



LEE COUNTY

SOUTHWEST FLORIDA

PLANNING DIVISION

M E M O R A N D U M

To: Board of County Commissioners**From:** *Matthew M. For*
Paul O'Connor, AICP, Director, Division of Planning**Subject:** Lee Plan Adoption Hearing**Date:** September 16, 2004

Attached are the Agenda, Staff Reports, and Supporting Data for the upcoming Lee Plan Adoption Hearing. The hearing will be held on September 22, 2004 in the chambers starting at 9:30 a.m.

The hearing involves three plan amendments. The first amendment on the agenda is the re-adoption of small scale amendment CPA2003-05 LeeCorp Homes, Inc. This amendment was previously adopted by the Board on March 9, 2004. There have been no changes to the request since that time and staff is recommending adoption of the amendment.

The remainder of the agenda involves the 2003 Special Amendment cycle which includes two amendments to the Lee Plan. The first amendment in this cycle, CPA 2003-02, incorporates the Airport Master Plan into the Lee Plan in accordance with the Memorandum of Understanding between Lee County and the Port Authority. The Board voted on December 16, 2003 to transmit the amendment to the Florida Department of Community Affairs (DCA) for their review. The (DCA) reviewed the proposal and on March 5, 2004 issued an Objections, Recommendations, and Comments Report (ORC). Staff has had on going discussions with DCA staff. Staff believes that the attached staff report addresses all issues raised by the ORC Report. Staff is recommending adoption of the amendment.

The second item is CPA 2003-07. This amendment incorporates a ten year Water Supply Facilities Work Plan into the Lee Plan as required by s. 163.3177 (6)(c), F.S. At this time, staff is recommending the continuation of this amendment. During the 2004 legislative session, the Florida Legislature enacted House Bill 293 changing the due date for the 10-year water supply work plan required by Section 163.3177(6)(c) Florida Statutes from January 1, 2005, to December 1, 2006. The bill was signed into law by Governor Bush on June 24, 2004. Postponing the due date allows the work plans to reflect the most current update of the regional water supply plan which is due for revision in 2005. In a letter dated June 29, 2004 (attached) the Department of Community Affairs (DCA), advised local governments to "delay adopting the work plan until after the regional water supply plans have been updated". Waiting until after the Lower West Coast Water Supply Plan (LWCWSP) update will allow for consistency the District's population projections and related water demands and will ensure that the County's water supply work plan and the LWCWSP are on the same five year update cycle.

If you have any questions regarding any of these amendments, please feel free to call me directly at 479-8309.

cc: Mary Gibbs, AICP, Director of Community Development
Tim Jones, Assistant County Attorney

CPA2003-00002

Southwest Florida
International Airport

PLANNING DIVISION
M E M O R A N D U M

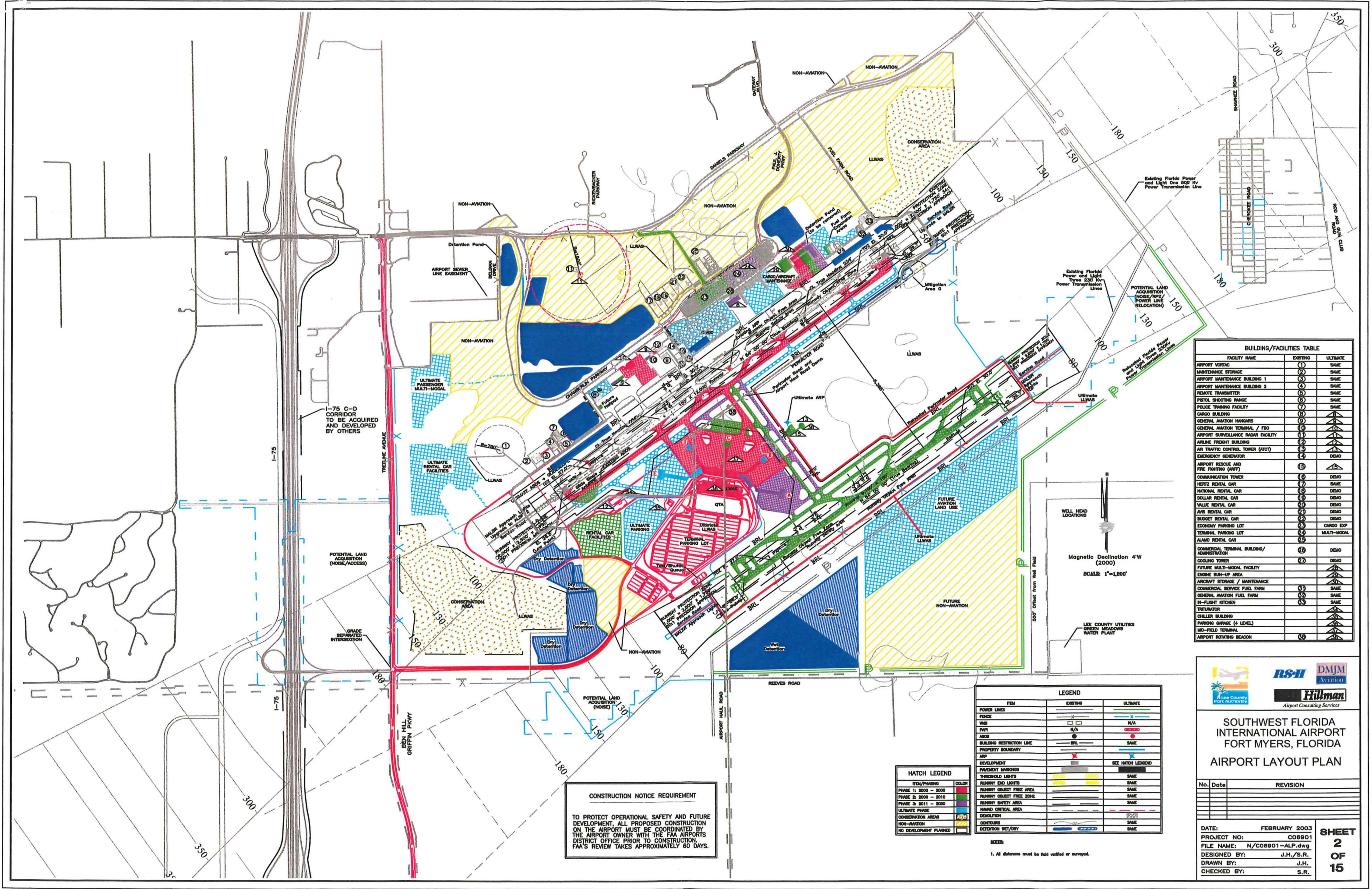


To: Board of County Commissioners
From: *Matthew A. Noble* Matthew A. Noble, AICP, Principal Planner, Division of Planning
Subject: Lee Plan Adoption Hearing
Date: September 17, 2004

Staff regrets to inform you that an out of date exhibit was included in your adoption packet concerning CPA2003-02, the Southwest Florida International Airport Amendment. Attached to this memorandum is the correct proposed Lee Plan Map 3F, the "Southwest Florida International Airport Layout Plan." Also attached is a copy of proposed Map 3M the "Airport Mitigation Lands Overlay."

If you have any questions regarding any of these amendments, please feel free to call me directly at 479-8548.

cc: Mary Gibbs, AICP, Director of Community Development
Tim Jones, Assistant County Attorney



BUILDING/FACILITIES TABLE		
FACILITY NAME	EXISTING	ULTIMATE
AIRPORT VORTAC	1	SAME
MAINTENANCE STORAGE	2	SAME
AIRPORT MAINTENANCE BUILDING 1	3	SAME
AIRPORT MAINTENANCE BUILDING 2	4	SAME
REMOTE TRANSMITTER	5	SAME
PISTOL SHOOTING RANGE	6	SAME
POLICE TRAINING FACILITY	7	SAME
CARGO BUILDING	8	SAME
GENERAL AVIATION HANGARS	9	SAME
GENERAL AVIATION TERMINAL / FBO	10	SAME
AIRPORT SURVEILLANCE RADAR FACILITY	11	SAME
AIRLINE FREIGHT BUILDING	12	SAME
AIR TRAFFIC CONTROL TOWER (ATCT)	13	SAME
EMERGENCY GENERATOR	14	DEM
AIRPORT RESCUE AND FIRE FIGHTING (ARFF)	15	SAME
COMMUNICATION TOWER	16	DEM
HERTZ RENTAL CAR	17	SAME
NATIONAL RENTAL CAR	18	DEM
DOLLAR RENTAL CAR	19	DEM
VALUE RENTAL CAR	20	DEM
AVIS RENTAL CAR	21	DEM
BUDGET RENTAL CAR	22	DEM
ECONOMY PARKING LOT	23	CARGO EXP
TERMINAL PARKING LOT	24	MULTI-MODAL
ALAMO RENTAL CAR	25	SAME
COMMERCIAL TERMINAL BUILDING / ADMINISTRATION	26	DEM
COOLING TOWER	27	DEM
FUTURE MULTI-MODAL FACILITY	28	SAME
ENGINE RUN-UP AREA	29	SAME
AIRCRAFT STORAGE / MAINTENANCE	30	SAME
COMMERCIAL SERVICE FUEL FARM	31	SAME
GENERAL AVIATION FUEL FARM	32	SAME
IN-FLIGHT KITCHEN	33	SAME
TRIUMPHATOR	34	SAME
CHILLER BUILDING	35	SAME
PARKING GARAGE (4 LEVEL)	36	SAME
MD-FIELD TERMINAL	37	SAME
AIRPORT ROTATING BEACON	38	SAME

CONSTRUCTION NOTICE REQUIREMENT

TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH THE FAA AIRPORTS DISTRICT OFFICE PRIOR TO CONSTRUCTION. FAA'S REVIEW TAKES APPROXIMATELY 60 DAYS.

HATCH LEGEND		
ITEM/PHASE	COLOR	
PHASE 1: 2000 - 2005	Blue	
PHASE 2: 2006 - 2010	Green	
PHASE 3: 2011 - 2020	Yellow	
ULTIMATE PHASE	Red	
CONSERVATION AREA	Light Green	
NON-AVIATION	Light Blue	
NO DEVELOPMENT PLANNED	White	

LEGEND		
ITEM	EXISTING	ULTIMATE
POWER LINES	—	—
FENCE	—	—
WALL	—	—
PAVE	—	—
ADOS	—	—
BUILDING RESTRICTION LINE	—	—
PROPERTY BOUNDARY	—	—
DEVELOPMENT	—	—
PAVEMENT MARKINGS	—	—
THRESHOLD LIGHTS	—	—
RUNWAY END LIGHTS	—	—
RUNWAY OBJECT FREE ZONE	—	—
RUNWAY OBJECT FREE ZONE	—	—
RUNWAY SAFETY AREA	—	—
HAZARD CRITICAL AREA	—	—
DEMOLITION	—	—
CONTOURS	—	—
DETENTION WET/DRY	—	—



SOUTHWEST FLORIDA INTERNATIONAL AIRPORT
FORT MYERS, FLORIDA
AIRPORT LAYOUT PLAN

No.	Date	REVISION

DATE: FEBRUARY 2003

PROJECT NO: C08901

FILE NAME: N/C08901-ALP.dwg

DESIGNED BY: J.H./S.R.

DRAWN BY: J.H.

CHECKED BY: S.R.

SHEET 2 OF 15

NOTES:
1. All distances must be field verified or surveyed.

AIRPORT MITIGATION LANDS OVERLAY

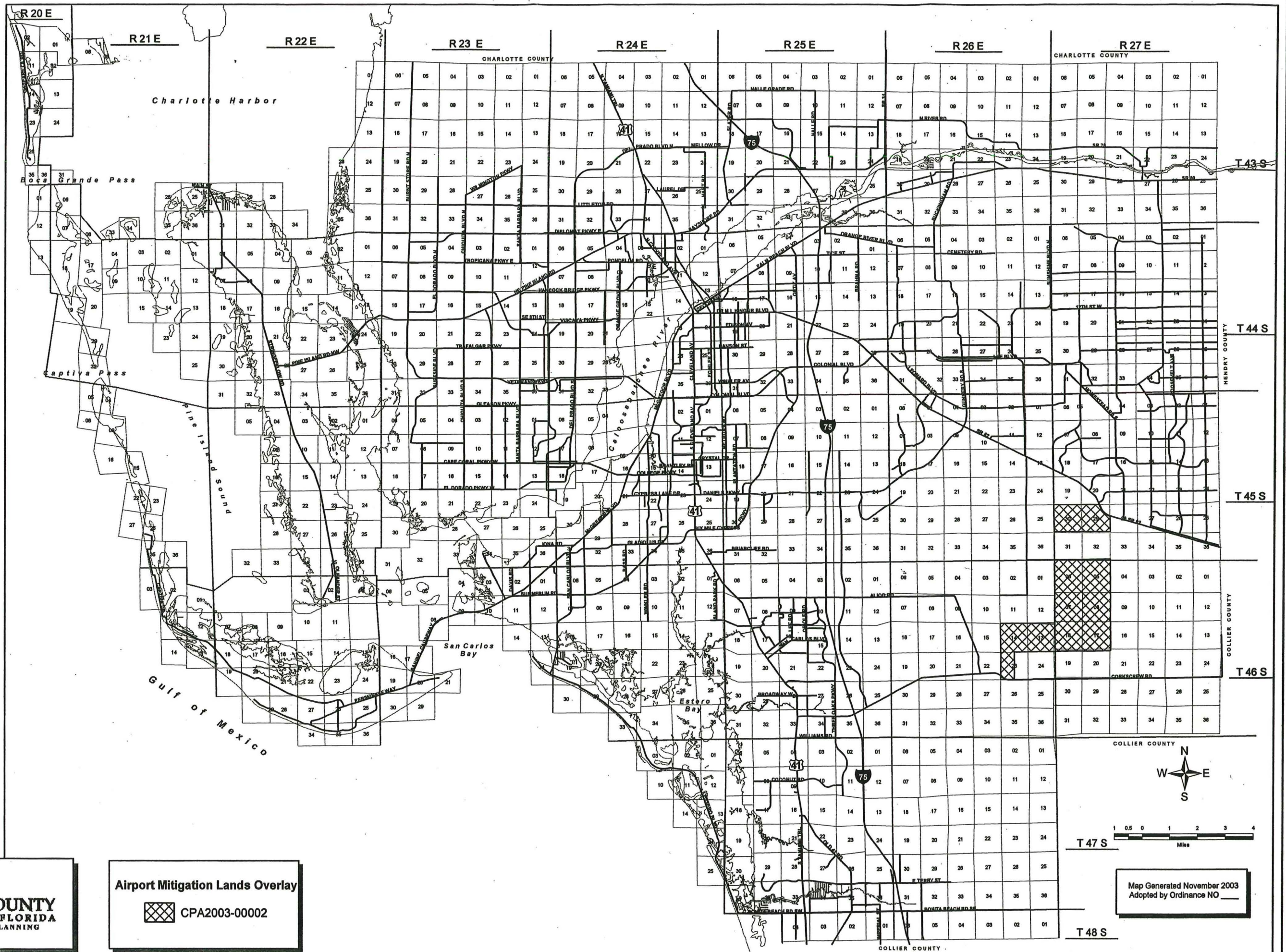
(Proposed Lee Plan Map 3M)



