBED AS FOLLOWS:

PARCEL 1:

COMMENCING AT THE NORTHEAST CORNER OF SECTION 12, TOWNSHIP 45 SOUTH, RANGE 24 EAST; THENCE ALONG THE CENTERLINE OF SAID SECTION 12 S 89°16'19" W FOR 33.15 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF THE TEN MILE CANAL LEASED FROM JOHN DEERE DRAINAGE DISTRICT CANAL AS RECEIVED; THE POINT OF BEGINNING; THENCE RUN S 20°52'12" E ALONG SAID WESTERLY RIGHT-OF-WAY FOR 1,021.74 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF DANIELS (STATE ROAD 884); THENCE ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF DANIELS (STATE ROAD 884) THE FOLLOWING TWELVE (12) CALLS: 1) N 69°36'02" W FOR 313.25 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 2) THENCE ALONG SAID CURVE TO THE RIGHT HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 67°26'32" W FOR 173.61 FEET TO A POINT OF TANGENCY; 3) THENCE N 67°16'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHEAST; 4) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD OF 11,517.87 FEET IN LENGTH BEARING N 69°53'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 5) THENCE N 72°29'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 6) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 70°18'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 7) THENCE N 68°08'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 8) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 65°58'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 9) THENCE N 63°49'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 10) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 66°25'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 11) THENCE N 69°02'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 12) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 66°52'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 13) THENCE N 64°43'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 14) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 67°19'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 15) THENCE N 69°56'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 16) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 67°46'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 17) THENCE N 65°37'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 18) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 68°13'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 19) THENCE N 70°50'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 20) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 68°40'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 21) THENCE N 66°31'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 22) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 69°07'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 23) THENCE N 71°44'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 24) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 69°34'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 25) THENCE N 67°25'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 26) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 70°01'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 27) THENCE N 72°38'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 28) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 71°27'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 29) THENCE N 69°18'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 30) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 71°54'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 31) THENCE N 74°31'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 32) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 73°20'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 33) THENCE N 71°11'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 34) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 73°47'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 35) THENCE N 76°24'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 36) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 75°13'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 37) THENCE N 73°04'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 38) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 73°40'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 39) THENCE N 76°17'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 40) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 74°06'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 41) THENCE N 71°57'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 42) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 72°33'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 43) THENCE N 75°10'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 44) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 73°00'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 45) THENCE N 70°51'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 46) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 71°27'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 47) THENCE N 74°04'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 48) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 72°47'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 49) THENCE N 70°38'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 50) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 71°14'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 51) THENCE N 73°51'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 52) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 72°34'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 53) THENCE N 71°25'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 54) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 71°58'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 55) THENCE N 74°31'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 56) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 73°20'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 57) THENCE N 71°11'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 58) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 71°47'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 59) THENCE N 74°24'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 60) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 73°13'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 61) THENCE N 71°04'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 62) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 71°40'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 63) THENCE N 74°17'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 64) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 72°06'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 65) THENCE N 69°57'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 66) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 70°33'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 67) THENCE N 73°10'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 68) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 71°59'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 69) THENCE N 69°50'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 70) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 70°26'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 71) THENCE N 73°03'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 72) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 71°52'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 73) THENCE N 69°43'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 74) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 70°19'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 75) THENCE N 72°56'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 76) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 71°45'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 77) THENCE N 69°36'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 78) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 70°12'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 79) THENCE N 72°49'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 80) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 71°38'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 81) THENCE N 69°29'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 82) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 70°05'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 83) THENCE N 72°42'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 84) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 71°31'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 85) THENCE N 69°22'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 86) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 69°58'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 87) THENCE N 72°35'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 88) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 71°24'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 89) THENCE N 69°15'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 90) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 69°51'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 91) THENCE N 72°28'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 92) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 71°17'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 93) THENCE N 69°08'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 94) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 69°44'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 95) THENCE N 72°21'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 96) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 71°10'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 97) THENCE N 69°01'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 98) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 69°37'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 99) THENCE N 72°14'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 100) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 71°03'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 101) THENCE N 68°54'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 102) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 69°30'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 103) THENCE N 72°07'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 104) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 70°56'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 105) THENCE N 68°47'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 106) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 69°23'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 107) THENCE N 72°00'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 108) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 70°49'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 109) THENCE N 68°40'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 110) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 69°16'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 111) THENCE N 71°53'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 112) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 70°42'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 113) THENCE N 68°33'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 114) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 69°09'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 115) THENCE N 71°46'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 116) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 70°35'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 117) THENCE N 68°26'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 118) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 69°02'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 119) THENCE N 71°39'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 120) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 70°28'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 121) THENCE N 68°19'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 122) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 68°55'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 123) THENCE N 71°32'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 124) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 70°21'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 125) THENCE N 68°12'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 126) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 68°48'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 127) THENCE N 71°25'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 128) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 70°14'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 129) THENCE N 68°05'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 130) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 68°41'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 131) THENCE N 71°18'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 132) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 70°07'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 133) THENCE N 67°58'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 134) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 68°34'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 135) THENCE N 71°11'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 136) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 70°00'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 137) THENCE N 67°51'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 138) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 68°27'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 139) THENCE N 71°04'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 140) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 69°53'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 141) THENCE N 67°44'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 142) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 68°20'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 143) THENCE N 70°57'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 144) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 69°46'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 145) THENCE N 67°37'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 146) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 68°13'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 147) THENCE N 70°50'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 148) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 69°39'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 149) THENCE N 67°30'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 150) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 68°06'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 151) THENCE N 70°43'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 152) THENCE ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 23,039.83 FEET, THROUGH A CENTRAL ANGLE OF 4°19'00", SUBTENDED BY A CHORD BEING N 69°32'31" W FOR 173.61 FEET TO A POINT OF TANGENCY; 153) THENCE N 67°23'01" W FOR 1,021.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST; 154) THENCE ALONG SAID CURVE TO THE LEFT, HAVING A RADIUS OF 11,519.87 FEET, THROUGH A CENTRAL ANGLE OF 5°13'01", SUBTENDED BY A CHORD BEING N 67°59'31" W FOR 1,048.77 FEET TO A POINT OF TANGENCY; 155) THENCE N 70°36'01" W FOR 1,251.71 FEET TO A POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST; 156) THENC



BOUNDARY SURVEY

PAGE FIELD AIRPORT
SECTIONS 1 & 12, TOWNSHIP 45 SOUTH, RANGE 24 EAST
LEE COUNTY, FLORIDA

N

400 0 200 400
1 Inch = 400 ft.
INTENDED DISPLAY SCALE

= LEE COUNTY PORT AUTHORITY PROPERTY

REVIEWED
Division name
Mark Bundy, Principal Planner
Lee County DOT/Planning
9/15/2023

SURVEY MAP KEY SHEET

COONER & ASSOCIATES, INC.
SURVEYING AND MAPPING
WWW.COONER.COM
2670 Del Prado Boulevard South
Cape Coral, Florida 33904
Telephone 239.277.0733
Fax 239.277.7179
2551 Ranch Drive
Land O Lakes, Florida 34639
Telephone 813.909.2693
Fax 813.909.2841

PROJECT: LEE COUNTY PORT AUTHORITY
DATE: 7-20-11

COUNTY:	LEE	DRAWN BY:	ASSISTANT DRAFTS.		
SEC.	1 & 12, TWP 45 S, RGE 24 E	SURVEY DATE:	3-24-11		
PROJECT NUMBER:	10123.01	DRAWN BY:	KDC		
DRWG. NUMBER:	10123.01 SHT	CHECKED BY:	SD		

AIRPORT LAYOUT PLAN
PAGE FIELD AIRPORT
SECTIONS 1 & 12, TOWNSHIP 45 SOUTH, RANGE 24 EAST

3 OF 22

SKETCH AND DESCRIPTION

OF A PARCEL OF LAND LYING WITHIN
SECTION 12, TOWNSHIP 45 SOUTH, RANGE 24 EAST
LEE COUNTY, FLORIDA

Area added

DESCRIPTION

A parcel of land in Section 12, Township 45 South, Range 24 East, Lee County, Florida, being a portion of those lands described in Official Records Book 990, page 290 et seq of the Public Records of Lee County, Florida, and being described as follows:

For a Point of Reference commence at the Northeast corner of Section 12, Township 45 South, Range 24 East; thence run S 89° 46' 16" W, along the North line of said Section 12, a distance of 78.00 feet to the Westerly right-of-way line of the Ten Mile Canal Linear Park, formerly known as Iona Drainage District Canal A, and the POINT OF BEGINNING; thence continue S 89° 46' 16" W, along the North line of said Section 12, a distance of 113.60 feet; thence S 00° 28' 14" E, along the Westerly line of those lands described in Official Records Book 990, page 290 et seq, a distance of 933.35 feet to a point on an Easterly projection of the North right-of-way line of Danley Drive as shown on the plat of Page Park recorded in Plat Book 8, page 92 et seq of the Public Records of Lee County, said point also being the Northeast corner of Parcel "A" as described in Official Records Book 2688, page 1578 et seq of the Public Records of Lee County; thence S 89° 04' 26" E, along an Easterly projection of the said North right-of-way line of Danley Drive and said Parcel "A", 117.39 feet to the Westerly right-of-way line of the Ten Mile Canal Linear Park, formerly known as Iona Drainage District Canal A; thence N 00° 42' 02 W, along said right-of-way line, 935.74 to the POINT OF BEGINNING.

Said lands containing 2.48 acres more or less.

REVIEWED
DCI2023-00018
Rick Burris, Principal Planner
Lee County DCD/Planning
9/15/2023

NOTES:

1. THE CERTIFICATE OF AUTHORIZATION NUMBER OF COONER & ASSOCIATES, INC. IS LB-6773.
2. BEARINGS SHOWN ARE BASED ON THE NORTH LINE OF SECTION 12-45-24, BEING S 89°46'16" W.
3. LEGAL DESCRIPTION AND SKETCH OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
4. ADDITIONS AND DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
5. NOT VALID WITHOUT ALL SHEETS. SEE SHEET 2 OF 2 FOR SKETCH.