Airport Mitigation Lands Overlay



CPA2003-00002



Map Generated November 2003
Adopted by Ordinance NO _____

CPA 2003-02
SOUTHWEST FLORIDA INTERNATIONAL
AIRPORT
PORT BOARD SPONSORED
AMENDMENT
TO THE

LEE COUNTY COMPREHENSIVE PLAN

THE LEE PLAN

**Lee County Port Authority Sponsored Application
and Staff Analysis**

BoCC Adoption Document

*Lee County Planning Division
1500 Monroe Street
P.O. Box 398
Fort Myers, FL 33902-0398
(239) 479-8585*

September 16, 2004

**LEE COUNTY
DIVISION OF PLANNING
STAFF REPORT FOR
COMPREHENSIVE PLAN AMENDMENT
CPA 2003-02**



Text Amendment



Map Amendment

<input checked="" type="checkbox"/>	This Document Contains the Following Reviews:
<input checked="" type="checkbox"/>	Staff Review
<input checked="" type="checkbox"/>	Local Planning Agency Review and Recommendation
<input checked="" type="checkbox"/>	Board of County Commissioners Hearing for Transmittal
<input checked="" type="checkbox"/>	Staff Response to the DCA Objections, Recommendations, and Comments (ORC) Report
	Board of County Commissioners Hearing for Adoption

STAFF REPORT PREPARATION DATE: November 19, 2003

PART I - BACKGROUND AND STAFF RECOMMENDATION

A. SUMMARY OF APPLICATION

1. APPLICANT:

The Lee County Port Authority, represented by Jeffrey W. Breeden, Reynolds, Smith, & Hills, Inc.

2. REQUEST:

Amend the various elements of the Lee Plan including: the Vision Statement; Future Land Use Element; Transportation Element; Intergovernmental Coordination Element; and, Glossary to incorporate the "Southwest Florida International Airport Layout Plan" proposed Map 3F and the "Southwest Florida International Airport Proposed Development Schedule" proposed Table 5 as adopted through the Airport Master Plan process. Incorporate proposed Map 3M, "the Airport Mitigation Lands Overlay" depicting lands owned by Lee County that were acquired for the purpose of mitigating environmental impacts attributable to development of the Southwest Florida International Airport. In addition, amend the Lee Plan to rename references to the "Airport Commerce" Future Land Use Category to the "Tradeport" Future Land Use Category.

B. STAFF RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. **RECOMMENDATION:** Planning staff recommends that the Board of County Commissioners adopt the proposed amendment to the Lee Plan. This recommendation includes incorporating 2 new maps, Maps 3F and 3M, into the Transportation Map series. The recommended text changes are included in Section C. below. Also, amend the Table 1(b) references to Airport Commerce to Tradeport.
2. **BASIS AND RECOMMENDED FINDINGS OF FACT:**
 - The proposed plan amendment is being undertaken for the specific purpose of incorporating the results of the ongoing Airport Master Plan Update process.
 - The proposed amendment does not affect the Airport boundaries as contained on the Lee Plan's Future Land Use Map.
 - FS 163.3177(6)(j) and (k) allow local jurisdictions, like Lee County, to incorporate an airport master plan for a licensed publicly owned and operated airport into the local comprehensive plan. This section also provides that any subsequent amendments to the airport master plan can also be incorporated into the local comprehensive plan.
 - The Southwest Florida International Airport (SWFIA) is licensed by the Florida Department of Transportation as a publicly owned and operated airport per FS 333.06.
 - FS 163.3177(6)(k) provides that development or expansion of an airport consistent with the adopted airport master plan as incorporated into the local comprehensive plan "shall not be a development of regional impact."
 - The proposed amendment provides sound planning coordination between Lee County staff and the Port Authority staff.
 - The Southwest Florida International Airport is one of the main economic engines in the community.
 - The size, complexity and volume of projects planned and constructed at Southwest Florida International Airport, in addition to new statutory requirements relating to airport master plans and comprehensive plan elements, makes it prudent and appropriate to establish a system of coordinated review between the Airport and various County departments. The proposed revisions to the Intergovernmental Coordination Element adequately address this need for increased coordination.
 - The plan amendment does not cause a need to modify any of the FSUTMS model data. The request does not require any transportation network modifications due to traffic. The request does reflect the desire to increase access to the airport by providing access to I-75.

- A compact and contiguous development pattern will be maintained through this amendment. The proposed amendment will not promote urban sprawl, as the subject property is located adjacent to a significant amount of existing and approved urban development. An examination of the surrounding land uses shows that the area surrounding the subject property is rapidly urbanizing, with the exception of the lands to the east.
- The proposed amendment does not accommodate additional residential development on the Lee Plan's Future Land Use Map. The proposed amendment will not affect Lee County population projections. Continued expansion of the facility is the result of increased growth in the southwest Florida region.
- A review of the Florida Site File indicates that no significant archaeological or historical sites are recorded for or likely to be present within the project area.
- The proposed amendment will have no affect on the School Board's plans to accommodate growth in the County.
- The proposed amendment will have minimal impacts on parks, recreation and open space.
- Lee County EMS currently provides emergency medical services to the Southwest Florida International Airport. Any increased demand for EMS from airport expansions will be addressed by budget plans for new ambulances and personnel.
- The Lee County Solid Waste Disposal System will have sufficient capacity to manage and dispose of the (Class I Municipal Solid Waste) materials anticipated to be generated by the expanded Southwest Florida International Airport.
- The Lee County Utilities system has adequate existing or planned capacity to provide an adequate level of service to accommodate the expanded airport.

C. STAFF RECOMMENDED ADOPTION HEARING LANGUAGE:

The following changes to the adopted text of the Lee Plan are proposed to incorporate the "Southwest Florida International Airport Layout Plan" (Map 3F) and the "Southwest Florida International Airport Proposed Development Schedule" (Table 5) as adopted through the ongoing Airport Master Plan process. In addition, this amendment incorporates a new "Airport Mitigation Lands Overlay" (Map 3M) and renames the "Airport Commerce" Future Land Use Category as the "Tradeport" Future Land Use Category. The specific proposed language changes are included below:

VISION STATEMENT:

10. Gateway/Airport - This Community is located South of SR 82, generally east of I-75, and north of Alico Road including those portions of the Gateway development ~~which~~ that either have not been or are not anticipated to be annexed into the City of Fort Myers, the Southwest Florida International Airport and the properties ~~it is expected~~ the airport expects to ~~will~~ use for its

expansion, the lands designated as ~~Airport Commerce~~ Tradeport, and the land designated as Industrial Development west of I-75 north of Alico Road. In addition to these two land use designations, properties in this community are designated New Community (the Gateway development), Airport, Density Reduction/Groundwater Resource (primarily the anticipated airport expansion areas), Rural, and General Interchange. The road network in this community is planned to change dramatically over time creating access to and from this community to the north, south, and east without relying on I-75.

There are three distinct areas within this community. The Gateway portion of this community is the area where residential uses will occur. Gateway will be a thriving, nearly built-out, mixed-use community in 2020. The population of this community is anticipated to grow from 1,500 permanent residents in 1996 to approximately 8,000 in 2020 and is expected to have fewer than 1,000 units remaining to be built in the year 2020. The Gateway/Airport community will continue ~~remain~~ to have an average seasonal resident influx for the Lee County area with an expected 2020 functional population of 10,000.

The second area in this community is the Southwest Florida International Airport. The airport will be greatly expanded by 2020. The expanded airport will have a second parallel runway and a new terminal building ~~which that~~ will more than double the existing capacity of the airport. Development will be guided by the Airport Layout Plan (as established through the airport master plan process) consistent with the Southwest Florida International Airport Proposed Development Schedule (Table 5) and all other Lee Plan provisions.

The airport expansion and the completion of Florida Gulf Coast University are expected to energize the remaining area in this community, including the commercial and industrial components ~~of this community~~. This portion of the community is to the south and west of Gateway and the airport and extends west of I-75 along Alico Road. While this segment of the community is not expected to build out during the timeframe of this plan, the area will be much more urbanized with hi-tech/clean industry businesses.

FUTURE LAND USE ELEMENT:

OBJECTIVE 1.2: SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AREA.

Designate on the Future Land Use Map adequate land in appropriate locations to accommodate the projected growth needs of the Southwest Florida International Airport and the business and industrial areas related to it, as well as research and development activities and other non-aviation related development that is not necessarily related to the airport, through the year 2020. The Lee County Port Authority desires to establish non-aviation related uses to provide a supplementary revenue source as well as providing an opportunity for businesses that desire a location on airport property. Designate on the Airport Layout Plan suitable areas to accommodate these desired uses and provide general policy guidance as to how these uses will be developed. These categories are also considered Future Urban Areas.

POLICY 1.2.1: Airport lands include the Southwest Florida International Airport's existing facility and projected growth areas through the year 2020. These areas will include airport and airport-related development as well as non-aviation land uses as proposed in the approved 2003 Airport Master Plan update and as depicted on the Airport Layout Plan sheet (Map 3F) and the

Southwest Florida International Airport Proposed Development Schedule (Table 5). This mix of uses is intended to support the continued development of the Southwest Florida International Airport. Future development at the Southwest Florida International Airport will also include non-aviation related land uses such as hotels/motels, light industrial, service stations, ancillary retail/shopping, and office development. Any future airport expansion or development of aviation-related and non-aviation uses will also include extensive environmental buffer areas for the protection of groundwater resources and wildlife habitat offset environmental impacts through the Airport Mitigation Lands Overlay (Map 3M) or other appropriate mitigation acceptable to the permitting agencies and to Lee County. The physical design of the airport expansion will minimize any degradation of the recharge capability of land in the expansion area being developed. Any Airport expansion beyond the present boundaries will be subject to appropriate modifications to the DRI development order and necessary amendments to the Lee Plan.

All development on Airport lands must be consistent with Map 3F and Table 5. Map 3F depicts the planned expansion of the Southwest Florida International Airport through 2020. If the airport master planning process precipitates a substantive change to the Airport Layout Plan (Map 3F), then the Port Authority must amend Map 3F prior to obtaining local development approval.

The non-aviation related development areas have been depicted on the approved Airport Layout Plan sheet (Map 3F). These uses will be constructed upon Airport lands with long term leases. All development within the non-aviation land use areas will be subject to mitigation requirements for wetland impacts. Mitigation of wetland impacts will be in accordance with the U.S. Army Corps of Engineers and South Florida Water Management District requirements. To the greatest extent reasonably possible, development of non-aviation land use areas must avoid wetland impacts. All non-aviation land use development will meet the indigenous vegetation requirements set forth in the Lee County Land Development Code.

POLICY 1.2.2: The Airport Commerce Tradeport areas are commercial and industrial lands adjacent to the airport needed to accommodate projected growth through the year 2020. These areas will include developments consisting of light manufacturing or assembly, warehousing, and distribution facilities; offices; research and development activities; ground transportation and airport-related terminals or transfer facilities; and hotels/motels, meeting facilities; and retail uses are permitted within hotels/motels. Ancillary retail commercial uses, intended to support the surrounding business and industrial land uses, are allowed if they are part of a Planned Development of 10 or more acres in size and are limited to 1,000 square feet per acre of Airport Commerce Tradeport land within the Planned Development. Residential uses, other than bona fide caretaker residences, are not permitted in this category except to the extent provided in Chapter XIII of the Plan. Caretaker residences are not permitted in the Airport Noise Zone 3. Because this area is located within the Six Mile Cypress Basin and is also a primary point of entry into Lee County, special environmental and design review guidelines will be applied to its development to maintain the appearance of this area as a primary point of entry into Lee County. Property in Section 1 and the east ½ of Section 2, Township 46 South, Range 25 East, and in Section 6, Township 46 South, Range 26 East, must be rezoned to a planned development zoning category prior to any development other than the construction of essential public services. During the rezoning process, the best environmental management practices identified on pages 43 and 44 of

the July 28, 1993 Henigar & Ray study entitled, "Groundwater Resource Protection Study" will be rebuttably presumed to be necessary to protect potential groundwater resources in the area.

POLICY 1.2.4: The Airport AOPD zoning resolution must be amended before any non-aviation related uses can be developed at the Southwest Florida International Airport. The intensity of the proposed aviation and non-aviation land uses must be consistent with Lee Plan Table 5.

POLICY 1.2.5: Map 3F, as currently incorporated into the Lee Plan includes transportation improvements that exceed those shown on the balance of the Transportation Map Series maps. The direct access improvements to I-75 depicted on Map 3F, which are being pursued by the Port Authority to benefit the midfield terminal, include an interchange at I-75 and grade separation at Treeline Avenue/Ben Hill Griffin Parkway. These future improvements are the Port Authority's desired access to the airport. The Port Authority will be responsible for achieving consistency between Map 3F and the balance of the Transportation Map Series concerning access to I-75. The Port Authority will serve as the lead agency for achieving direct access to I-75.

POLICY 1.2.6: Any future airport expansion or development of aviation related or non-aviation related uses will provide appropriate buffer areas, as determined by Lee County, for the protection of groundwater resources in the Southeast and Northeast quadrants of the airport property.

POLICY 1.2.7: Future non-aviation areas depicted on the Airport Layout Plan (Map 3F) will be developed, to the greatest extent possible, only within existing upland areas. Impacts to wetlands in the future non-aviation areas will be minimized by site design, whenever possible, in compliance with the Lee County Land Development Code. Development within the future non-aviation area, as designated on Map 3F, is limited to a total of 100 acres. Development of additional acreage will require prior Lee Plan amendment approval.

POLICY 1.7.11: The Airport Mitigation Lands Overlay (Map 3M) depicts lands owned by Lee County that were acquired for the purpose of mitigating environmental impacts attributable to development of the Southwest Florida International Airport. Activities performed in these areas must be in accordance with state and federal permitting agency requirements. This Overlay is intended solely as an informational tool designed to identify the location of the lands and the purpose for which the land was acquired. The Overlay does not restrict the use of the land in and of itself. Use of these lands will be determined by permit requirements. In all cases, the use of this land will be consistent with the underlying Future Land Use category.

POLICY 2.4.4: Lee Plan amendment applications to expand the Lee Plan's employment centers, which include light industrial, commercial retail and office land uses, will be evaluated by the Board of County Commissioners in light of the locations and cumulative totals already designated for such uses, including the 1994 addition of 1400 acres to the ~~Airport Commerce~~ Tradeport category just south of the Southwest Florida International Airport.

POLICY 7.1.6: Land that is located outside of the Industrial Development, ~~Airport Commerce~~ Tradeport, and Industrial Interchange areas but within the designated Future Urban Areas may be developed for light industrial purposes so long as adequate services and facilities are available, the

use will not adversely impact surrounding land uses, and natural resources are protected, if one of the following conditions is met:

- a. The parcel is located in the Intensive Development, Central Urban, or Urban Community land use categories, was zoned IL or IG prior to the adoption of the 1984 Lee Plan, and does not exceed 50 acres in size (unless it is adjacent to other existing or designated industrial lands); or
- b. The parcel is located in the Intensive Development, Central Urban, Urban Community, General Interchange, Industrial Commercial Interchange, Mixed Use Interchange, or University Village Interchange land use categories, and is zoned as a Planned Development.

TRANSPORTATION ELEMENT:

OBJECTIVE 32.1: ECONOMIC GROWTH. The capacity and long term development of the Southwest Florida International Airport will be expanded in compliance with the adopted Airport Master Plan Map 3F and Table 5 to aid in the diversification of the county's economic growth. Specific Pproject implementation and approval of the proposed development will be coordinated through the annual Capital Improvement Program process and be consistent with the Airport Layout Plan (Map 3F). These expansions will be funded through user fees, airline contributions, and other funding sources not involving general county tax dollars. The Port Authority will strive to minimize impacts to surrounding land uses while maintaining a safe and efficient facility for airport operations.

POLICY 32.1.1: The Port Authority will coordinate the implementation of scheduled infrastructure and facility improvements for the Southwest Florida International Airport; consistent with the approved Airport Layout Plan sheet (Map 3F) and the Southwest Florida International Airport Proposed Development Schedule (Table 5) Airport Master Plan. The first phase priority will be the implementation of the new midfield terminal and its supporting infrastructure.

POLICY 32.1.3: The Port Authority will continue to expand ~~such~~ existing and proposed aviation facilities such as the ~~as its~~ terminal building, airport aprons, cargo facilities, roadways and parking in order to meet the forecasted demand.

POLICY 32.1.5: The Port Authority will capitalize on its Port of Entry and Foreign Trade Zone status to encourage economic diversification, ~~and~~ This will be accomplished by actively: (1) seeking to increase international commerce movement; ~~and tourist related functions by~~ (2) implementing an international marketing program designed to increase tourist activity; ~~and by~~ (3) continuing planning efforts to increase ensure availability of adequate airport facilities so that these facilities can adequately to accommodate increases in international air traffic; and, (4) pursing development ~~create a climate of international corporate development activity.~~

POLICY 32.2.1: The Port Authority will coordinate efforts with aviation and other transportation interests at the Southwest Florida International Airport to provide establish multi-modal transfer facilities ~~as well as other economically beneficial uses.~~

POLICY 32.2.3: Future updates of the Page Field and Southwest Florida International Airport Master Plans will monitor and incorporate development of non-aviation commercial uses at the airports and suggest aviation-related and industrial uses as appropriate.

POLICY 32.2.5: The County will utilize the approved Airport Master Plan and FAR Part 150 Study, including updates, as a basis to amend the comprehensive land use plan and the land development code to prohibit development that is incompatible with the Southwest Florida International Airport; and to ensure future economic enhancement consistent with Objective 31.2. Future updates of the Southwest Florida International Airport Master Plan that precipitate substantive changes to the Airport Layout Plan (Map 3F) will require a Lee Plan Amendment prior to local permitting approval. In accordance with FAA requirements, the Southwest Florida International Airport Master Plan and corresponding Airport Layout Plan (Map 3F) will be comprehensively updated at least once every 5 to 8 years.

POLICY 32.3.4: The proposed development schedule for the Southwest Florida International Airport through the year 2020 is depicted in Table 5 of the Lee Plan. This Table includes both aviation and non-aviation related development. If the FAA/FDOT mandate navigational improvements (NAVAIDS) or require improvements related to Airport security or safety at Southwest Florida International Airport, then the Port Authority may pursue installation of the improvement even though the improvement is not specifically identified on Table 5. However, the Port Authority must obtain all appropriate approvals and permits prior to installation, including approval from Lee County. If these improvements precipitate a substantive change to either Table 5 or Map 3F, then the Port Authority must pursue a Lee Plan amendment incorporating the changes in the next available amendment cycle.

POLICY 32.4.1: The County and Port Authority will coordinate aviation facility expansion and demand, consistent with the Airport Layout Plan, through the County's annual Capital Improvement Program and through the adoption in conjunction with regular briefings by Port Authority staff to County staff and update of the Airport Master Plan.

POLICY 32.4.4: The County and Port Authority recognize the significance and value of the Southwest Florida International Airport. The Lee County Port Authority will aggressively pursue Federal and State funding for access roadway improvements as identified on the Airport Layout Plan.

POLICY 32.4.5: Development of non-aviation related uses on airport property will be required to meet concurrency standards set forth in the Lee County Land Development Code.

POLICY 32.5.7: The County will protect its existing and proposed aviation facilities from the encroachment of incompatible land uses by updating of the Future Land Use Map as needed to reflect the preferred Port Authority expansion alternative layout (including necessary environmental mitigation acreage) to achieve consistency with revisions to the respective FAR Part 150 Studies (if applicable), and Airport Layout Plans for Southwest Florida International Airport and Page Field, as proposed by the Port Authority.

POLICY 32.6.1: The Port Authority will coordinate and obtain approval for airport expansion plans development from the County through the annual capital improvement planning and programming process; local permitting process; Airport Master Plan Update process; and, the Lee Plan amendment process to ensure compatibility with other County programs. The Port Authority will provide Lee County copies of the annual capital improvement plan or other similar document for the Southwest Florida International Airport. Additional specific coordination requirements are contained in Objective 108.4 and subsequent policies.

INTERGOVERNMENTAL COORDINATION ELEMENT:

OBJECTIVE 108.4: COORDINATION OF AIRPORT DEVELOPMENT AND IMPROVEMENTS AT THE SOUTHWEST FLORIDA INTERNATIONAL AIRPORT WITH ALL PERMITTING AGENCIES. The Port Authority will coordinate with Lee County, the Southwest Florida Regional Planning Council, the Florida Department of Community Affairs, Federal Aviation Administration, and the Florida Department of Transportation to ensure that the development of the Southwest Florida International Airport is consistent with the Lee Plan.

POLICY 108.4.1: Port Authority staff will ensure that Lee County staff is directly involved in the review and approval process related to the ongoing update of the Airport Master Plan. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Layout Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments to the Airport zoning approvals and compliance with the Lee County Land Development Code.

POLICY 108.4.2: The Port Authority will submit and County staff will review and provide comments regarding the following:

- (1) Scope and content of ongoing updates to the Airport Master Plan pursued in accordance with Federal Aviation Administration Advisory Circular 150/5070-6A and the Florida Department of Transportation Guidebook for Airport Master Planning.
- (2) Consistency of proposed amendments to the Airport Master Plan and resulting Airport Layout Plan (Map 3F) with the Lee Plan, Land Development Code (LDC) and local zoning approvals.
- (3) Compatibility and compliance of Individual CIP projects with the Lee Plan, LDC regulations, zoning approvals and other applicable regulations.
- (4) Proposed Lee Plan Amendments necessary to support revisions to the Airport Layout Plan (Map 3F), the Southwest Florida International Airport Proposed Development Schedule (Table 5), the Airport Master Plan, or CIP project list.

POLICY 108.4.3: Prior to submittal of any application to amend the Lee Plan, the Port Authority staff must obtain an endorsement of the proposed plan amendment application package, including

the Airport Layout Plan, from the Board of Port Commissioners. Written evidence of this endorsement must be included in the plan amendment application package. The Port Authority staff will coordinate the date and time the endorsement request will be presented to the Port Commissioners with the County in order to provide County staff with ample opportunity to attend the meeting and address the Port Commissioners as necessary.

POLICY 108.4.4: Prior to formal submittal of any Lee Plan amendment package, rezoning request, or development order application, the Port Authority staff will informally present the proposed application to Lee County staff for initial comments and input regarding consistency with the Lee Plan and County regulations.

POLICY 108.4.5: The Port Authority is the lead agency in coordinating efforts to obtain approval for Southwest Florida International Airport access improvements with agencies participating in the Lee County Metropolitan Planning Organization. This includes the incorporation of improvements into the Financially Feasible Transportation Plan (Map 3A) and the Lee County Metropolitan Planning Organization Financially Feasible Highway Plan and Needs Assessment. The Port Authority will work with local, State, and Federal transportation agencies to identify and obtain funding for access improvements to the airport.

GLOSSARY:

AIRPORT (PUBLIC USE). Is defined as any area of land or water designed and set aside for the landing and taking off of aircraft and utilized or to be utilized in the interest of the public for such purpose. Airport Facilities (Commercial or General Aviation) typically include areas for shelter, servicing, or repair of aircraft, or for receiving and discharging passengers or cargo, and areas used for access to airport facilities or buildings.

AIRPORT LAYOUT PLAN. A map of existing and proposed airport property, facilities and development that is created as a result of the Airport Master Planning process. The Airport Layout Plan for Southwest Florida International Airport is adopted as Map 3F.

AIRPORT MASTER PLAN. A plan of development applicable to an airport that is prepared and approved in accordance with FAA Advisory Circular 150/5070-6A and FDOT Guidebook for Airport Master Planning. By design, the Airport Master Plan process is ongoing and allows an airport to address operational and development needs as they arise. The overall development scheme or concept is depicted in the Airport Layout Plan.

AIRPORT SUPPORT LAND USES. Airport Support land uses include land uses that provide support facilities to other airport operations, including the air traffic control tower, aircraft rescue and firefighting, airport maintenance, airport utilities, rental car service and storage, fuel farms, aircraft maintenance areas, airline in-flight catering kitchens, airport police department gun range, airport auto repair facility, and Port Authority training facility.

AVIATION RELATED INDUSTRY. Aviation-Related Industry land uses include manufacturing, fabrication, or assembly activities relating to aviation. Examples of Aviation-

Related Industry uses include fuel storage and transfer facilities, aircraft parts/instrument manufacture, facilities for processing large air cargo shipments, and warehousing.

AVIATION RELATED LAND USES. Aviation related land uses are necessary for the safe operation of the airport. These uses include: all uses necessary to support airfield operations such as runway and taxiway safety areas, runway approaches, taxiways and taxiway exits, areas where NAVAIDS will be located, and areas within the building restriction lines and the runway protection zones; all facilities associated with Airline Passenger Terminal areas and Air Cargo areas, including the Federal Inspection Station/customs, aircraft aprons, and terminal auto parking areas, cargo buildings and truck ramps for transshipping cargo between air and ground transportation; all uses associated with General Aviation operations, including aircraft aprons, fixed base operator offices and hangars, and auto parking areas. This term also includes all Airport Support and Aviation-Related Industry.

FUTURE URBAN AREAS. Those categories on the Future Land Use Map which that are designated for urban activities: Intensive Development, Central Urban, Urban Community, Suburban, Outlying Suburban, Industrial Development, Public Facilities, Airport, ~~Airport Commerce Tradeport~~, Industrial Interchange, General Interchange, General Commercial Interchange, Industrial Commercial Interchange, University Village Interchange, Mixed Use Interchange, University Community, and New Community.