ABBREVIATIONS:

C.C.R	CERTIFIED CORNER RECORD
D.B.	DEED BOOK
LB	LICENSED BUSINESS
M.B.	MISCELLANEOUS BOOK
O.R.	OFFICIAL RECORDS
P.B.	PLAT BOOK
P.O.B	POINT OF BEGINNING
P.O.C	POINT OF COMMENCEMENT
PG.	PAGE
R/W	RIGHT-OF-WAY

SCOTT R. URQUHART
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA CERTIFICATE NO. 6524
(FOR THE FIRM - LB 6773)
SIGNED THIS 18TH DAY OF MAY, 2011

THIS IS NOT A SURVEY

5670 ZIP DRIVE
FORT MYERS, FLORIDA 33905
TELEPHONE: 239.277.0722
FAX: 239.277.7179

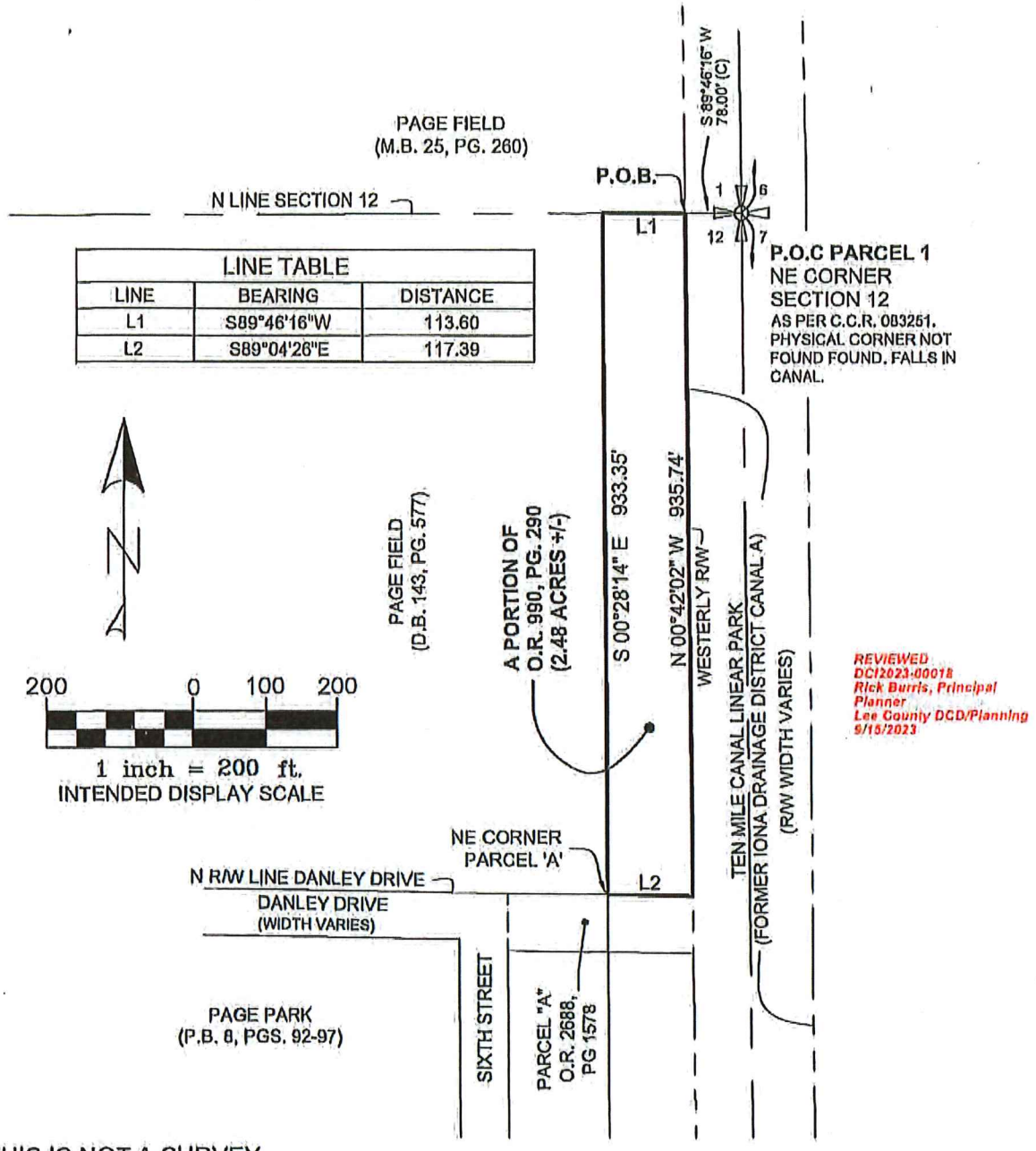
COONER & ASSOCIATES, INC.
SURVEYING AND MAPPING
WWW.COONER.COM

2351 RADEN DRIVE
LAND O'LAKES, FLORIDA 34639
TELEPHONE: 813.909.2693
FAX: 813.909.2841

SKETCH & DESCRIPTION	COUNTY: LEE	DWG DATE: 5/0/11	LEE COUNTY PORT AUTHORITY	1 OF 2
	PROJECT NO.: 091202.00	DRAWN BY: BRU		
	DRAWING NO.: ZEMEL SD	CHECKED BY: SS		
	REVISION:	REV. DATE:		

SKETCH AND DESCRIPTION

OF A PARCEL OF LAND LYING WITHIN
SECTION 12, TOWNSHIP 45 SOUTH, RANGE 24 EAST
LEE COUNTY, FLORIDA



LINE TABLE		
LINE	BEARING	DISTANCE
L1	S89°46'16"W	113.60
L2	S89°04'26"E	117.39

REVIEWED
DCI2023-00018
Rick Burris, Principal Planner
Lee County DCD/Planning
9/15/2023

THIS IS NOT A SURVEY

■ 5670 ZIP DRIVE
FORT MYERS, FLORIDA 33905
TELEPHONE: 239.277.0722
FAX: 239.277.7179

COONER & ASSOCIATES, INC.
SURVEYING AND MAPPING
WWW.COONER.COM

□ 2351 RADEN DRIVE
LAND O'LAKES, FLORIDA 34639
TELEPHONE: 813.909.2693
FAX: 813.909.2841

SKETCH & DESCRIPTION	COUNTY: LEE	DWG DATE: 5/0/11	LEE COUNTY PORT AUTHORITY	2 OF 2
	PROJECT NO.: 091202.00	DRAWN BY: SRU		
	DRAWING NO.: ZEMEL SD	CHECKED BY: BB		
	REVISION:	REV. DATE:		

Area removed

COMMENCING at the southwest corner of said Lot 1, Block "A", Page Park according to the plat thereof as recorded in Plat Book 8, Pages 95 through 97, Public Records of Lee County, Florida; thence along the south line of said Lot 1 S.89°31'55"E. for 397.70 feet to the POINT OF BEGINNING of the Parcel herein described; thence N.74°56'30"E. for 403.73 feet; thence northeasterly 244.69 feet along the arc of a circular curve concave to the northwest, having a radius of 550.00 feet, through a central angle of 25°29'26" and being subtended by a chord which bears N.62°11'47"E. for 242.68 feet to a point on said curve; thence S.45°45'53"E. for 45.31 feet; thence southeasterly 121.08 feet along the arc of a circular curve concave to the southwest, having a radius of 200.00 feet, through a central angle of 34°41'12" and being subtended by a chord which bears S.28°25'17"E. for 119.24 feet to a point on said curve and the southerly line of said Lot 1 also being the northerly right-of-way line of South Road; thence along said southerly line of Lot 1 and northerly right-of-way line of South Road southwesterly 179.44 feet along the arc of a non-tangential circular curve concave to the northwest, having a radius of 167.50 feet, through a central angle of 61°22'48" and being subtended by a chord which bears S.59°46'41"W. for 170.98 feet; thence continue along the south line of said Lot 1 and the north right-of-way line of South Road N.89°3 I '55"W, for 546.02 feet to the Point of Beginning of the Parcel herein described; Bearings are based on the south line of said Lot land the north right-of-way line of said South Road being N.89° 31'55"W.

Parcel contains 1.52 acres, more or less.

REVIEWED
DCI2023-00018
Rick Burris, Principal Planner
Lee County DCD/Planning
9/15/2023