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT PROPOSED DEVELOPMENT SCHEDULE (TABLE 5). This Table depicts the proposed development schedule for the Southwest Florida International Airport through the year 2020.

SUBSTANTIVE CHANGE. As used in Policies 32.2.5 and 32.3.4, the term "substantive change" means development not specifically stated or identified in Table 5 or depicted on Map 3F.

NAVAID - AIR NAVIGATION FACILITY. A facility designed for use as an aid to air navigation, including landing areas, lights, any apparatus or equipment for disseminating weather information, for signaling, for radio direction-finding, or for radio or other electronic communication, and any other structure or mechanism having a similar purpose for guiding and controlling flight in the air or the landing or takeoff of aircraft.

NON-AVIATION RELATED USES. This phrase refers to the commercial and industrial land uses identified on the Airport Layout Plan (Map 3F) and Table 5. Non-aviation related uses are typically developed in non-aviation settings. Non-aviation uses may be enhanced by proximity to an airport, but these uses are not dependent on access to an airport. These uses could be developed in other locations within the County. Non-aviation related uses will be established on Airport lands through lease agreements with the Port Authority. The areas identified to accomodate these non-aviation uses are not necessary to support the primary aviation facilities comprising the Southwest Florida International Airport. Use of Airport lands for non-aviation use is intended to provide a revenue stream that may be used to enhance airport operations. Though located on airport property, the establishment of non-aviation uses is not necessary for the continued function of the primary aviation facilities associated with the airport.

PROCEDURES AND ADMINISTRATION:

B. Standards for Administrative Interpretations

4. Single-Family Residence Provision:

a. Applicability

Notwithstanding any other provision of this plan, any entity owning property or entering or participating in a contract for purchase agreement of property, which property is not in compliance with the density requirements of the Lee Plan, will be allowed to construct one single-family residence on said property PROVIDED THAT:

(1) through (3) no change.

(4) Interchange, ~~Airport—Commerce~~ Tradeport, and Industrial Development land use categories: In addition to the requirements set forth above, a residential use must be the only reasonable use of the lot or parcel. The existence of a reasonable commercial or industrial use will be determined by reference to all of the applicable facts and circumstances, including, but not limited to, the nature of the surrounding uses, the adequacy of the lot size (pursuant to Chapter 34 of the Land Development Code) for commercial or industrial uses, and whether adequate infrastructure exists or can reasonably be provided to serve a commercial or industrial use at the location in question.

D. STAFF RECOMMENDED TRANSMITTAL HEARING LANGUAGE:

The following changes to the adopted text of the Lee Plan are proposed to incorporate the "Southwest Florida International Airport Layout Plan" (Map 3F) and the "Southwest Florida International Airport Proposed Development Schedule" (Table 5) as adopted through the ongoing Airport Master Plan process. In addition, this amendment incorporates a new "Airport Mitigation Lands Overlay" (Map 3M) and renames the "Airport Commerce" Future Land Use Category as the "Tradeport" Future Land Use Category. The specific proposed language changes are included below:

VISION STATEMENT:

10. Gateway/Airport - This Community is located South of SR 82, generally east of I-75, and north of Alico Road including those portions of the Gateway development ~~which~~ that either have not been or are not anticipated to be annexed into the City of Fort Myers, the Southwest Florida International Airport and the properties ~~it is expected~~ the airport expects to will use for its expansion, the lands designated as ~~Airport—Commerce~~ Tradeport, and the land designated as Industrial Development west of I-75 north of Alico Road. In addition to these two land use designations, properties in this community are designated New Community (the Gateway

development), Airport, Density Reduction/Groundwater Resource (primarily the anticipated airport expansion areas), Rural, and General Interchange. The road network in this community is planned to change dramatically over time creating access to and from this community to the north, south, and east without relying on I-75.

There are three distinct areas within this community. The Gateway portion of this community is the area where residential uses will occur. Gateway will be a thriving, nearly built-out, mixed-use community in 2020. The population of this community is anticipated to grow from 1,500 permanent residents in 1996 to approximately 8,000 in 2020 and is expected to have fewer than 1,000 units remaining to be built in the year 2020. The Gateway/Airport community will continue remain to have an average seasonal resident influx for the Lee County area with an expected 2020 functional population of 10,000.

The second area in this community is the Southwest Florida International Airport. The airport will be greatly expanded by 2020. The expanded airport will have a second parallel runway and a new terminal building which that will more than double the existing capacity of the airport. Development will be guided by the Airport Layout Plan (as established through the airport master plan process) consistent with the Southwest Florida International Airport Proposed Development Schedule (Table 5) and all other Lee Plan provisions.

The airport expansion and the completion of Florida Gulf Coast University are expected to energize the remaining area in this community, including the commercial and industrial components of this community. This portion of the community is to the south and west of Gateway and the airport and extends west of I-75 along Alico Road. While this segment of the community is not expected to build out during the timeframe of this plan, the area will be much more urbanized with hi-tech/clean industry businesses.

FUTURE LAND USE ELEMENT:

OBJECTIVE 1.2: SOUTHWEST FLORIDA INTERNATIONAL AIRPORT AREA. Designate on the Future Land Use Map adequate land in appropriate locations to accommodate the projected growth needs of the Southwest Florida International Airport and the business and industrial areas related to it, as well as research and development activities and other non-aviation related development that is not necessarily related to the airport, through the year 2020. The Lee County Port Authority desires to establish non-aviation related uses to provide a supplementary revenue source as well as providing an opportunity for businesses that desire a location on airport property. Designate on the Airport Layout Plan suitable areas to accommodate these desired uses and provide general policy guidance as to how these uses will be developed. These categories are also considered Future Urban Areas.

POLICY 1.2.1: Airport lands include the Southwest Florida International Airport's existing facility and projected growth areas through the year 2020. These areas will include airport and airport-related development as well as non-aviation land uses as proposed in the approved 2003 Airport Master Plan update and as depicted on the Airport Layout Plan sheet (Map 3F) and the Southwest Florida International Airport Proposed Development Schedule (Table 5). This mix of uses is intended to support the continued development of the Southwest Florida International

Airport. Future development at the Southwest Florida International Airport will also include non-aviation related land uses such as hotels/motels, light industrial, service stations, ancillary retail/shopping, and office development. Any future airport expansion or development of aviation-related and non-aviation uses will also include extensive environmental buffer areas for the protection of groundwater resources and wildlife habitat offset environmental impacts through the Airport Mitigation Lands Overlay (Map 3M) or other appropriate mitigation acceptable to the permitting agencies and to Lee County. The physical design of the airport expansion will minimize any degradation of the recharge capability of land in the expansion area being developed. Any Airport expansion beyond the present boundaries will be subject to appropriate modifications to the DRI development order and necessary amendments to the Lee Plan.

All development on Airport lands must be consistent with Map 3F and Table 5. Map 3F depicts the planned expansion of the Southwest Florida International Airport through 2020. If the airport master planning process precipitates a substantive change to the Airport Layout Plan (Map 3F), then the Port Authority must amend Map 3F prior to obtaining local development approval.

The non-aviation related development areas have been depicted on the approved Airport Layout Plan sheet (Map 3F). These uses will be constructed upon Airport lands with long term leases. All development within the non-aviation land use areas will be subject to mitigation requirements for wetland impacts. Mitigation of wetland impacts will be in accordance with the U.S. Army Corps of Engineers and South Florida Water Management District requirements. To the greatest extent reasonably possible, development of non-aviation land use areas must avoid wetland impacts. All non-aviation land use development will meet the indigenous vegetation requirements set forth in the Lee County Land Development Code.

POLICY 1.2.2: The Airport Commerce Tradeport areas are commercial and industrial lands adjacent to the airport needed to accommodate projected growth through the year 2020. These areas will include developments consisting of light manufacturing or assembly, warehousing, and distribution facilities; offices; research and development activities; ground transportation and airport-related terminals or transfer facilities; and hotels/motels, meeting facilities; and retail uses are permitted within hotels/motels. Ancillary retail commercial uses, intended to support the surrounding business and industrial land uses, are allowed if they are part of a Planned Development of 10 or more acres in size and are limited to 1,000 square feet per acre of Airport Commerce Tradeport land within the Planned Development. Residential uses, other than bona fide caretaker residences, are not permitted in this category except to the extent provided in Chapter XIII of the Plan. Caretaker residences are not permitted in the Airport Noise Zone 3. Because this area is located within the Six Mile Cypress Basin and is also a primary point of entry into Lee County, special environmental and design review guidelines will be applied to its development to maintain the appearance of this area as a primary point of entry into Lee County. Property in Section 1 and the east ½ of Section 2, Township 46 South, Range 25 East, and in Section 6, Township 46 South, Range 26 East, must be rezoned to a planned development zoning category prior to any development other than the construction of essential public services. During the rezoning process, the best environmental management practices identified on pages 43 and 44 of the July 28, 1993 Henigar & Ray study entitled, "Groundwater Resource Protection Study" will be rebuttably presumed to be necessary to protect potential groundwater resources in the area.

POLICY 1.2.4: The Airport AOPD zoning resolution must be amended before any non-aviation related uses can be developed at the Southwest Florida International Airport. The intensity of the proposed aviation and non-aviation land uses must be consistent with Lee Plan Table 5.

POLICY 1.2.5: Map 3F, as currently incorporated into the Lee Plan includes transportation improvements that exceed those shown on the balance of the Transportation Map Series maps. The direct access improvements to I-75 depicted on Map 3F, which are being pursued by the Port Authority to benefit the midfield terminal, include an interchange at I-75 and grade separation at Treeline Avenue/Ben Hill Griffin Parkway. These future improvements are the Port Authority's desired access to the airport. The Port Authority will be responsible for achieving consistency between Map 3F and the balance of the Transportation Map Series concerning access to I-75. The Port Authority will serve as the lead agency for achieving direct access to I-75.

POLICY 1.7.11: The Airport Mitigation Lands Overlay (Map 3M) depicts lands owned by Lee County that were acquired for the purpose of mitigating environmental impacts attributable to development of the Southwest Florida International Airport. Activities performed in these areas must be in accordance with state and federal permitting agency requirements. This Overlay is intended solely as an informational tool designed to identify the location of the lands and the purpose for which the land was acquired. The Overlay does not restrict the use of the land in and of itself. Use of these lands will be determined by permit requirements. In all cases, the use of this land will be consistent with the underlying Future Land Use category.

POLICY 2.4.4: Lee Plan amendment applications to expand the Lee Plan's employment centers, which include light industrial, commercial retail and office land uses, will be evaluated by the Board of County Commissioners in light of the locations and cumulative totals already designated for such uses, including the 1994 addition of 1400 acres to the ~~Airport Commerce Tradeport~~ category just south of the Southwest Florida International Airport.

POLICY 7.1.6: Land that is located outside of the Industrial Development, ~~Airport Commerce Tradeport~~, and Industrial Interchange areas but within the designated Future Urban Areas may be developed for light industrial purposes so long as adequate services and facilities are available, the use will not adversely impact surrounding land uses, and natural resources are protected, if one of the following conditions is met:

- a. The parcel is located in the Intensive Development, Central Urban, or Urban Community land use categories, was zoned IL or IG prior to the adoption of the 1984 Lee Plan, and does not exceed 50 acres in size (unless it is adjacent to other existing or designated industrial lands); or
- b. The parcel is located in the Intensive Development, Central Urban, Urban Community, General Interchange, Industrial Commercial Interchange, Mixed Use Interchange, or University Village Interchange land use categories, and is zoned as a Planned Development.

TRANSPORTATION ELEMENT:

OBJECTIVE 32.1: ECONOMIC GROWTH. The capacity and long term development of the Southwest Florida International Airport will be expanded in compliance with the adopted Airport Master Plan Map 3F and Table 5 to aid in the diversification of the county's economic growth. Specific Pproject implementation and approval of the proposed development will be coordinated through the annual Capital Improvement Program process and be consistent with the Airport Layout Plan (Map 3F). These expansions will be funded through user fees, airline contributions, and other funding sources not involving general county tax dollars. The Port Authority will strive to minimize impacts to surrounding land uses while maintaining a safe and efficient facility for airport operations.

POLICY 32.1.1: The Port Authority will coordinate the implementation of scheduled infrastructure and facility improvements for the Southwest Florida International Airport; consistent with the approved Airport Layout Plan sheet (Map 3F) and the Southwest Florida International Airport Proposed Development Schedule (Table 5) Airport Master Plan. ~~The first phase priority will be the implementation of the new midfield terminal and its supporting infrastructure.~~

POLICY 32.1.3: The Port Authority will continue to expand ~~such~~ existing and proposed aviation facilities such as the as its terminal building, airport aprons, cargo facilities, roadways and parking in order to meet the forecasted demand.

POLICY 32.1.5: The Port Authority will capitalize on its Port of Entry and Foreign Trade Zone status to encourage economic diversification. ~~and This will be accomplished by actively: (1) seeking to increase international commerce movement; and tourist related functions by (2) implementing an international marketing program designed to increase tourist activity; and by (3) continuing planning efforts to increase ensure availability of adequate airport facilities so that these facilities can adequately to accommodate increases in international air traffic; and (4) pursuing development create a climate of international corporate development activity.~~

POLICY 32.2.1: The Port Authority will coordinate efforts with aviation and other transportation interests at the Southwest Florida International Airport to provide establish multi-modal transfer facilities ~~as well as other economically beneficial uses.~~

POLICY 32.2.3: Future updates of the Page Field and Southwest Florida International Airport Master Plans will monitor and incorporate development of non-aviation ~~commercial~~ uses at the airports and suggest aviation-related ~~and industrial~~ uses as appropriate.