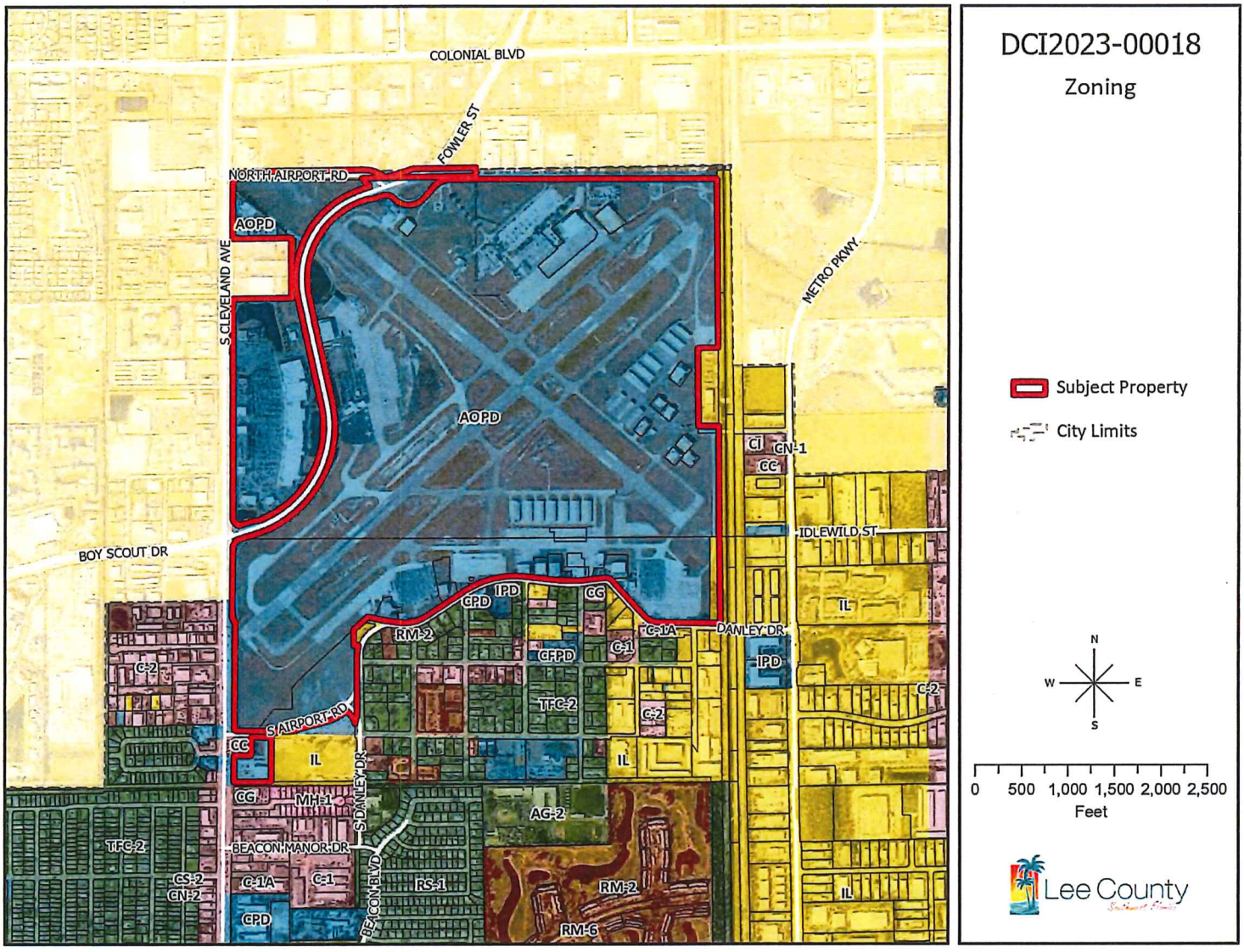
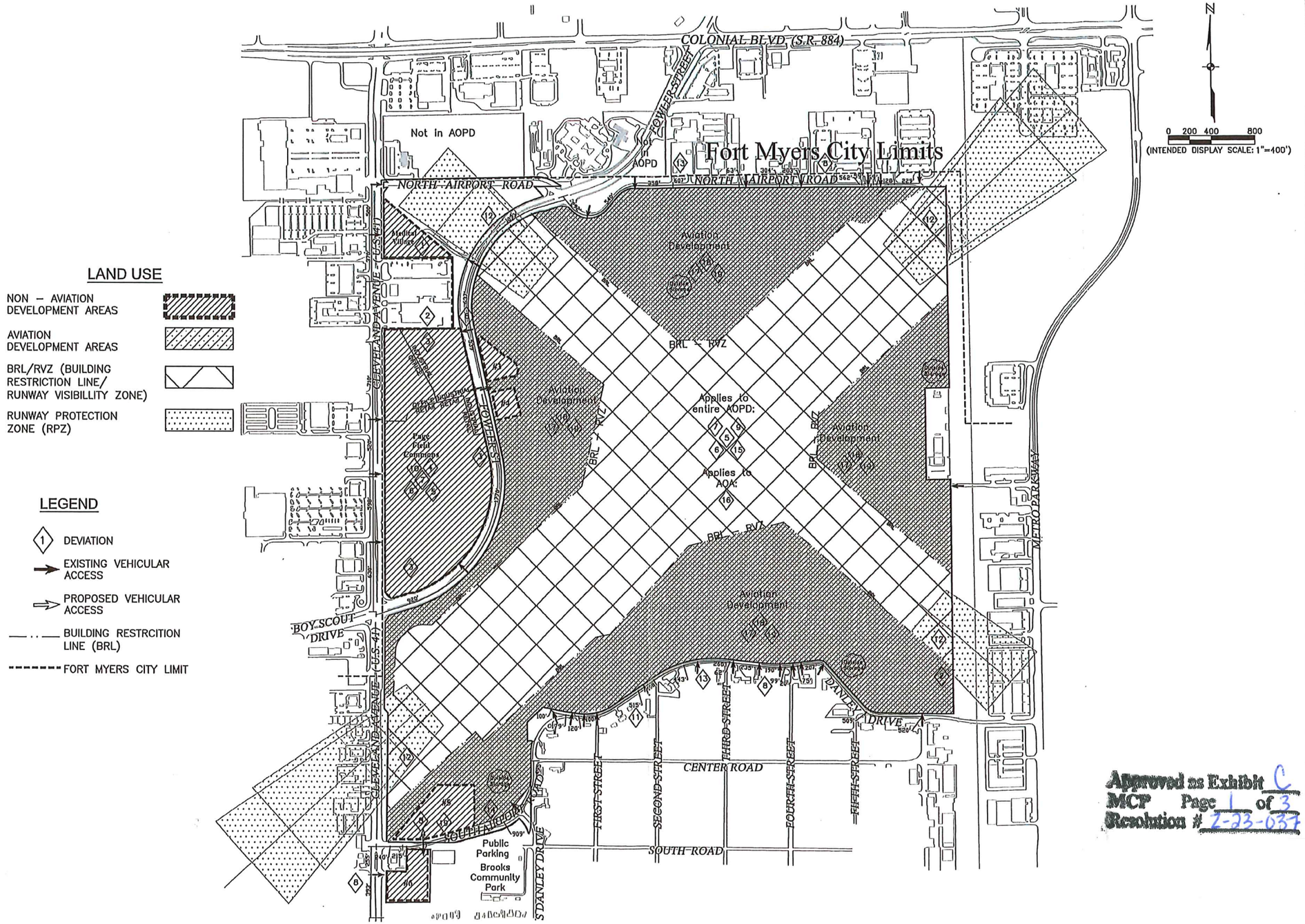

DCI2023-00018
Zoning
COLONIAL BLVD
FOWLER ST
NORTH AIRPORT RD
AOPD
S CLEVELAND AVE
METRO PKWY
AOPD
CI
CN-1
CC
IDLEWILD ST
BOY SCOUT DR
IPD
CPD
CC
RM-2
C-1A
DANLEY DR
IL
C-2
CFPD
C-1
IPD
C-2
TFC-2
S AIRPORT RD
C-2
CC
IL
IL
CG
MH-1
S DANLEY DR
AG-2
TFC-2
BEACON MANOR DR
CS-2
CN-2
C-1A
C-1
RS-1
BEACON BLVD
RM-2
IL
CPD
RM-6
Subject Property
City Limits
N
W
E
S
0 500 1,000 1,500 2,000 2,500
Feet
Lee County

Exhibit "B"



LAND USE

- NON – AVIATION DEVELOPMENT AREAS
- AVIATION DEVELOPMENT AREAS
- BRL/RVZ (BUILDING RESTRICTION LINE/ RUNWAY VISIBILLITY ZONE)
- RUNWAY PROTECTION ZONE (RPZ)

LEGEND

- (1) DEVIATION
- EXISTING VEHICULAR ACCESS
- PROPOSED VEHICULAR ACCESS
- BUILDING RESTRCITION LINE (BRL)
- FORT MYERS CITY LIMIT

Note: Base file is from June 2020 ALP (revision 11) by Ricondo

\\fmn01\Drawings\2021\20214444-000\Planning\DRG\AOPD MCP.dwg (1 MASTER CONCEPT PLAN) Mon Apr 17, 2023 - 4:42pm

JOHNSON ENGINEERING

JOHNSON ENGINEERING, INC.
2122 JOHNSON STREET
FORT MYERS, FLORIDA 33901
PHONE: (239) 334-0048
E.B. #642 & L.B. #642

LEE COUNTY PORT AUTHORITY
Page Field

PAGE FIELD AIRPORT
MASTER CONCEPT PLAN

REVISIONS

NO.	DESCRIPTION	DATE
1	LEE COUNTY ADS SUBMITTAL	6/22

DATE: MARCH 2023
PROJECT NO. 20214444-000
FILE NO. 01-45-24
SCALE: AS SHOWN

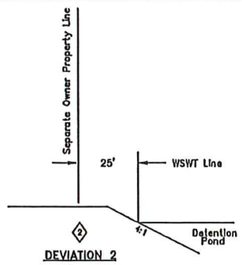
MASTER CONCEPT PLAN

SHEET NUMBER
1 OF 3

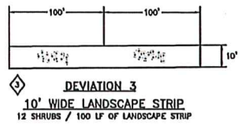
Approved as Exhibit C
MCP Page 1 of 3
Resolution # Z-23-037

LEGEND

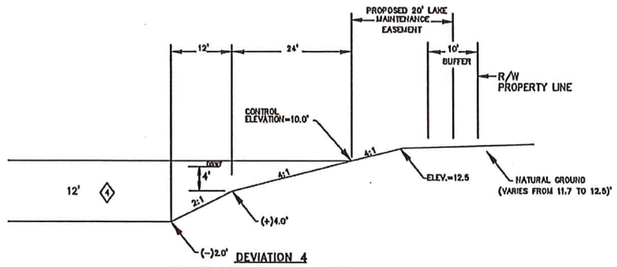
DEVIATION – ⟨#⟩



⟨2⟩ DEVIATION 2
NTS

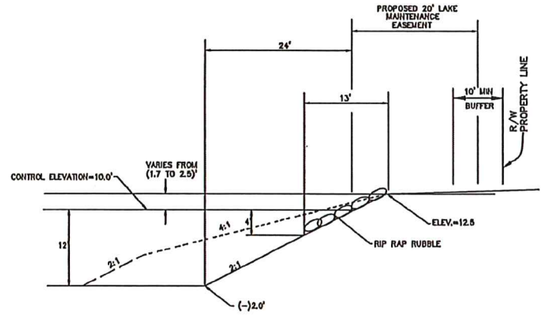


⟨3⟩ DEVIATION 3
10' WIDE LANDSCAPE STRIP
12 SHRUBS / 100 LF OF LANDSCAPE STRIP

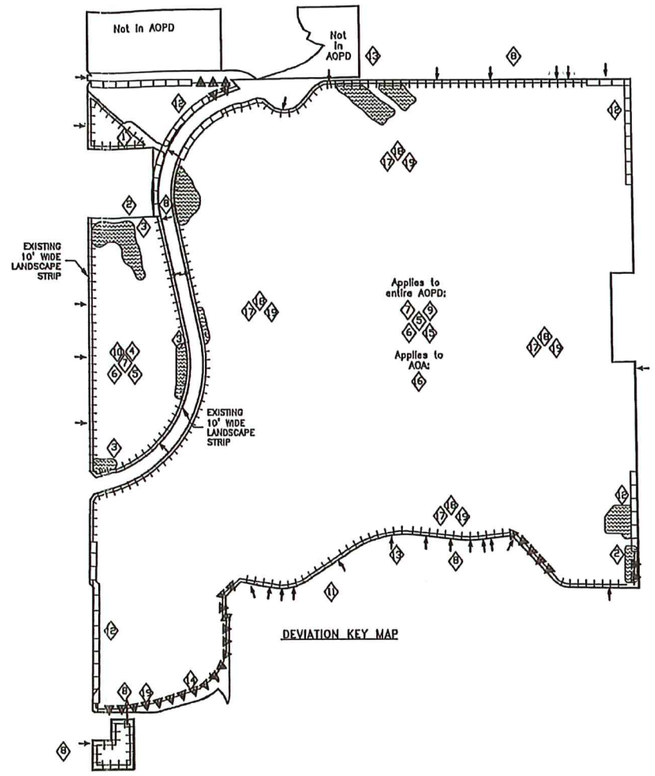


⟨4⟩ DEVIATION 4
TYPICAL LAKE CROSS SECTION
NTS

NOTE: IN THE EVENT THAT A LAKE EXCAVATION IS LESS THAN 50' BUT MORE THAN 25' FROM FOWLER STREET EXTENSION OR U.S. 41, THE APPLICANT WILL PROVIDE PROTECTION IN ACCORDANCE WITH SECTION 10.329(a)(1)2. OF THE LAND DEVELOPMENT CODE.



DEVIATIONS 5, 6 & 7
PROPOSED LAKE SECTION
W/STEEP SLOPES & RIP RAP
NTS



DEVIATION KEY MAP



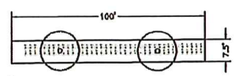
⟨13⟩ DEVIATION 13

NORTH SIDE OF DANLEY DRIVE WITH NO EXISTING BUFFER. A BUFFER WILL BE PROVIDED IN ASSOCIATION WITH FUTURE DEVELOPMENT ORDER APPROVAL.

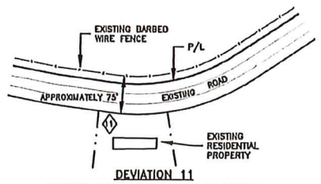


⟨13⟩ DEVIATION 13

NORTH SIDE OF DANLEY DRIVE WITH TYPE D BUFFER INSIDE THE FENCELINE.



⟨14⟩ DEVIATION 14
7.5' WIDE LANDSCAPE BUFFER
2 TREES / 100 LF PLUS DOUBLE HEDGE



DEVIATION 11
BARBED WIRE FENCE TO RESDIENTIAL
NTS

Approved as Exhibit C
MCP Page 2 of 3
Resolution # Z-23-037

\\Vms01\Drawings\2021\20214444-000\Planning\DWG\SCHEDULE OF DEVIATIONS.dwg (3 SCHEDULE OF DEVIATIONS) Mar Apr 24, 2023 - 3:25pm

JOHNSON ENGINEERING
JOHNSON ENGINEERING, INC.
2122 JOHNSON STREET
FORT MYERS, FLORIDA 33901
PHONE: (239) 334-0046
E.B. #642 & L.B. #642

LEE COUNTY PORT AUTHORITY
Page Field

PAGE FIELD AIRPORT
MASTER CONCEPT PLAN
LEE COUNTY, FLORIDA

REVISIONS

NO.	DESCRIPTION	DATE

DATE:	MARCH 2023
PROJECT NO.	20214444-000
FILE NO.	01-45-24
SCALE:	AS SHOWN

DEVIATIONS AND DETAILS

SHEET NUMBER
2 OF 3

LEGEND

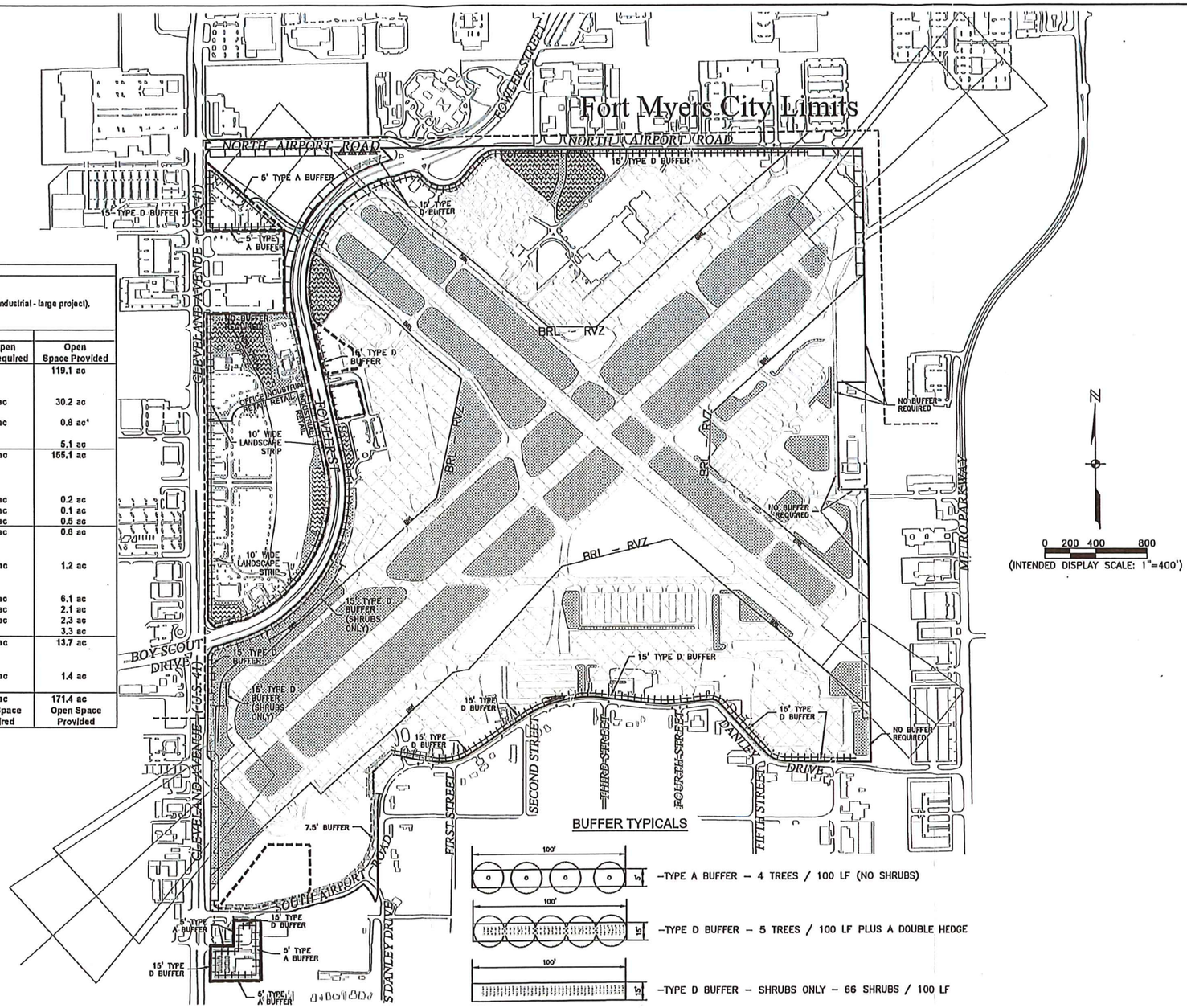
- OPEN SPACE
- LAKES
- AIRCRAFT MOVEMENT AREAS (RUNWAYS, TAXIWAYS, TAXI LANES & APRONS)
- FUTURE BUFFER
- EXISTING OR PREVIOUSLY APPROVED BUFFER
- BUILDING RESTRICTION LINE/RUNWAY VISIBILITY ZONE
- RPZ BUFFER

MINIMUM OPEN SPACE

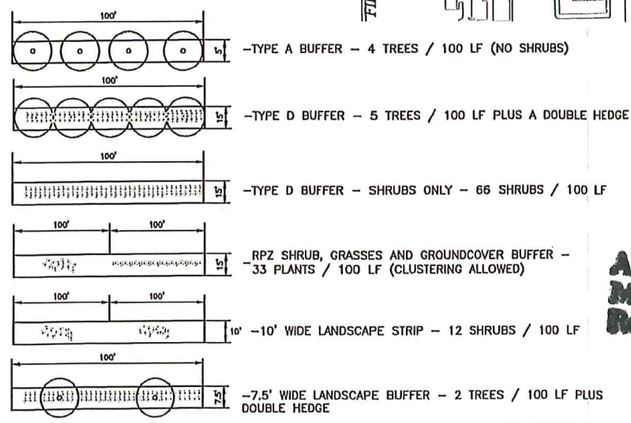
Total Site: 564.6 acres

Open Space for Aviation Development Areas east of Fowler: Open Space requirement is 20% (Industrial - large project). The area calculated for open space does not include BRL-RVZ and Aprons/Ramps.