POLICY 32.2.5: The County will utilize the approved Airport Master Plan and FAR Part 150 Study, including updates, as a basis to amend the comprehensive land use plan and the land development code to prohibit development that is incompatible with the Southwest Florida International Airport; and to ensure future economic enhancement consistent with Objective 31.2. Future updates of the Southwest Florida International Airport Master Plan that precipitate substantive changes to the Airport Layout Plan (Map 3F) will require a Lee Plan Amendment prior to local permitting approval. In accordance with FAA requirements, the Southwest Florida

International Airport Master Plan and corresponding Airport Layout Plan (Map 3F) will be comprehensively updated at least once every 5 to 8 years.

POLICY 32.3.4: The proposed development schedule for the Southwest Florida International Airport through the year 2020 is depicted in Table 5 of the Lee Plan. This Table includes both aviation and non-aviation related development. If the FAA/FDOT mandate navigational improvements (NAVAIDS) or require improvements related to Airport security or safety at Southwest Florida International Airport, then the Port Authority may pursue installation of the improvement even though the improvement is not specifically identified on Table 5. However, the Port Authority must obtain all appropriate approvals and permits prior to installation, including approval from Lee County. If these improvements precipitate a substantive change to either Table 5 or Map 3F, then the Port Authority must pursue a Lee Plan amendment incorporating the changes in the next available amendment cycle.

POLICY 32.4.1: The County and Port Authority will coordinate aviation facility expansion and demand, consistent with the Airport Layout Plan, through the County's annual Capital Improvement Program and through the adoption in conjunction with regular briefings by Port Authority staff to County staff and update of the Airport Master Plan.

POLICY 32.4.4: The County and Port Authority recognize the significance and value of the Southwest Florida International Airport. The Lee County Port Authority will aggressively pursue Federal and State funding for access roadway improvements as identified on the Airport Layout Plan.

POLICY 32.5.7: The County will protect its existing and proposed aviation facilities from the encroachment of incompatible land uses by updating of the Future Land Use Map as needed to reflect the preferred Port Authority expansion alternative layout (including necessary environmental mitigation acreage) to achieve consistency with revisions to the respective FAR Part 150 Studies (if applicable), and Airport Layout Plans for Southwest Florida International Airport and Page Field, as proposed by the Port Authority.

POLICY 32.6.1: The Port Authority will coordinate and obtain approval for airport expansion plans development from the County through the annual capital improvement planning and programming process; local permitting process; Airport Master Plan Update process; and, the Lee Plan amendment process to ensure compatibility with other County programs. The Port Authority will provide Lee County copies of the annual capital improvement plan or other similar document for the Southwest Florida International Airport. Additional specific coordination requirements are contained in Objective 108.4 and subsequent policies.

INTERGOVERNMENTAL COORDINATION ELEMENT:

OBJECTIVE 108.4: COORDINATION OF AIRPORT DEVELOPMENT AND IMPROVEMENTS AT THE SOUTHWEST FLORIDA INTERNATIONAL AIRPORT WITH ALL PERMITTING AGENCIES. The Port Authority will coordinate with Lee County, the Southwest Florida Regional Planning Council, the Florida Department of Community Affairs,

Federal Aviation Administration, and the Florida Department of Transportation to ensure that the development of the Southwest Florida International Airport is consistent with the Lee Plan.

POLICY 108.4.1: Port Authority staff will ensure that Lee County staff is directly involved in the review and approval process related to the ongoing update of the Airport Master Plan. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Layout Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments to the Airport zoning approvals and compliance with the Lee County Land Development Code.

POLICY 108.4.2: The Port Authority will submit and County staff will review and provide comments regarding the following:

- (1) Scope and content of ongoing updates to the Airport Master Plan pursued in accordance with Federal Aviation Administration Advisory Circular 150/5070-6A and the Florida Department of Transportation Guidebook for Airport Master Planning.
- (2) Consistency of proposed amendments to the Airport Master Plan and resulting Airport Layout Plan (Map 3F) with the Lee Plan, Land Development Code (LDC) and local zoning approvals.
- (3) Compatibility and compliance of Individual CIP projects with the Lee Plan, LDC regulations, zoning approvals and other applicable regulations.
- (4) Proposed Lee Plan Amendments necessary to support revisions to the Airport Layout Plan (Map 3F), the Southwest Florida International Airport Proposed Development Schedule (Table 5), the Airport Master Plan, or CIP project list.

POLICY 108.4.3: Prior to submittal of any application to amend the Lee Plan, the Port Authority staff must obtain an endorsement of the proposed plan amendment application package, including the Airport Layout Plan, from the Board of Port Commissioners. Written evidence of this endorsement must be included in the plan amendment application package. The Port Authority staff will coordinate the date and time the endorsement request will be presented to the Port Commissioners with the County in order to provide County staff with ample opportunity to attend the meeting and address the Port Commissioners as necessary.

POLICY 108.4.4: Prior to formal submittal of any Lee Plan amendment package, rezoning request, or development order application, the Port Authority staff will informally present the proposed application to Lee County staff for initial comments and input regarding consistency with the Lee Plan and County regulations.

POLICY 108.4.5: The Port Authority is the lead agency in coordinating efforts to obtain approval for Southwest Florida International Airport access improvements with agencies participating in the Lee County Metropolitan Planning Organization. This includes the incorporation of improvements

into the Financially Feasible Transportation Plan (Map 3A) and the Lee County Metropolitan Planning Organization Financially Feasible Highway Plan and Needs Assessment. The Port Authority will work with local, State, and Federal transportation agencies to identify and obtain funding for access improvements to the airport.

GLOSSARY:

AIRPORT (PUBLIC USE). Is defined as any area of land or water designed and set aside for the landing and taking off of aircraft and utilized or to be utilized in the interest of the public for such purpose. Airport Facilities (Commercial or General Aviation) typically include areas for shelter, servicing, or repair of aircraft, or for receiving and discharging passengers or cargo, and areas used for access to airport facilities or buildings.

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AVIATION RELATED LAND USES. Aviation related land uses are necessary for the safe operation of the airport. These uses include: all uses necessary to support airfield operations such as runway and taxiway safety areas, runway approaches, taxiways and taxiway exits, areas where NAVAIDS will be located, and areas within the building restriction lines and the runway protection zones; all facilities associated with Airline Passenger Terminal areas and Air Cargo areas, including the Federal Inspection Station/customs, aircraft aprons, and terminal auto parking areas, cargo buildings and truck ramps for transshipping cargo between air and ground transportation; all uses associated with General Aviation operations, including aircraft aprons, fixed base operator offices and hangars, and auto parking areas. This term also includes all Airport Support and Aviation-Related Industry.

FUTURE URBAN AREAS. Those categories on the Future Land Use Map ~~which~~ that are designated for urban activities: Intensive Development, Central Urban, Urban Community, Suburban, Outlying Suburban, Industrial Development, Public Facilities, Airport, ~~Airport Commerce Tradeport~~, Industrial Interchange, General Interchange, General Commercial Interchange, Industrial Commercial Interchange, University Village Interchange, Mixed Use Interchange, University Community, and New Community.

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT PROPOSED DEVELOPMENT SCHEDULE (TABLE 5). This Table depicts the proposed development schedule for the Southwest Florida International Airport through the year 2020.

NAVAID - AIR NAVIGATION FACILITY. A facility designed for use as an aid to air navigation, including landing areas, lights, any apparatus or equipment for disseminating weather information, for signaling, for radio direction-finding, or for radio or other electronic communication, and any other structure or mechanism having a similar purpose for guiding and controlling flight in the air or the landing or takeoff of aircraft.

NON-AVIATION RELATED USES. This phrase refers to the commercial and industrial land uses identified on the Airport Layout Plan (Map 3F) and Table 5. Non-aviation related uses are typically developed in non-aviation settings. Non-aviation uses may be enhanced by proximity to an airport, but these uses are not dependent on access to an airport. These uses could be developed in other locations within the County. Non-aviation related uses will be established on Airport lands through lease agreements with the Port Authority. The areas identified to accomodate these non-aviation uses are not necessary to support the primary aviation facilities comprising the Southwest Florida International Airport. Use of Airport lands for non-aviation use is intended to provide a revenue stream that may be used to enhance airport operations. Though located on airport property, the establishment of non-aviation uses is not necessary for the continued function of the primary aviation facilities associated with the airport.

PROCEDURES AND ADMINISTRATION:

B. Standards for Administrative Interpretations

4. Single-Family Residence Provision:

a. Applicability

Notwithstanding any other provision of this plan, any entity owning property or entering or participating in a contract for purchase agreement of property, which property is not in compliance with the density requirements of the Lee Plan, will be allowed to construct one single-family residence on said property PROVIDED THAT:

(1) through (3) no change.

- (4) Interchange, ~~Airport—Commerce~~ Tradeport, and Industrial Development land use categories: In addition to the requirements set forth above, a residential use must be the only reasonable use of the lot or parcel. The existence of a reasonable commercial or industrial use will be determined by reference to all of the applicable facts and circumstances, including, but not limited to, the nature of the surrounding uses, the adequacy of the lot size (pursuant to Chapter 34 of the Land Development Code) for commercial or industrial uses, and whether adequate infrastructure exists or can reasonably be provided to serve a commercial or industrial use at the location in question.

E. BACKGROUND INFORMATION

1. EXISTING CONDITIONS:

SIZE OF PROPERTY: Airport property is 6,372 ± Acres; Mitigation Overlay property is 6,986 ± Acres.

PROPERTY LOCATION: The airport property is generally located on the east side of U.S. I-75, south of Daniels Parkway and north of Alico Road. The Airport Mitigation Overlay lands are located east of Alico Road and North of Corkscrew Road.

EXISTING USE OF LAND: The airport property is developed as an operating airport; The Airport Mitigation Overlay lands are used for mitigating environment impacts attributable to development of the Southwest Florida International Airport.

CURRENT ZONING: The airport property is zoned AOPD; the Airport Mitigation Overlay lands are zoned AG-2.

CURRENT FUTURE LAND USE CATEGORY: The airport property has two Future Land Use designations: Airport and Wetlands. The Mitigation Overlay property has three Future Land Use designations: Density Reduction/Groundwater Resources, Wetlands, and Public Facilities.

2. BACKGROUND DISCUSSION:

The Lee County Port Authority has the responsibility of managing the planning, development and operation of the Southwest Florida International Airport and Page Field. These airports are the only publically funded and maintained airports in Lee County. These airports provide service for the rapidly growing aviation needs of the region. This amendment is concerned with the Southwest Florida International Airport.

As the application indicates, the Southwest Florida International Airport (SWFIA) is an integral component of the regional transportation infrastructure system. The Port Authority prepares a plan, the Airport Master Plan, with periodic updates to provide a comprehensive analysis of current airport facilities and a determination of trends and activities affecting the Airport and its

environment. The Airport Master Plan and updates are based on the criteria and standards set forth by both the Federal Aviation Administration (FAA) and the Florida Department of Transportation (FDOT).

The current "Southwest Florida International Airport Draft Final Master Plan Update 2003" is based on the criteria and standards set forth in the FAA Advisory Circulars (AC) 150/5070-6A, "Airport Master Plans," AC 150/5300-13, Change 6, "Airport Design," as well as the FDOT's "Guidebook for Airport Master Planning." An Airport Master Plan Update includes updated aviation forecasts, facility requirements, demand/capacity analyses, airside and landside alternative analyses, a financial plan, an environmental overview, and an Airport Layout Plan set that meets FAA and FDOT criteria to guide future development on and around the Airport.

Concerning the current effort to incorporate the ongoing updates to the Airport Master Plan into the Lee Plan and increasing coordination, the application provides the following:

The size, complexity and volume of projects planned and constructed at the airports, in addition to new statutory requirements relating to airport master plans and comprehensive plan elements, makes it prudent and appropriate to establish a system of coordinated review between the Airport and various County departments. This mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments to the Airport zoning approvals and compliance with the Lee County Land Development Code.

SWFIA is currently being developed under a Development of Regional Impact (DRI) Development Order (DO) adopted pursuant to Florida Statutes (FS) Chapter 380. Concerning the fourth DRI DO amendment, the Lee Plan application materials provide the following:

The Airport amended the DRI Development Order a fourth time in December 2000. Condition II.H.6.c of the amended DRI Development Order provides that if the Florida Legislature adopts statutory amendments excusing airports from compliance with the development of regional impact regulations set forth in FS Ch. 380, then the County would assist the Airport in terminating or abandoning the DRI Development Order while maintaining the Airport's ability to continue construction of the Airport consistent with the Airport Master Plan and local development order approvals.

Chapter 2002-20, Laws of Florida (HB 261), revising FS Chapters 163 and 380, became effective on July 1, 2002. This legislation provides development or expansion of an airport, consistent with an adopted master plan that has been incorporated into the local comprehensive plan, will not be considered a development of regional impact.

The Florida Legislature adopted Chapter 2002-20, Laws of Florida, which amends FS 163.3177(6) to create a new subsection (k) specifically allowing incorporation of an Airport Master Plan into the comprehensive plan as part of the transportation element. This portion of the Florida Statutes reads as follows:

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

FS 163.3177(6)(k) allows local jurisdictions, like Lee County, to incorporate an airport master plan for a licensed publicly owned and operated airport, like Southwest Florida International Airport, into the local comprehensive plan. The Southwest Florida International Airport (SWFIA) is licensed by the Florida Department of Transportation as a publicly owned and operated airport per FS 333.06. FS 163.3177(6)(k) also provides that any subsequent amendments to the airport master plan can also be incorporated into the local comprehensive. In addition, FS 163.3177(6)(k) provides that development or expansion of an airport consistent with the adopted airport master plan as incorporated into the local comprehensive plan “shall not be a development of regional impact.”