	Acres		Open Space Requirement		Min. Open Space Required	Open Space Provided
Building Restriction Line-Runway Visability Zone (BRL-RVZ)	317.5 ac		n/a		n/a	119.1 ac
Aviation Development Area	185.0 ac	@	20%	=	37.0 ac	30.2 ac
Non-Aviation Sites #3, 4, 5 (Outparcels)	8.4 ac	@	30%	=	2.5 ac	0.8 ac*
Lakes (4)						5.1 ac
Airfield Area Subtotal	511.0 ac				39.5 ac	155.1 ac
*Non-Aviation Sites #3, 4, 5 are Outparcels and shall provide 10% open space per LDC Section 34-414(c), as follows:						
Non-Aviation Site #3 (Outparcel)	1.8 ac	@	10%	=	0.2 ac	0.2 ac
Non-Aviation Site #4 (Outparcel)	1.2 ac	@	10%	=	0.1 ac	0.1 ac
Non-Aviation Site #5 (Outparcel)	5.4 ac	@	10%	=	0.5 ac	0.5 ac
Airfield Non-Aviation Outparcels	8.4 ac	@	10%	=	0.8 ac	0.8 ac
Non-Aviation Site #6 Subtotal	3.6 ac	@	30%	=	1.1 ac	1.2 ac
PFC Retail Area	32.0 ac	@	30%	=	9.6 ac	6.1 ac
PFC Office Area	7.0 ac	@	30%	=	2.1 ac	2.1 ac
PFC Light Industrial Area	6.4 ac	@	20%	=	1.3 ac	2.3 ac
PFC Lake Area (25% of 13.0 ac)						3.3 ac
Page Field Commons Subtotal	45.4 ac				13.0 ac	13.7 ac
Page Field Medical Village Subtotal	4.7 ac	@	30%	=	1.4 ac	1.4 ac
PAGE FIELD AOPD TOTAL	564.6 ac Site Area				55.0 ac Open Space Required	171.4 ac Open Space Provided



BUFFER TYPICALS



- –TYPE A BUFFER – 4 TREES / 100 LF (NO SHRUBS)
- –TYPE D BUFFER – 5 TREES / 100 LF PLUS A DOUBLE HEDGE
- –TYPE D BUFFER – SHRUBS ONLY – 66 SHRUBS / 100 LF
- –RPZ SHRUB, GRASSES AND GROUNDCOVER BUFFER – 33 PLANTS / 100 LF (CLUSTERING ALLOWED)
- –10' WIDE LANDSCAPE STRIP – 12 SHRUBS / 100 LF
- –7.5' WIDE LANDSCAPE BUFFER – 2 TREES / 100 LF PLUS DOUBLE HEDGE

Approved as Exhibit C
MCP Page 3 of 3
Resolution # Z-23-031

\\Vms01\Drawings\2021\20214444-000\Planning\DWG\OPEN-SP.dwg (4 OPEN SPACE EXHIBIT & EXISTING ZONING AND CURRENT LAND USE) Mar Apr 24, 2023 - 3:26pm

JOHNSON ENGINEERING
JOHNSON ENGINEERING, INC.
2122 JOHNSTON STREET
FORT MYERS, FLORIDA 33901
PHONE: (239) 334-0046
E.B. #642 & L.B. #642

LEE COUNTY PORT AUTHORITY
Page Field

PAGE FIELD AIRPORT
MASTER CONCEPT PLAN
LEE COUNTY, FLORIDA

REVISIONS

NO.	DESCRIPTION	DATE

DATE: APRIL 2023
PROJECT NO. 20214444-000
FILE NO. 01-45-24
SCALE: AS SHOWN

OPEN SPACE EXHIBIT

SHEET NUMBER
3 OF 3

Page Field General Aviation Airport Development Schedule[1]

This Development Schedule identifies maximum aviation development intensities specific to anticipated development projects based on the Airport Master Plan and Capital Improvement Plan for FMY.

In addition to the intensities identified for the development projects listed below, aviation development and support facilities shall be allowed in conformance with the approved Schedule of Uses and applicable development standards and conditions of AOPD approval.

For a comprehensive list of allowable aviation and non-aviation uses, see the Schedule of Uses.

For the land areas designated for development of the aviation and non-aviation uses, see the Master Concept Plan.

Development	Existing (2023)	MAXIMUM[2, 3]
Aviation Development Intensity (Aviation Operations and Support Facilities)[6]		
Total Landside Intensity (including Terminal)	88,020 sq. ft.	143,100 sq. ft.
Terminal	25,000 sq. ft.	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
Airfield Facilities		
Runways	Two runways (05-23 and 13-31)	Two runways (05-23 and 13-31)
Aprons/Ramps	171,861 ± sq. yds.	250,000 ± sq. yds.
Aviation-Support Facilities[7]		
Hangars and Accessory Office		297 Hangars
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[8]		
Commercial (Retail & Service)	18,889 sq. ft. (ALDI)	80,000± sq. ft. total
Office (Medical & Non-Medical)		33,000± sq. ft. total
Light Industrial		40,000± sq. ft. total

Source: Page Field General Aviation Airport, Master Plan Update, 2002; Page Field Airport Layout Plan Lee County Port Authority.

Notes:

(1) Upon completion of an airport master plan update, LCPA will submit an appropriate amendment application.
(2) The sources 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.
(4) Reserved.
(5) Future aviation and non-aviation development at Page Field will comply with the parking requirements of the Lee County Land Development Code.
(6) Aviation Development includes facilities for the processing of passengers, cargo, freight, and ground transportation vehicles, including terminal and access system and vehicle parking, and also includes facilities required for aviation operations, including runways and ramps, and aviation-support facilities.
(7) Aviation-support facilities are permitted at intensities necessary to support aeronautical activity. Aviation-support facilities will be developed as a component of Aviation Development Areas. Aviation-support facilities include storage of aircraft, aircraft hangars, aviation manufacturing, repair/maintenance facilities, sales/leasing/rentals of aircraft and ground transportation vehicles, aircraft charter services, flight instruction, catering services and offices that are accessory uses to the primary aviation-related or aviation-support use.
(8) Intensity data for the vacant Page Field non-aviation parcels are estimates based on the size and anticipated use of the parcels and include Non-Aviation Parcels #1 & 2 in City of Fort Myers and #3-6 in Lee County.

April 2023

Exhibit "D"

Page Field General Aviation Airport AOPD Schedule of Uses

	Special Notes or Regulations (see Sec. 34-1105 for Runway Protection Zone standards)	Page Field Commons Retail	Page Field Commons Office	Page Field Commons Industrial	Page Field Medical Village	Aviation Development Area	Non Aviation Parcels 3, 4, & 6	Non Aviation Parcel 5
Accessory uses and structures	Note (1), 34-1171 et seq., 34-2441 et seq. 34-1863, 34-2141 et	P	P	P	P	P	P	P
Administrative offices	Note (1)	P	P	P	P	P	P	P
Aircraft food services and catering		P	–	P	–	P	P	P
Aircraft landing facilities, private		–	–	–	–	P	–	–
Airport operations facilities, including Vertical Takeoff and Landing (VTOL) facilities		–	–	–	–	P	P	P
Amateur radio antennas and satellite earth stations	Refer to 34-1 for regulations							
Animals:								
Clinic or kennel		--	--	P	P	P	P	P
ATM (automatic teller machine)		P	P	P	P	P	P	P
Auto parts store	34-1353	P - with or without install service	–	–	–	–	P	P
Automobile repair and service (34-622(c)(2)), all groups	34-1351, 34-1353 Note (41)	--	–	–	–	--	–	P
Automobile service station	Note (41), 34-1351, 34-1353	--	–	–	–	--	–	P

Exhibit "E"

Page Field General Aviation Airport AOPD Schedule of Uses

	Special Notes or Regulations (see Sec. 34-1105 for Runway Protection Zone standards)	Page Field Commons Retail	Page Field Commons Office	Page Field Commons Industrial	Page Field Medical Village	Aviation Development Area	Non Aviation Parcels 3, 4, & 6	Non Aviation Parcel 5
Bait and tackle shop		--	--	--	--	--	P	P
Banks and financial establishments (34-622(c)(3)								
Group I		P	P	--	P	P	P	P
Group II		P	P	--	P	--	P	P
Bar or cocktail lounge	34-1261 et seq.	P(18)	--	--	--	P(18)	P(18)	P(18)
Boats:								
Boat parts store		P	--	--	--	--	--	--
Boat rental		P	--	--	--			
Boat repair and service	34-1352, 34-3001 et seq.	--	--	P	--	--	--	--
Boat sales		P	--	--	--	--	--	--
Broadcast studio, commercial radio and television	34-1441 et seq.	P	--	P	P	--	--	--
Building material sales (34-622 (c) (4))	34-3001 et seq.	P	--	P	--	--	--	--
Business services (34-622(c)(5)):								
Group I		P	P	P	P	P	P	P
Group II		P	P	P	P	--	P	P
Bus station/depot	34-1381 et seq.	--	--	--	--	P	--	--
Car wash	34-1353	--	--	--	--	P	--	--

Page Field General Aviation Airport AOPD Schedule of Uses

	Special Notes or Regulations (see Sec. 34-1105 for Runway Protection Zone standards)	Page Field Commons Retail	Page Field Commons Office	Page Field Commons Industrial	Page Field Medical Village	Aviation Development Area	Non Aviation Parcels 3, 4, & 6	Non Aviation Parcel 5
Cleaning and maintenance services (34-622(c)(7))		--	P	P	P	P	–	P
Clothing stores, general (34-622(c)(8))		P	–	–	–	–	P	P
Clubs:								
Commercial		P	P	–	P	–	P	P
Fraternal, membership organization	34-2111	P	P	–	P	–	P	P
Private	34-2111	P	P	–	P	–	P	P
Cold storage, pre-cooling, warehouse and processing plant		–	–	P	–	P	–	P
Communication facility, wireless	34-1441 et seq. Note (22) Refer to 34-1441 et seq. for regulations							
Computer and data processing services		P	P	P	P	–	P	P
Consumption on premises	34-1261 et seq.	P(18)	–	–	–	P(18)	P(18)	P(18)
Contractors and builders (34-622 (c)(9)), all groups	34-1352, 34-3001 et seq.	P	–	P	–	–	P	P