In response to these recent statutory changes the Board of County Commissioners initiated this publically sponsored amendment providing for the incorporation of the Airport Master Plan into the Lee Plan. The Board of County Commissioners has stated its intention that once this Lee Plan amendment has been adopted, it will be appropriate to extinguish or abandon the SWFIA DRI DO.

PART II - STAFF ANALYSIS

A. STAFF DISCUSSION

INTRODUCTION

The applicant, the Lee County Port Authority, on March 6, 2003, filed a Lee Plan map and text amendment to incorporate the Airport Master Plan into the Lee Plan. The application provides the following summary concerning the proposed change for the subject property:

The proposed change for this application is to allow the Lee County Port Authority to benefit from the recent changes in the Florida Statutes that allow Airports to be excused from DRI requirements as long as they meet certain criteria. These criteria include a provision that in order for airports to be granted relief from DRI requirements, the Airport Master Plan and resulting Airport Layout Plan Sheet must be adopted into the local comprehensive plan to allow for local government coordination. By adopting the Airport Master Plan and Airport Layout Plan sheet into the Lee Plan, it allows the Lee County Port Authority the necessary flexibility to meet the aviation needs of Southwest Florida.

The proposed Lee Plan Amendment does not change the future land use definition of Airport nor does it change the boundaries currently shown on the Lee County Future Land Use Map. However, the application proposes additional land (sic) allowable land uses within the future Airport land use category. These future land uses deal primarily with non-aviation land use activities such as hotel, industrial, office and limited retail land uses and is explained in greater detail in section J of this application. These additional land uses are compatible and similar to those land uses allowed within the future land use category Airport Commerce area which is located to the North and West of the subject property. A table presenting proposed development for the Southwest Florida International Airport has also been generated for inclusion in the Lee Plan.

Lee County staff recognizes the importance of this effort and has worked cooperatively to achieve the best possible integration of the Port Authority plans and the County's Comprehensive Plan, the Lee Plan. County staff recognizes that the international airport is one of the main economic engines in the region. A recent economic impact study, completed by the Cincinnati-based consulting firm Ricondo & Associates for the Lee County Port Authority analyzed the airport's direct and indirect contributions to the area's economy. Data showed that the airport generated \$2 billion in economic output, almost 44,000 jobs, and salaries of \$885 million in Southwest Florida during 1999. The airport provides almost 1,400 full-time jobs. The Southwest Florida International Airport has served more than 4 million passengers each year since 1994.

County staff also recognize that the size, complexity and volume of projects planned and constructed at Southwest Florida International Airport, in addition to new statutory requirements relating to airport master plans and comprehensive plan elements, makes it prudent and appropriate to establish a system of coordinated review between the Airport and various County departments. As the application notes, this mandatory inter-agency coordination will provide an official means for scheduled review and comment regarding Airport Master Plan Updates, related Lee Plan amendments, annual updates of the Airport Plan and Capital Improvement Program, permitting for scheduled capital improvement projects, amendments

to the Airport zoning approvals and compliance with the Lee County Land Development Code. This amendment, in part, establishes the process framework to make this coordinated effort possible. The framework requires dialogue prior to formal submittal of any Lee Plan amendment package, rezoning request, or development order application. The purpose of this requirement is to involve County staff earlier in the process and for the Port Authority staff to obtain initial comments and input regarding consistency with the Lee Plan and County regulations.

The amendment proposes to replace existing Map 3F "Runway Protection Zones (Clear Zones) Southwest Florida International Airport" with a new Map 3F "Southwest Florida International Airport Layout Plan." The amendment also proposes to incorporate a new Table, Table 5 "Southwest Florida International Airport Proposed Development Schedule." Both of these new additions to the Lee Plan will guide future development on the Airport property.

Proposed Table 5 includes the opportunity for the Port Authority to establish non-aviation related land uses. Table 5 includes a summary of these possible land uses:

Hotel: 300 rooms
Light Manufacturing/Assembly: 100,000 square feet
Gas Station/Convenience Store: 3,500 square feet with 12 pumps
Warehouse/Distribution: 100,000 square feet
Office: 225,000 square feet

The parameters listed above are the upper limits of non-aviation related land uses that could be developed at SWFIA before the year 2020. The Port Authority will enter into leases with proposed end users, and the uses will still have to be approved through normal local processes such as rezoning, development orders, and building permit approvals.

The Airport Layout Plan sheet (Map 3F) and the Southwest Florida International Airport Proposed Development Schedule (Table 5) are the result of the latest "Southwest Florida International Airport Draft Final Master Plan Update 2003." The Port Authority's consultant has provided the following update concerning the status of the Master Plan Update:

The Southwest Florida International Airport Master Plan Update final draft has been submitted to the FAA and FDOT for final comments. Comments have been received from both agencies and are under review by the consulting team. The Lee County Port Authority anticipates that the comments will be addressed and the final master plan documents will be approved by the FAA and FDOT within the next 90 days. No substantive changes are anticipated.

COMPREHENSIVE PLAN BACKGROUND

The subject property was designated "Airport," "Open Lands," and "Resource Protection and Transition Zones" by the original Lee County Future Land Use Map, adopted in 1984. "Open Lands" was established as a non-urban future land use category with a maximum density of one dwelling unit per acre. Subsequent Lee Plan amendments changed this designation to the Density Reduction/Groundwater Resource category and then to "Airport." The "Resource Protection and Transition Zones" land use categories were consolidated into the "Wetlands" land use category. Currently the property is designated "Airport" and "Wetlands."

SURROUNDING ZONING, LAND USES, AND FUTURE LAND USE DESIGNATIONS

The application materials include an extensive discussion of surrounding zoning and land uses. An examination of the surrounding land uses shows that the area surrounding the subject property is rapidly urbanizing, with the exception of the lands to the east. The surrounding Future Land Use categories consist of Airport Commerce, New Community and Density Reduction/Groundwater Resources. Airport Commerce designated lands occur to the north, west, and south of airport lands. The New Community designation is located north of airport lands. Density Reduction/Groundwater Resource lands are located south and east of airport lands. The application materials reveal a variety of DRIs, Developments of County Impacts, and planned developments in close proximity to the airport. Staff refers to the Airport Commerce areas in this section of the report, but notes that the amendment proposes to rename these areas to the Tradeport designation.

North of the subject property is Daniels Parkway and then a variety of planned development and DRI approvals with significant amounts of existing and planned uses. These include the Gateway DRI/PUD, the Worthington Commerce Park MPD, the Airside Plaza DRI/CPD, the Treeline Park IPD, and Airport Woods IPD. The Future Land Use designations for the area immediately north of the subject property include lands with the Airport Commerce, Wetlands, and New Community designations. There are also vacant properties located to the north of the subject property.

East of the subject property are lands within the Density Reduction/Groundwater Resource Future Land Use Category. The majority of these lands are zoned AG-2 and are either vacant or used for agricultural purposes.

To the south are several existing or proposed DRIs and planned developments with significant amounts of existing and planned uses. These include the Rockett 44 IPD, the Ledo Lines IPD, the Airport South Interchange IPD, the Coca Cola Bottling IPD, the Jetway Tradeport MPD, and the Airport Technology Center. Also south of Alico Road, several developments are occurring or are planned including the Florida Gulf Coast Town Center Mall, Miromar Lakes DRI, and Florida Gulf Coast University. The Future Land Use designation for the area south of the subject property is Airport Commerce and Density Reduction/Groundwater Resource and then the University Community land use designation south of Alico Road.

The majority of the lands to the west of the airport are zoned AG-2. Along Daniels Parkway, between I-75 and the airport property, a variety of commercial zoning districts such as CT, CG, CH, and CP are present. Within the area south of Daniels Parkway is the Jetport Interstate Commerce Park DRI. This DRI is mainly zoned IL with some commercial zoning such as CT. A portion of this DRI is located within the General Interchange Future Land Use category. This category is located at the I-75 and Daniels Parkway interstate interchange area.

A public rest area for I-75, accessed from Daniels Parkway, is located north of Daniels Parkway and east of I-75. The rest area is designated "Public Facilities" on the Lee Plan's Future Land Use Map.

TRANSPORTATION/TRAFFIC CIRCULATION IMPACTS

The subject property currently has access from Daniels Parkway via Chamberlin Parkway and Paul J. Doherty Parkway. With the expansion of the airport with the development of the new mid-field terminal, main access will be from Treeline Avenue/Ben Hill Griffin Parkway. The Port Authority's desire is to

have a direct connection to I-75. Proposed Map 3F includes these improvements as well as grade separation of the I-75 connector from Treeline Avenue/Ben Hill Griffin Parkway. These desired improvements are not currently depicted on the Transportation Map Series maps. Staff is recommending that a new policy (Policy 1.2.5) be added to the Lee Plan to clarify the desired improvements and the need over time to amend the balance of the map series.

The Lee Plan amendment application requires a traffic circulation analysis to determine the proposed effect of the amendment on Map 3A, the Financially Feasible Transportation Plan Map, and on the Capital Improvements Element. Applicants must identify the traffic analysis zone (TAZ) and the socio-economic forecasts for that zone or zones. The required analysis includes determining whether or not the requested amendment requires modification to the socio-economic data forecasts for the TAZ or zones.

The Port Authority submitted the required traffic circulation analysis. The application identifies the correct TAZ:

TAZ 1142 is the zone that represents RSW in the 2020 FSUTMS model. The airport TAZ (1142) does not contain socio-economic data, as it uses a special trip generation module to generate trips in the model (not socio-economic data). Therefore, trip generation is used for the purposes of this analysis.

The application then compares the projected trip generation for the airport as a result of the amendment with the existing trip generation assumed for TAZ 1142. The application provides the following discussion:

The total trip generation from TAZ 1142 in the adopted 2020 FSUTMS model is 53,254 trip ends. The projected airport trip generation for the airport in 2020 is outlined in Table 1. As the table shows, the total proposed trip generation for the airport by 2020 is 52,960 trip ends. The Less (sic) than 1% difference in the two numbers is the result of the new master plan update forecasts which reflect a more even distribution of peak enplanements as enplanement levels grow throughout the 20 year planning horizon. In other words, the peak month of enplanements during the month of March which coincides with the peak tourism season will be more balanced over the year as the airport will be used a (sic) greater percentage of business travelers and year round residents. The LCPA typically updates the Airport Master Plan every five to ten years and will re-coordinate this data with Lee DOT and the MPO. As a result of this analysis, no modification of the forecasts or socio-economic data is required.

The Lee County Department of Transportation (LCDOT) has reviewed the request and has provided written comments dated April 8, 2003. These comments are reproduced below:

We have reviewed the above application which requests to amend Map 3F of the Lee Plan to reflect the latest Master Plan update for the airport. We concur with the applicant's conclusion that the total proposed trip generation for the airport by 2020 is about 1% less than the airport trip generation in the adopted MPO's 2020 FSUTMS model and have no objection to the application.

Staff concludes that the plan amendment does not cause a need to modify any of the FSUTMS model data. The request does not require any transportation network modifications due to traffic. The request does

reflect the desire to increase access to the airport by providing access to I-75. Staff notes that an area has been designated on the Airport Layout Plan for a passenger multi-modal facility. Currently there are no plans to develop this facility. The designation on the Airport Layout Plan preserves the Port Authority's flexibility to develop a facility of this type if the opportunity arises.

POPULATION ACCOMMODATION

The request does not accommodate additional residential development on the Lee Plan's Future Land Use Map. The application provides the brief discussion:

The proposed development through the year 2020 for Southwest Florida International Airport will not affect Lee County population projections. The project is the result of increasing growth in the area in both population and tourism. Users of Southwest Florida International Airport will be those residing in and visiting the area who use air travel as a primary mode of transportation. The amendment will not require any revisions to Table 1(b) (Planning Community Year 2020 Allocations) or the Lee Plan Future Land Use Map.

Staff concurs that the proposed amendment will not affect Lee County population projections. Continued expansion of the facility is the result of increased growth in the southwest Florida region as a whole.

ENVIRONMENTAL CONSIDERATIONS

The application includes a discussion, by Kevin L. Erwin, Consulting Ecologist, Inc. concerning major plant communities located on the subject site. The discussion includes a "Summary of Existing Conditions" Table. This Table includes the Florida Land Use, Forms and Cover Classification System (FLUCFCS) Code, a brief habitat description, percent cover of exotic species, and total acreage. The application materials also provide a detailed discussion by each FLUCFCS Code and provide wetlands information and mapping. A summary of listed animal and plant species observed on the subject property are set forth in the application in tabular form.

SOILS

The applicant has provided a soils map and information in the background materials (see Attachment C-2). The brief descriptions associated with the soil types depicted on the table prepared by the applicant are based on information provided in the Soil Survey of Lee County, Florida (U.S. Department of Agriculture, Soil Conservation Service, 1984).

HISTORIC RESOURCES

The application includes a letter, dated January 14, 1994, from the Division of Historical Resources and State Historic Preservation Officer, Florida Department of State. This letter provides the following:

A review of the Florida Site File indicates that no significant archaeological or historical sites are recorded for or likely to be present within the project area. Furthermore, because of the project location and/or nature it is unlikely that any such sites will be affected. Therefore, it is the opinion of this office that the proposed project will have no effect on historic properties listed, or eligible for listing, in the National Register of Historic Places, or otherwise of historical or architectural value. The project is also consistent with the historic preservation laws of Florida's Coastal Management Program.

The application also includes two other letters, dated January 28, 2000 and April 6, 2001, from the Division of Historic Resources, Florida Department of State. Both of these letters indicate that, for Township 45 South, Range 24 East, Sections 23-26, 35-36, and Township 45 South, Range 26 East, Sections 17-20, and 30-32, the Florida Master Site File lists no archaeological sites, historical standing structures, or field surveys.