Page Field General Aviation Airport AOPD Schedule of Uses

	Special Notes or Regulations (see Sec. 34-1105 for Runway Protection Zone standards)	Page Field Commons Retail	Page Field Commons Office	Page Field Commons Industrial	Page Field Medical Village	Aviation Development Area	Non Aviation Parcels 3, 4, & 6	Non Aviation Parcel 5
Convenience food and beverage store	34-1353	--	--	--	--	--	P(40)	P(40)
Cultural facilities (34-622(c)(10))		P	P	--	P	--	P	P
Day care center, child, adult	Note (28)	--	P	P	P	--	--	--
Department store		P	--	--	--	--	--	--
Drive-through facility for any permitted use		P Bank, pharmacy, & (1) restaurant at southwest corner of property only	P	P restaurant along Fowler only	P	P	P	P
Drugstore, pharmacy		P	P	--	P	P	P	P
Entrance gates and gatehouse	34-1741 et seq.	P	P	P	P	P	P	P
Emergency operations center		--	P	P	P	P	P	P
EMS, fire or sheriff's station		P	P	P	P	P	P	P
Essential services	Note (1), 34-1611 et seq. 34-1741 et seq.	P	P	P	P	P	P	P
Essential service facilities (34-622(c)(13)):								

Page Field General Aviation Airport AOPD Schedule of Uses

	Special Notes or Regulations (see Sec. 34-1105 for Runway Protection Zone standards)	Page Field Commons Retail	Page Field Commons Office	Page Field Commons Industrial	Page Field Medical Village	Aviation Development Area	Non Aviation Parcels 3, 4, & 6	Non Aviation Parcel 5
Group I	Note (1) 34-1611 et seq., 34-1741 et seq., 34-2141 et seq.	P	P	P	P	P	P	P
Group II	Note (1) & (45) 34-1611 et seq., 34-1741 et seq., 34-2141 et seq.	P	P	P	P	P	P	P
Excavation:								
Water retention	34-1651	P	P	P	--	P	P	P
Excess spoil removal	Note (42), 10-329	--	--	--	--	--	--	--
Factory outlets (point of manufacture only)		--	--	P	--	--	--	P
Fences, walls	Note (1), 34-1741 et seq.	P	P	P	P	P	P	P
Food and beverage service, limited	Note (1)	P(18)	--	--	--	P(18)	P(18)	P(18)
Food stores (34-622(c)(16)):								
Group I		P	--	--	--	--	P	P
Group II		--	--	--	--	--	P	P

Page Field General Aviation Airport AOPD Schedule of Uses

	Special Notes or Regulations (see Sec. 34-1105 for Runway Protection Zone standards)	Page Field Commons Retail	Page Field Commons Office	Page Field Commons Industrial	Page Field Medical Village	Aviation ~~Use~~ Development Area	Non Aviation Parcels 3, 4, & 6	Non Aviation Parcel 5
Freight and cargo handling establishments (34-622(c)(17))		--	--	P(12)	--	P(12)	--	P(12)
Gasoline dispensing system, special		--	--	P	--	P	--	--
Gift and souvenir shop		P(18)	--	-	-	P(18)	P(18)	P(18)
Hardware store		P	--	--	--	--	P	P
Health care facilities (34-622(c)(20)):								
Group I	Note (28) & (47)	--	--	--	P	--	--	--
Group II	Note (28) & (47)	--	--	--	P	--	--	--
Group III		--	P	P	P	P	--	--
Heliport or helistop		--	--	--	--	P	--	--
Hobby, toy and game shops (34-622(c)(21))		P(18)	--		--	P(18)	P(18)	P(18)
Hotel/motel	34-1801 et seq., Note (36)	--	--	--	--	--	--	--
Household and office furnishings (34-622(c)(22)), all groups		P	--	--	--	--	P	P
Impound yard	34-1831 et seq., 34-2443	--	--	--	--	--	--	--

Page Field General Aviation Airport AOPD Schedule of Uses

	Special Notes or Regulations (see Sec. 34-1105 for Runway Protection Zone standards)	Page Field Commons Retail	Page Field Commons Office	Page Field Commons Industrial	Page Field Medical Village	Aviation Development Area	Non Aviation Parcels 3, 4, & 6	Non Aviation Parcel 5
Insurance companies (34-622(c)(23))		--	P	--	P	--	P	P
Laundry or dry cleaning (34-622(c)(24)):								
Group I		--	--	--	--	--	P	P
Group II		--	--	P	--	--	P	P
Lawn and garden supply stores	34-2081	P	--	--	--	--	P	P
Library	Note (28)	--	P	--	--	--	--	--
Maintenance facility (Government)		--	--	P	--	P	--	P
Manufacturing of:								
Apparel products (34-622(c)(1))	Note (5)	--	--	P	--	--	--	P
Chemical and allied products (34-622(c)(6))					--			
Group I	Note (5)	--	--	P	--	--	--	P
Group II	Note (5)	--	--	P	--	--	--	P
Electrical machinery and equipment (34-622(c)(11))	Note (5)	--	--	P	--	--	--	P

Page Field General Aviation Airport AOPD Schedule of Uses

	Special Notes or Regulations (see Sec. 34-1105 for Runway Protection Zone standards)	Page Field Commons Retail	Page Field Commons Office	Page Field Commons Industrial	Page Field Medical Village	Aviation Development Area	Non Aviation Parcels 3, 4, & 6	Non Aviation Parcel 5
Fabricated metal products (34-622(c)(14)):								
Group I	Note (5)	--	--	--	--	--	--	--
Group II	Note (5)	--	--	--	--	--	--	--
Food and kindred products (34-622(c)(15)):								
Group II (limited to microbreweries or microdistilleries)	Note (5)	P	P	P	--	--	P	P
Group III	Note (5)	--	--	--	--	--	--	--
Furniture and fixtures (34-622(c)(18))	Note (5)	--	--	P	--	--	--	P
Leather products (34-622(c)(25)):								
Group I	Note (5)	--	--	P	--	--	--	P
Group II	Note (5)	--	--	P	--	--	--	P
Lumber and wood products (34-622(c)(26)):								
Group II	Note (5)	--	--	--	--	--	--	--
Machinery (34-622(c)(27)), all groups	Note (5)	--	--	P	--	P Group III	--	P

Page Field General Aviation Airport AOPD Schedule of Uses

	Special Notes or Regulations (see Sec. 34-1105 for Runway Protection Zone standards)	Page Field Commons Retail	Page Field Commons Office	Page Field Commons Industrial	Page Field Medical Village	Aviation Development Area	Non Aviation Parcels 3, 4, & 6	Non Aviation Parcel 5
Measuring, analyzing and controlling instruments (34-622(c)(28))	Note (5)	--	--	P	--	--	--	P
Novelties, jewelry, toys and signs (34-622(c)(29)), all groups	Note (5)	--	--	P	--	--	--	P
Paper and allied products (34-622(c)(31))								
Group II	Note (5)	--	--	P	--	--	--	P
Group III	Note (5)	--	--	P	--	--	--	P
Rubber and plastic products (340622(c)(44))								
Group II	Note (5)	--	--	--	--	--	--	--
Stone, clay, glass and concrete products (34-622(c)(48))								
Group I	Note (5)	--	--	P	--	--	--	P
Group IV	Note (5)	--	--	P	--	--	--	P
Transportation equipment (34-622(c)(52)):								
Group I	Note (5)	--	--	--	--	P	--	--

Page Field General Aviation Airport AOPD Schedule of Uses

	Special Notes or Regulations (see Sec. 34-1105 for Runway Protection Zone standards)	Page Field Commons Retail	Page Field Commons Office	Page Field Commons Industrial	Page Field Medical Village	Aviation Development Area	Non Aviation Parcels 3, 4, & 6	Non Aviation Parcel 5
Medical office		P	P	--	P	P	P	P
Mobile home dealers	34-1352	P	--	P	--	--	--	--
Motion picture production studio		--	P	P	--	--	--	P
Nightclubs	34-1261 et seq.	P(18)	--	--	--	P(18)	P(18)	P(18)
Non-store retailers (34-622(c)(30)), all groups		P	P	P	P	--	P	P
Parcel and express services		P	P	P	P	P	P	P
Package store	34-1261 et seq.	P	--	--	--	--	P	P
Paint, glass and wallpaper		P	--	--	--	--	P	P
Parks (34-622(c)(32)):								
Group I		--	--	--	--	--	--	--
Group II		--	--	--	--	--	--	--
Parking lot:								
Accessory		P	P	P	P	P	P	P
Commercial		P	--	--	--	--	P	P
Garage, public parking		P	--	--	--	P	--	--
Temporary	34-2022	P	--	--	--	P	P	P

Page Field General Aviation Airport AOPD Schedule of Uses

	Special Notes or Regulations (see Sec. 34-1105 for Runway Protection Zone standards)	Page Field Commons Retail	Page Field Commons Office	Page Field Commons Industrial	Page Field Medical Village	Aviation Development Area	Non Aviation Parcels 3, 4, & 6	Non Aviation Parcel 5
Personal services (34-622(c)(33)):								
Group I	34-3021	P(18)	P(18)	P(18)	P(18)	P(18)	P(18)	P(18)
Group II		P(18)	P(18)	–	P(18)	P(18)	P(18)	P(18)
Group III		P	P	P	P	–	–	P
Group IV		P	P	–	P	–	P	P
Pet services		P	–	–	–	–	P	P
Pet shop		P	–	–	–	–	P	P
Pharmacy		P	–	–	P	P	P	P
Photofinishing laboratory	Note (5)	–	–	P	–	–	–	P
Place of worship	Note (28), 34-2051 et seq.	–	–	P	–	P	–	–
Post office		P	P	P	P	P	P	P
Printing and publishing (34-622(c)(36))	Note (5)	P	–	P	–	–	P	P
Processing or packaging of agricultural or fish products	Note (5)	–	–	P	–	–	–	P
Processing and warehousing		–	–	P	–	P	–	P
Real estate sales office	Note (23), 34-1951 et seq., 34-3021	P	P	–	P	P	P	P

Page Field General Aviation Airport AOPD Schedule of Uses

	Special Notes or Regulations (see Sec. 34-1105 for Runway Protection Zone standards)	Page Field Commons Retail	Page Field Commons Office	Page Field Commons Industrial	Page Field Medical Village	Aviation Development Area	Non Aviation Parcels 3, 4, & 6	Non Aviation Parcel 5
Recreation facilities:								
Commercial (34-622(c)(38)) Groups I, III		P(18)	—	—	P(18)	P(18)	P(18)	P(18)
Commercial (34-622(c)(38)) Group IV		P	P	--	--	—	P	P
Group V		P	—	—	--	—	--	—
Recycling facility		--	—	P	--		--	—
Religious facilities	Note (28), 34-2051 et seq.	--	—	P	--	--	—	--
Rental or leasing establishment (34-622(c)(39)):								
Group I	34-1352, 34-3001 et seq.	P	—	--	--	--	P	P
Group II	34-1201 et seq., 34-1352, 34-3001 et seq.	P	—	P	--	--	P	P
Group III	34-1352, 34-3001 et seq.	P	—	P	—	P	P	P

Page Field General Aviation Airport AOPD Schedule of Uses

	Special Notes or Regulations (see Sec. 34-1105 for Runway Protection Zone standards)	Page Field Commons Retail	Page Field Commons Office	Page Field Commons Industrial	Page Field Medical Village	Aviation Development Area	Non Aviation Parcels 3, 4, & 6	Non Aviation Parcel 5
Group IV	34-1201 et seq., 34-1352, 34-3001 et seq.	--	--	P	--	--	--	P
Repair shops (34-622(c)(40)):								
Group I		P	--	P	--	--	P	P
Groups II, III, IV		P.II only	--	P II & III	--	--	P. II only	P. II&III
Research and development laboratories (34-622(c)(41))								
Group II		--	--	P	P	--	--	P
Group IV		--	--	P	P	--	--	P
Restaurant, fast food	34-1353	--	--		--	P(18)	P(18)	P(18)
Restaurants (34-622(c)(43)):								
Groups I and III		P	--	P	--	P	P	P
Group II		P	--	P	P Limited to 750 sf in Bldg 3, signage conditions	P	P	P
Group IV		P	--	--	--	--	P	P

Page Field General Aviation Airport AOPD Schedule of Uses

	Special Notes or Regulations (see Sec. 34-1105 for Runway Protection Zone standards)	Page Field Commons Retail	Page Field Commons Office	Page Field Commons Industrial	Page Field Medical Village	Aviation Development Area	Non Aviation Parcels 3, 4, & 6	Non Aviation Parcel 5
Retail and wholesale sales, when clearly incidental and subordinate to a permitted principal use on the same premises		P	--	P	--	P	P	P
Schools:								
Commercial (34-622(c)(45))	34-2381	P(38)	P(38)	P(38)	P(38)	--	P(38)	P(38)
Self-service fuel pumps	Note (24)	--	--	P	--	P	--	P
Signs in accordance with chapter 30	Note (1)	P dev. #10	P dev. #10	P dev. #10	P	P	P	P
Social services (34-622(c)(46)):								
Group I		P	P	--	P	--	P	P
Group II		--	P	P	P	--	--	P
Group III	Note (28) & (47)	--	--	--	--	--	--	--
Group IV	Note (28) & (47)	--	--	--	--	--	--	--

Page Field General Aviation Airport AOPD Schedule of Uses

	Special Notes or Regulations (see Sec. 34-1105 for Runway Protection Zone standards)	Page Field Commons Retail	Page Field Commons Office	Page Field Commons Industrial	Page Field Medical Village	Aviation Development Area	Non Aviation Parcels 3, 4, & 6	Non Aviation Parcel 5
Specialty retail shops (34-622(c)(47)):								
Group I		P(18)	--	--	--	P(18)	P(18)	P(18)
Group II		P	--	--	--	P(18)	P(18)	P(18)
Group III		P	--	--	--	--	P	P
Group IV		P	--	--	--	--	P	P
Storage:								
Indoor only	Note (1), 34-3001 et seq.	P	--	P	--	P	P	P
Storage, open	Note (5), 34-3001 et seq. 34-1352	P	--	P	--	P	--	P
Large-scale storage of noxious or hazardous materials (flammable, toxic, explosive, corrosive, etc.), including liquid petroleum, fractions and distillates thereof, and fuel gases	Note (5), 34-3001 et seq.	--	--	--	--	P	--	--
Studios (34-622(c)(49))		P	P	--	P	--	P	P
Temporary uses, including construction trailer per LDC 34-3044	Note (1), 34-3041 et seq	P	P	P	P	P	P	P

Page Field General Aviation Airport AOPD Schedule of Uses

	Special Notes or Regulations (see Sec. 34-1105 for Runway Protection Zone standards)	Page Field Commons Retail	Page Field Commons Office	Page Field Commons Industrial	Page Field Medical Village	Aviation Development Area	Non Aviation Parcels 3, 4, & 6	Non Aviation Parcel 5
Theater, indoor or outdoor (drive-in)	Note (32), 34-2471 et seq.	P indoor	—	--	—	--	—	--
Transportation services (34-622(c)(53):								
Group II		—	—	P	—	--	--	P
Group III		—	—	P	—	P	—	P
Group IV		—	--	P	—	--	--	P
Truck stop, trucking terminal		—	--	--	—	P	—	--
Used merchandise stores (34-622(c)(54))								
Group I		P	--	--	—	—	P	P
Groups II, III and IV		--	—	--	—	--	--	—
Variety store		P	--	--	—	--	P	P
Vehicle and equipment dealers(34-622(c)(55)):								
Groups I, II and III		P I & II	--	P	—	—	--	P
Group IV		--	--	P	—	--	—	P
Group V		--	--	P(25)	--	P(25)	—	P(25)

Page Field General Aviation Airport AOPD Schedule of Uses

	Special Notes or Regulations (see Sec. 34-1105 for Runway Protection Zone standards)	Page Field Commons Retail	Page Field Commons Office	Page Field Commons Industrial	Page Field Medical Village	Aviation Development Area	Non Aviation Parcels 3, 4, & 6	Non Aviation Parcel 5
Warehouse:								
Mini warehouse		--	--	P	--	--	P	P
Private		--	--	P	--	--	--	P
Public		--	--	P	--	P	--	P
Cold storage only		--	--	P	--	--	--	P
Wholesale establishments (34-622(c)(56)):								
Groups I, III and IV		--	--	P	--	--	--	P

Notes:
(1) If use or structure is customarily accessory to an approved permitted use it does not need to be shown on the master concept plan.
(5) If the use or activity does not conform to the criteria set-forth in section 34-938, then it is subject to the setback requirements set forth in sections 34-935(b)(4) and 34-2441 et seq.
(12) Serving air transportation or improving intermodal capabilities.
(18) Permitted in accord with AOPD approval for Page Field General Aviation Airport within an airport terminal facility or non-aviation development area as depicted-on the MCP.
(22) Wireless communication facilities must be listed on the approved schedule of uses for the planned development; however, approval of a specific facility must be in accordance with section 34-1441, et seq.
(23) Real estate sales offices in residential areas are limited to sales of lots, homes or units within the development, except as may be permitted in section 34-1951 et seq. The location of, and approval for, the real estate sales office will be valid for a period of time not exceeding five years from the date the certificate of occupancy for the sales office is issued. The director may grant one two-year extension at the same location.
(24) Two pumps are permissible as an accessory use to businesses to provide fuel for their own fleet of vehicles and equipment. Additional pumps require approval of a special exception.
(25) For aircraft sales only.
(28) Not permitted in Airport Noise Zone B.
(32) Indoor theater only in Airport Noise Zone B.
(36) Sound attenuating insulation should be considered for hotels and motels in Airport Noise Zone B.

(38) Schools permitted within the Page Field General Aviation Airport AOPD are limited to those set forth in section 34-622(c)(45) provided they are located in the non-aviation area as depicted on-the MCP.
(40) Only one convenience food and beverage store use is permitted at Page Field General Aviation Airport. This store must be located within the non-aviation development area as depicted on the MCP.
(41) Limited to four pumps, unless a greater number is approved as part of a planned development.
(42) In an existing planned development, the director has the discretion to require removal of excess spoil to be reviewed through the public hearing process.
(45) All new or expanded essential services group II uses must be approved as a planned development.
(47) Not permitted in Coastal High Hazard areas unless in compliance with section 2-485(b)(5)a.

PAGE FIELD GENERAL AVIATION AIRPORT
AOPD
REZONING APPLICATION

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Burrowing Owl Protective Measures

Page Field Airport is located within Section 01 Township 45 S and Range 24 E, and totals approximately ±563.65 acres. The airport is completely surrounded by development within an urbanized portion of Lee County, outside the City of Fort Myers city limits. The airport is often referred to by quadrants, which are based on the layout of the two runways.

There are no on-site preserves or conservation easements within the boundaries of Page Field. Preservation of green space that could attract wildlife could be hazardous to air operations at the airport and would be considered an incompatible use according to the Federal Aviation Administration (FAA) Advisory Circular on Hazardous Wildlife Attractants on or Near Airports (AC No: 150/5200-33B, August 28, 2007).

Federal Aviation Administration and Hazardous Wildlife Requirements

Wildlife at airports can be a hazard to aircraft operations. A wildlife hazard to aircraft operations is defined as a potential for a damaging aircraft collision with wildlife on or near an airport. Not all wildlife species are equally hazardous to aircraft operation. The ability of wildlife to be hazardous is dependent on their size, numbers, and behavior. Utilizing the National Wildlife Strike Database a list of the top 25 most hazardous wildlife species groups has been developed. This list is found in the FAA AC 150/5200-33B, Hazardous Wildlife Attractants on or Near Airports.