Lee County staff note that there are areas on the airport property designated in the "Area of archaeological sensitivity, Sensitivity Level 2. Chapter 22 of the Lee County Land Development Code defines the Sensitivity Level 2 as follows:

Those areas containing known archaeological sites that have not been assessed for significance but are likely to conform to the criteria for local designation, or areas where there is a high likelihood that unrecorded sites of potential significance are present. (Bolding added for emphasis)

Staff is not aware of any historic or archaeological resources occurring on this site. The Port Authority will be required to obtain a "Certificate to dig" from Lee County prior to or in conjunction with the issuance of a final development order for activity within areas designated as being within the "Sensitivity Level 2" areas. "Activity" in this context means new construction, filling, digging, removal of trees or any other activity that may alter or reveal an interred archaeological site.

SCHOOL IMPACTS

Lee County School District staff reviewed the proposal and provided written comments dated October 17, 2002. This letter, signed by the then Superintendent, provides that "the expansion of the Southwest Florida International Airport will have no affect on the future plans for the growth or development of the Lee County School District." Staff concurs that the proposed amendment will have no affect on the School Board's plans to accommodate growth in the County.

PARKS, RECREATION AND OPEN SPACE

The proposed amendment will have minimal impacts on parks, recreation and open space. Lee County Public Works staff reviewed the request and provided a letter, dated April 14, 2003. The pertinent portion of this letter is reproduced below:

The applicant has indicated that they are requesting an amendment to incorporate the Airport Master Plan into the transportation element of the Lee County Comprehensive Land Use Plan. The underlying future land use designation of Airport will not change as a result of this amendment. Since the Airport land use category does not allow residential uses, it is our determination that existing and proposed support facilities provided by Lee County Parks and Recreation will not be impacted by the proposed amendment.

The Port Authority has committed to maintain the LDC minimum open space requirement. The application confirms this:

The Lee County Port Authority has committed in (sic) providing the necessary open space requirements outlined in the Land Development Code. This requirement is easily met due to the large amount of open space required for the runway environment by the Federal Aviation

Administration. Also included and allowed by the Land Development Code is the inclusion of the storm water management ponds located on site.

Lee County staff desires to clarify how open space, in regards to indigenous vegetation, will be handled concerning the non-aviation land uses. County and Port Authority staff agreed that non-aviation land uses will meet the indigenous vegetation requirements set forth in the LDC. New policy language concerning indigenous vegetation and non-aviation land uses is included in Policy 1.2.1.

EMERGENCY MEDICAL SERVICES (EMS)

Lee County EMS staff reviewed the request and provided written comments. This letter provides the following:

...Lee County EMS currently provides emergency medical services to the Southwest Florida International Airport. I anticipate any increased demand for EMS from the above named project to be addressed by budget plans for new ambulances and personnel.

As phases of this project are completed and the facilities grow, increasing traffic and heightened security will challenge our ability to maintain response time minimums. Lee County EMS will work with the Airport Fire Department to determine additional resources sufficient to meet these demands while maintaining our response time reliability standards.

SOLID WASTE

The subject property is within Lee County Solid Waste District #2. The collection company for District #2 is Florida Recycling Services, Inc. With the existing Gulf Coast Landfill, the Waste-to-Energy facility, and the Lee/Hendry Disposal facility all online, staff anticipates that there will be adequate capacity in the County's solid waste system to accommodate the additional waste that will likely accompany the expansion of the airport.

Lee County Solid Waste Division staff reviewed the request and provided written comments dated June 2, 2003. This letter, in part, provides the following:

The Lee County Solid Waste Division is planning the development of disposal facilities such that these facilities will have sufficient capacity to manage and dispose of the (Class I Municipal Solid Waste) materials anticipated to be generated by the expanded Regional Airport.

MASS TRANSIT

Lee Tran staff reviewed the request and provided comments dated June 10, 2003. This letter, in part, provides the following:

Lee Tran would like to provide future service for Lee County's residents and visitors once the new midfield terminal is completed at the airport, however, we were concerned that we had not yet been contacted by an airport representative to discuss the inclusion of transit amenities in the new terminal design. After discussions with Lee County Port Authority officials, we have been informed that further planning for ground transportation services to the new midfield terminal will not occur until 2004, and that we will be involved with that process at that time. We will be pleased to

provide continued service to the airport and look forward inclusion (sic) in the planning process next year.

POLICE

The Port Authority maintains an Airport Police Department that provides law enforcement and security services at the Southwest Florida International Airport. The Port Authority Police Department reviewed the request and provided written comments dated December 4, 2002. These comments are reproduced below:

We have been requested by your office to comment on the adequacy of providing law enforcement services at the Southwest Florida International Airport. As you may know, the Lee County Port Authority provides its own law enforcement at the airport. It is anticipated that we will continue to provide law enforcement services at the new Terminal complex in accordance with TSA SD 1542.

FIRE

The Port Authority maintains an Aircraft Rescue and Fire Fighting Department to provide fire and medical rescue services at the Southwest Florida International Airport. The Port Authority Aircraft Rescue and Fire Fighting Department reviewed the request and provided written comments dated November 19, 2002. These comments are reproduced below:

The Lee County Port Authority Aircraft Rescue and Fire Fighting Department operates under FAA Part 139 rules and regulations. We provide all fire protection and nonambulatory medical services to the Southwest Florida International Airport. The fire rescue personnel, vehicles and equipment are housed on airport property which allows for a minimal response time to any airport emergency.

The department is staffed with thirty-three (33) Emergency Medical Technicians (EMT). Ambulatory services are provided by the Lee County Emergency Medical Services (EMS) on an as-needed basis. By working within a network of local mutual aid responders, we provide excellent professional fire and medical rescue services to all passengers and operators at Southwest Florida International Airport.

UTILITIES

The application includes the required potable water and sanitary sewer analysis. The submitted analysis provides an estimation of demand for these services in 2020. Lee County Utilities staff reviewed the request and provided comments dated December 16, 2002. The relevant portion of this letter is reproduced below:

Lee County Utilities currently provides potable water and sanitary sewer service to the Southwest Florida International Airport. At the present time, the existing treatment plants, potable water transmission lines and sanitary sewer system serving this area have adequate capacity to provide potable water and sanitary sewer service to the proposed airport expansion to be completed in 2005.

Additionally, Lee County Utilities is actively involved in system enhancements to assure adequate potable water and sanitary sewer capacity to meet future demands within our service area.

These enhancements include expansion of Lee County Utilities' Corkscrew Water Treatment Plant which will increase permitted capacity from 10 Million Gallons per Day to 15 Million Gallons per Day. Also, the County is in the process of acquiring the Gateway Services District Wastewater Treatment Plant. This plant will provide for sewage treatment to the airport and it's surrounding areas. Currently sanitary sewer service is provided by Lee County Utilities transmissions system that conveys the sewage to the City of Fort Myers, South Wastewater Treatment Plant for treatment.

Lee County is proposing to expand the Gateway plant capacity from 1 Million Gallons per Day to a future capacity of 7 Million Gallons per Day in order to serve the existing and future developments within the area known as the Airport Sewer District. The acquisition of the existing facility and the first of three expansion phases is expected to be completed by the end of 2004 increasing the plant capacity to 3 Million Gallons per Day. The final phase is expected to be completed by the end of 2012 increasing the plant capacity to a total of 7 Million Gallons per Day.

Staff also notes that the County's concurrency system is applicable to the proposed non-aviation related uses. In other words, individual non-aviation related projects will have to demonstrate that there is adequate capacity in the potable water and sanitary sewer systems to address project impacts prior to a local development order approval.

TRADEPORT DESIGNATION

The current "Airport Commerce" designation is being revised to "Tradeport" at the request of the Port Authority. This change is necessary in order to eliminate the confusion created by the Airport Commerce designation during master planning and permitting process with the FAA and FDOT. It appears that "Airport Commerce" is a term of art that takes on a different connotation in the federal permitting process. The Port Authority consultants have informed staff that the term "Airport Commerce" creates ownership and responsibility confusion among these staffs. Staff believes that "Tradeport" more correctly identifies what is intended to occur within this land use category. In staff's opinion the term "Tradeport correctly identifies that these are areas for businesses involved in private enterprises, many of which are desirous of a location near the airport. Other than the name change, no substantive changes are being requested or recommended regarding the Airport Commerce/Tradeport land use category.

INTERNAL CONSISTENCY WITH THE LEE PLAN

The Airport is considered a Future Urban Area by the Lee Plan. The amendment is not proposing to make any adjustment to the "Airport" land use designation on Map 1. Objective 1.2 describes the "Southwest Florida International Airport Area." The amendment proposes additional language for Objective 1.2 and subsequent policies to incorporate the ongoing update to the Airport Master Plan.

Lee Plan Policy 1.7.6 discusses the Planning Communities Map (Map 16) and Acreage Allocation Table (Table 1(b)). This map and table depict the proposed distribution, extent, and location of generalized land uses for the year 2020. Acreage totals are provided for land in each Planning Community in unincorporated Lee County. No final development orders or extensions to final development orders will be issued or approved by Lee County that will allow the acreage totals for residential, commercial or

industrial uses contained in Table 1(b) to be exceeded. The proposed amendment is consistent with the allocations contained on Table 1(b) and will not affect established county population projections.

Goal 2 of the Lee Plan and its subsequent objectives and policies address growth management concerns. Goal 2 seeks to provide for an economically feasible plan, which coordinates the location and timing of new development with the provision of infrastructure by government agencies, private utilities, and other sources. The subject property has access to the arterial road network as well as to public water and sewer.

Objective 2.2 seeks to direct new growth to those portions of the Future Urban Areas where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created. Staff believes that a compact and contiguous growth pattern will be achieved through this plan amendment. The subject property is within an urbanizing area and is surrounded on three sides by existing or approved urban development. Staff finds that a compact growth pattern is preferable to urban development occurring more distant from existing urban areas and urban infrastructure. Staff finds that the proposed plan amendment promotes a compact growth pattern and minimizes urban sprawl.

Objective 2.4 of the Lee Plan requires regular examination of the Future Land Use Map in light of new information and changed conditions, and make necessary modifications or amendments to address these changes. Staff finds that conditions around the subject property have changed significantly since the property was designated as Airport and Open Lands as established by the 1984 Lee Plan. Since 1984, many new projects have been developed or approved in the immediate area including a significant amount of commercial and light industrial uses. When all of these projects are built out, the area will have a distinctly urban character.

Policy 2.4.4 states that Lee Plan amendment applications to expand employment centers recognized by the Plan, which include light industrial, commercial retail and office land uses, will be evaluated by the Board of County Commissioners in light of the locations and cumulative totals already designated for such uses, including the 1994 addition of 1400 acres to the Airport Commerce (proposed Tradeport) category just south of the Southwest Florida International Airport. Staff believes this area is emerging as an employment center due to the presence of the Southwest Florida International Airport, as well as the Florida Gulf Coast University located to the south. The inclusion of proposed Map 3F and Table 5 will allow the Port Authority an opportunity to enter into lease agreements with private developments that choose to be located in close proximity to the Southwest Florida International Airport. This is consistent with and furthers the County's desire to diversify the local economy. Establishment of non-aviation related uses advances or furthers the intent of the Lee Plan's Economic Element, including Goal 110 and Policy 110.4.4.

The proposed plan amendment furthers and advances Goal 31. Goal 31 seeks to provide a coordinated system of railways, aviation, ports, and roads. The amendment also furthers and advances Objective 32.6. Objective 32.6 seeks agency coordination to ensure that existing and future air system needs can be met safely and with a minimum of land use conflict by coordinating aviation facility plans with appropriate federal, state, regional, and local review and permitting agencies.

FLORIDA STATE COMPREHENSIVE PLAN

The application provides a discussion concerning consistency of the proposal with the Florida State Comprehensive Plan as contained in F.S. 187.201. The discussion highlights various areas in which the

plan amendment furthers and advances the State Comprehensive Plan. Staff concurs that the proposal is consistent with the State Comprehensive Plan.

AFFECT ON ADJACENT LOCAL GOVERNMENTS

The application provides that the proposed amendment “will not affect adjacent local governments and their comprehensive plans. Staff concurs that the amendment will not affect adjacent local governments and their comprehensive plans. Staff notes that the City of Fort Myers is annexing land north of the airport, but the amendment will not affect these lands or the City’s Comprehensive Plan.

B. CONCLUSIONS

The proposed amendment provides sound planning coordination between Lee County staff and the Port Authority staff. The proposed amendment language provides the beginning of a continuous planning process between Lee County staff and Port Authority staff.

C. STAFF RECOMMENDATION

Staff recommends that the Board of County Commissioners adopt the proposed plan amendment. This recommendation includes incorporating 2 new maps, Maps 3F and 3M, into the Transportation Map series as well as the text changes included in Part I.C. Also, amend the Table 1(b) references to Airport Commerce to Tradeport.

PART III - LOCAL PLANNING AGENCY REVIEW AND RECOMMENDATION

DATE OF PUBLIC HEARING: October 27, 2003

A. LOCAL PLANNING AGENCY REVIEW

The plan amendment was presented for discussion purposes only, no formal recommendations were made by the Local Planning Agency. Staff provided a brief summary discussion as well as introducing the Port Authority's consultant. This consultant presented a PowerPoint presentation highlighting the request background. The consultant presentation also covered recent changes to Florida Statutes and the history of the Development of Regional Impact (DRI) approvals at the SWFIA.

One member of the LPA asked if the Airport would be required to go through a Comprehensive Plan Amendment "if things were moved around on the property and if it is different than what is shown on Map 3F." The consultant responded that "for minor changes the Airport staff did not feel it would be necessary to make a big map change. However, if new development is proposed such as increasing 300 hotel rooms to 600, it would require a comprehensive plan amendment."