Page Field Airport receives Federal grant-in-aid assistance, and thus the airport must comply with all FAA Advisory Circulars, including AC 150/5200-33B, which pertains to the management of hazardous wildlife. AC 150/5200-33B provides airports with guidance on certain land uses that have the potential to attract hazardous wildlife on or near public-use airports. It also discusses airport development projects (including airport construction, expansion, and renovation) affecting aircraft movement near hazardous wildlife attractants. The AC lists land-use practices having the potential to attract hazardous wildlife and threaten aviation safety; these include but are not limited to:

- waste disposal operations,
- stormwater and wastewater treatment facilities,
- wetlands,
- dredge spoil containment areas,
- agricultural activities,
- golf courses,
- and landscaping.

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The FAA specifically recommends with regard to stormwater management, that such new facilities on airports be designed as steep-sided, rip-rap lined, narrow, linearly shaped water detention basins, to facilitate the control of hazardous wildlife and prevent the creation of new attractants.

The LCPA, in compliance with AC 150/5200-33B, has developed two landscape lists to be utilized at Page Field Airport as guidance in planning and reviewing future projects on and surrounding the airport. There is a compatible species list recommending native species that are

typically not attractive to wildlife and can be utilized in landscaping. The incompatible species list includes native plant species that provide significant food and/or cover for wildlife and should be avoided for landscaping projects on and near the airport. The lists were developed with assistance from a qualified airport wildlife damage management biologist.

There is also a FAA Certalert (No. 06-07) that addresses requests by state wildlife agencies to facilitate and encourage habitat for state-listed threatened and endangered species and species of special concern on airports. This guidance is specifically for state-listed species. The Certalert states that the airport operator must decline to adopt habitat management techniques for the benefit of state-listed species that could jeopardize aviation safety. Based on this Certalert the airport should not allow mitigation for impacts to state-listed species and their habitat to occur on airport property if it is to result in a direct or indirect safety hazard.

For the reasons listed above, new development at Page Field Airport should be planned in accordance with AC 150/5200-33B in order to avoid the creation of new hazardous wildlife attractants on airport property. In addition, mitigation for wetland and protected species impacts should not take place on or near airport property.

Protected Species Assessment

Green space at Page Field is in the form of maintained grass areas, some of which act as detention during the rainy season. These areas, as well as other open grass areas surrounding the airport, have historically been utilized by the Florida burrowing owl (*Athene cunicularia floridana*), which is listed by the Florida Fish and Wildlife Conservation Commission (FWC) as a Species of Special Concern. Page Field is a relatively small airfield without the benefit of large pervious areas located away from active aircraft operations for burrowing owls to be directed. Additionally, protection zones associated with runways 5/23 and 13/31 significantly reduce potential burrowing owl habitat. This combined with the airport becoming surrounded by commercial and residential development leaves little to no suitable habitat on or near Airport property. The airport does not actively manage for burrowing owl habitat but regular mowing of these areas corresponds with the owl's habitat requirements.

Burrowing owls utilize Page Field for their nesting activity. They are the only documented listed species to regularly utilize airport property. A Protected Species Survey was conducted at Page Field Airport in accordance with the Lee County Land Development Code (LDC), Chapter 10, Article 3, Division 8 (Protection of Habitat) as well in accordance with FWC guidelines. The survey was conducted utilizing the "Meandering Strip Census" methodology and consisted of vehicular and pedestrian transects within all of the green space areas at Page Field Airport to document the presence of all listed species, including active burrowing owl burrows. At least 80% of the project site was covered during this survey. There were ten (10) active burrowing owl nest burrows occupying airport property at that time. All owl species, occurring in North America, are listed as potential wildlife hazards to air carrier operations in AC 150/5200-33B and therefore, for this reason and those discussed in the previous section they cannot be managed for on airport property.

In terms of their protection, even though no active management is conducted for the burrowing owls they are not actively harassed at Page Field Airport, hence their presence there.

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Permit History

An incidental-take permit from FWC is required to destroy any inactive burrowing owl nest burrow. A burrow is determined to be inactive if it contains no eggs or flightless young. In the past the Lee County Port Authority (LCPA) requested individual permits for each specific development project at Page Field to impact a burrowing owl burrow. In 2005, in anticipation of future development in the North and West Quadrants, LCPA sought an airport-wide incidental-take permit for Page Field, which was issued on November 7, 2005 (Permit No. WN05179a, attached). This permit, which was extended on December 23, 2008 and expires on February 15, 2011, allows the permittee, or designee, who is knowledgeable in burrowing owl ecology, to destroy inactive nest burrows within proposed development footprints during construction. The LCPA is required to submit a summary report to FWC for any activities conducted at Page Field pursuant to this permit. The airport-wide incidental take permit for Page Field is in the process of being renewed. Upon issuance of the renewed permit, a copy will be provided to Lee County.

Burrowing Owl Protective Measures

It is critical that no active burrowing owl burrows (burrow containing eggs or flightless young) are damaged during construction and that no owls, eggs, or flightless young are injured during burrow collapse activities. The following procedures will be implemented to reduce impacts to the owls:

1. Timing: Burrowing owl nesting season is from February 15th until July 10th. Any burrow attended by one or more burrowing owls during the nesting season will be considered active, and thus will not be disturbed.
2. Occupation: All burrows will be monitored by a qualified ecologist prior to commencement of construction activities to ensure no eggs or flightless young will be impacted. Burrows that are considered too damaged to house owls will be deemed inactive. Burrows that could potentially hold owls will be thoroughly investigated by terrestrial and / or subterranean (underground camera) observation methods prior to excavation.
3. Method of Collapse: If a burrow is occupied by eggs or juvenile owls it will not be collapsed until the owls have fledged. Burrows will be collapsed by hand shovel only after the ecologist has ensured it is unoccupied. Correspondence in the form of a year-end letter report will be submitted to FWC and Lee County Environmental Sciences Staff for all collapsed burrows.
4. Mitigation: In accordance with FWC recommendations and FAA guidelines, onsite burrowing owl habitat enhancement activities such as artificial nest construction, t-perch installation, or habitat management practices will not be conducted.
5. Burrowing owls outside of development areas will be left to their own recourse to find suitable habitat. Owls continuing to reside at Page Field that do not pose a threat to aircraft operations will likely be left in place. However, if burrowing owls become a nuisance to aircraft operations, LCPA retains the right to implement a wildlife harassment program in accordance with FWC and FAA policies.

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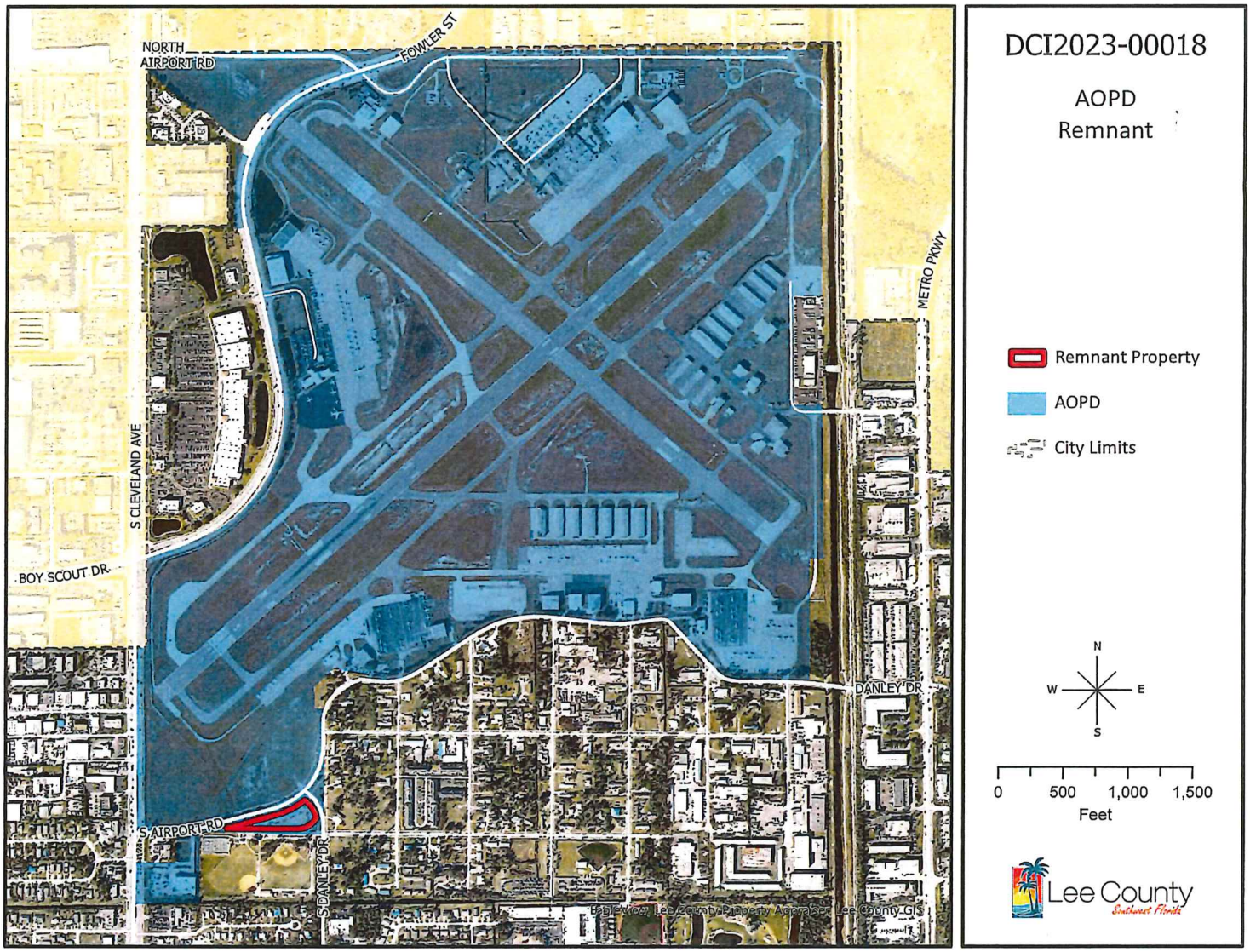
NORTH AIRPORT RD
FOWLER ST
METRO PKWY
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BOY SCOUT DR
DANLEY DR
S AIRPORT RD
S DANLEY DR
Eagleview, Lee County Property Appraiser, Lee County GIS
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