Another LPA member asked if staff reviewed the water and sewer needs that would result if the amendment were adopted. The consultant responded that the amendment includes an overall analysis as far as demands over the next 20 years. The LPA member then asked if the Gateway Sewer Plant had adequate capacity to accommodate this additional development. The consultant stated that there was adequate capacity available and that a letter from Lee County Utilities confirming this was included in the LPA's packet.

One LPA member asked what would become of the Airport DRI. The consultant responded that once the Airport Master Plan was adopted into the local comprehensive plan, the DRI would be extinguished.

DATE OF PUBLIC HEARING: November 24, 2003

B. LOCAL PLANNING AGENCY REVIEW

Planning staff provided a summary discussion concerning the proposed text amendments. One LPA member questioned whether the Lee Plan was the proper place for some of the process specific policies such as those contained in proposed Objective 108.4 and subsequent policies and if the Port Authority agrees with these specifics being included in the Lee Plan. The consultant responded that the Port Authority staff was in agreement with the proposed text amendment. Staff also added that the specifics were added as assurance to the State that this is the process that is being established in lieu of continuing with the DRI.

One member of the LPA asked if the last sentence in proposed Policy 1.2.1 is necessary to indicate that non-aviation land use development will meet the indigenous vegetation requirements set forth in the Lee County Land Development Code. Staff responded that this language was for clarity as to how those individual requests will be reviewed by County staff. Staff also stated that part of the reason for this language is that these proposed uses are new uses that have not been mitigated by the airport mitigation lands. In other words, the mitigation lands that Lee County has provided is for impacts associated with the development of the airport and not for these proposed non-aviation related uses. Staff also added that

the amount of land allocated to the non-aviation related uses exceeds the amount needed to accommodate the physical development of these uses, so the requirement should not be burdensome and that the Port Authority staff is in agreement with this language.

One LPA member expressed concern with the extent of the procedures built into the proposed policies and that it would be difficult to change these procedures over time if the need arose. This member questioned whether the mandatory inter-agency coordination as contained in proposed Objective 108.4 and subsequent Policies needs to be in the plan. Staff responded that it is important to note that through this process, the airport is being relieved of the DRI process, the proposed language provides an alternative process. The Port Authority consultant stated that the Port Authority staff were in agreement with this language and that the language was trying to anticipate comments that DCA might have.

C. LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT SUMMARY

1. **RECOMMENDATION:** The LPA recommends that the Board of County Commissioners transmit the proposed amendment to the Florida Department of Community Affairs.
2. **BASIS AND RECOMMENDED FINDINGS OF FACT:** The LPA accepted the findings of fact as advanced by staff.

D. VOTE:

NOEL ANDRESS	AYE
MATT BIXLER	AYE
SUSAN BROOKMAN	AYE
DAN DELISI	ABSENT
RONALD INGE	AYE
ROBERT PRITT	AYE
GORDON REIGELMAN	ABSENT

**PART IV - BOARD OF COUNTY COMMISSIONERS
HEARING FOR TRANSMITTAL OF PROPOSED AMENDMENT**

DATE OF TRANSMITTAL HEARING: December 16, 2003

A. BOARD REVIEW: The Board of County Commissioners provided no discussion concerning the proposed plan amendment.

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

- 1. BOARD ACTION:** The Board of County Commissioners voted to transmit the proposed plan amendment.
- 2. BASIS AND RECOMMENDED FINDINGS OF FACT:** The Board accepted the findings of fact as advanced by staff and the LPA.

C. VOTE:

JOHN ALBION	<hr/> AYE <hr/>
ANDREW COY	<hr/> AYE <hr/>
BOB JANES	<hr/> AYE <hr/>
RAY JUDAH	<hr/> AYE <hr/>
DOUG ST. CERNY	<hr/> AYE <hr/>

**PART V - DEPARTMENT OF COMMUNITY AFFAIRS OBJECTIONS,
RECOMMENDATIONS, AND COMMENTS (ORC) REPORT**

DATE OF ORC REPORT: March 5, 2004

A. DCA OBJECTIONS, RECOMMENDATIONS AND COMMENTS

The Florida Department of Community Affairs ORC Report for the Southwest Florida International Airport Lee Plan amendment are reproduced below:

A. Amendment CPA 2003-02 (Airport Master Plan):

OBJECTIONS:

Objective 1.2 and Policy 1.2.1, Future Land Use Element (FLUE), are proposed to be revised to incorporate the Airport Layout Plan (Map 3F) and Table 5, that outlines the proposed development to be constructed on Airport property. The proposal includes the construction of aviation and non-aviation related development. The following concerns have been identified with the proposed amendment:

1. **FAA Approval of Airport Master Plan:** *According to the information provided the Airport Master Plan, and the Airport Layout Plan are not approved by the FAA. In view of that, the current proposal is not consistent with the requirements of Chapter 163.3177(6)(k), F.S., regarding the incorporation of an Airport Master Plan into the comprehensive plan for the purpose of achieving DRI exemption. Chapter 163.3177(6)(k), F.S., and Rule 9J-5.005(2)(a) & (b), F.A.C.*

Recommendation: *The County should ensure that the proposed Master Plan and Layout Plan are approved by the FAA before adopting the amendment, and include documentation of approval in the adoption package.*

2. **The Provision of Regional Transportation Facilities:** *Pursuant to Chapter 163.3177(6)(k), F.S., an Airport whose Master Plan has been incorporated into the comprehensive plan will be exempt from the development of regional impact review. In view of that, the statute specifies that an amendment incorporating the Airport Master Plan into the comprehensive plan shall address among other things, the provision of regional transportation facilities for efficient use and operation of the transportation system, and consistency with the local government's transportation element and applicable MPO's long-range plan. This issue has not been adequately addressed by the County for the following reasons:*

1). The County has not provided an analysis of the impact of the proposed amendment on regional transportation facilities. The traffic analysis provided on page 42 of the supporting documentation show the number of trips projected to be generated by the airport in 2020 (the buildout date) as 52,960, based on the proposed development. This projection is believed to be one percent less than previous projections for the airport, and as a result it was concluded that no additional improvements are needed beyond what has

been planned in the MPO's long-range transportation plan. However, an analysis was not provided which distributes the trips on the roadway network in order to identify the regional roadways that will be adversely impacted by the phased level of development proposed to occur on the Airport, including non-aviation related development, and, if adversely impacted, a phased (sic) scheduled improvements to correct the deficiency, in order to ensure that the adopted level of service standards on the affected roadways will be achieved and maintained.

2). Department's (sic) staff has evaluated the MPO's Long Range Transportation Plan and identified certain items referenced to the Airport; but it has not been demonstrated that the items in the MPO's Long Range Transportation plan are the only improvements needed to maintain the adopted level of service standards on the roadways adversely impacted by the Airport. Furthermore, the fact that certain improvements are shown on the MPO's Long Range Plan does not mean that those projects will be funded or completed, since items in the MPO's Long Range Plan are not considered financially feasible until they are included on the County's Five Year Schedule of Capital Improvements, or in the FDOT's work plan. Chapter 163.3177(6)(k), (8), & Chapter 163.3180(2)c, F.S.; and Rule 9J-5.005(2)(a), (c), & (3); 9J-5.0055(1)(a), (b), (2)(a)1., & (3)(c); 9J-5.06(2)(a) & (3)(c)3.; 9J-5.016(4)1., 9J-5.019(1), (4)(b)1., & 2., & (4)(c)1., F.A.C.

Recommendation: Include with the amendment traffic analysis that: 1) identifies the roadways that would be impacted by the development projected to occur on the airport's property at the buildout date of 2020; 2) the projected level of service standards on those roadways in 2020, with and without the airport; 3) the roadways that will be adversely impacted, i.e., the roadways whose level of service would fail due to the proposed development; and, 4) for the roadways that are failing, include a schedule of capital improvements that is fully funded and demonstrated to be financially feasible for, at least, the first five years. Long range improvements needed beyond the first five years should be included in the long range Capital Improvement Plan of the County's comprehensive plan if the project was not included within the MPO's Long Range Transportation Plan. In addition, include a policy linking future development at the airport to the provision of the necessary roadway improvements needed to achieve and maintain the adopted level of service standards.

3. **Site Suitability for Non-Aviation Related Uses:** The proposed non-aviation related development involves Hotel/Motel: 300 Rooms; Office: 225,000 square feet; Gas Station/Convenience Store: 3,500 square feet; Warehouse: 100,000 square feet; and Light Manufacturing: 100,000 square feet. It has not been demonstrated that all of the areas designated for non-aviation related development are suitable considering the environmentally sensitive nature of some of these sites, the most problematic of which is the area on the southeast of the airport. According to the information provided, these sites contain wetlands, and although mitigation of wetland impact is proposed, it is not appropriate to locate these uses on sites that are predominated by wetlands, and therefore, environmentally unsuitable for commercial and industrial uses.

Also, Policy 1.2.1 is proposed to be revised, to delete the requirement for buffering for airport and non-airport related development in order protect environmentally sensitive resources, and instead, offset environmental impacts through off-site mitigation. This will not ensure the protection of environmentally sensitive resources including groundwater and it is inconsistent with the County's comprehensive plan. Lee Plan Goal 77, and Objectives 77.1, and 84.1, require that wetlands be protected on site so as to ensure that wetland functions are maintained. Furthermore, Policy 77.2.2 specifically states that the County shall "prevent incompatible developments in and around environmentally sensitive lands." The proposed amendments are inconsistent with, and do not further the above cited provisions of the Lee Plan because they direct incompatible land uses to environmentally sensitive resources including groundwater. Chapter 163.3177(2), (6)(a), (d), F.S.; 9J-5.005(2)(a), (5), & (6); 9J-5.006(2)(b), (3)(b)1., & (3)(c)6.; 9J-5.012(3)(c)1.; 9J-5.013(1)(a)1., (2)(b)3., & (2)(c)6., & 9., F.A.C.

Recommendation: *Revise the amendment to direct non-aviation related development away from areas that are environmentally sensitive. Policies controlling the amount, type, and extent of non-aviation related development should be included to ensure that land use suitability and compatibility are achieved, and environmentally sensitive areas be protected. Also, the existing requirement in Policy 1.2.1, for the buffering of aviation and non-aviation related development should not be removed.*

4. **Amendments to the Airport Layout Plan:** *The existing Transportation Element Policies 32.2.5, and 32.3.4 are proposed to be revised to require a comprehensive plan amendment whenever "a substantive change" is proposed to either the Airport Layout Plan or the Table of uses (Table 5). However, the extent of change that will be considered "a substantive change" which would trigger a comprehensive plan amendment is not stated; in the absence of which it will be difficult to ascertain when a comprehensive amendment is needed. Chapter 163.3187, F.S., and Rule 9J-5.003(90), & 9J-5.005(6), F.A.C.*

Recommendation: *Revise the amendment to define the term "a substantive change" that will form the basis of a plan amendment to the Master Layout Plan Map (3F) and the table of uses (Table 5). The definition should be consistent with the requirements of Chapter 163, FS and Rule 9J-5, Florida Administrative Code, regarding amendments to the comprehensive plan.*

B. STAFF RESPONSE

Lee County staff, the Lee County Port Authority staff, and the Port Authority's consultants have discussed the DCA ORC Report and how to address the DCA concerns on several occasions. Lee County staff, the Lee County Port Authority staff, and the Port Authority's consultants also met with DCA staff on July 20, 2004 to discuss the department's Objection, Comments, and Recommendations (ORC) concerning the proposed plan amendment. Lee County staff and the Port Authority staff are recommending several revisions to the proposed amendment to address the DCA recommendations. The Port Authority's consultants have compiled a comprehensive response package (see Attachment #3). This package responds to each DCA comment and recommendation. The Lee County Department of Transportation has also provided a memo addressing the transportation assessment associated with the proposed amendment (see Attachment #4).

Concerning the first DCA recommendation that the County should ensure that the proposed Master Plan and Layout Plan are approved by the FAA before adopting the amendment, staff is supplying documentation demonstrating the FAA and FDOT approval of the Airport Layout Plan.

Concerning the second DCA recommendation concerning the provision of regional transportation facilities, staff responds that the traffic generated by the proposed development at the airport is already accounted for in the MPO's modeling effort. In other words, the Lee County 2020 Long Range Transportation plan is based upon the level of traffic that is reasonably expected to be generated by the airport and associated developments. The MPO Staff Director, Glen H. Ahlert, has verified "that the forecasts of average daily peak season trip generation by Southwest Florida International Airport in 2010 and 2020 that the Lee County MPO used in the travel demand modeling upon which the MPO's long range transportation plan was based were consistent with those in the Lee County Port Authority's comprehensive plan amendment." Given the fact that the distributed airport trips are then pre-loaded into the model and assigned to the road network before other trips, therefore the requested analysis is not relevant. The County's long range plan, with planned improvements, includes the impacts from the airport. This DCA recommendation also specifies that the County should "include a policy linking future development at the airport to the provision of the necessary roadway improvements needed to achieve and maintain the adopted level of service standards." Given the previous discussion, the impacts associated with the development of the airport are addressed by the Lee County MPO's travel demand model, but to provide more certainty concerning the development of non-aviation related uses on airport property, Lee County and Port Authority staff are recommending adding a new policy to the Transportation Element of the Lee Plan:

POLICY 32.4.5: Development of non-aviation related uses on airport property will be required to meet concurrency standards set forth in the Lee County Land Development Code.

The DCA's third recommendation revolves around revising the amendment to direct non-aviation related development away "from areas that are environmentally sensitive." Planning staff notes that the Lee Plan contains numerous provisions that address protecting wetlands and natural resources. These provisions include Objective 1.5, Policy 1.5.1, Goal 77, Objective 77.2, Policy 77.2.2, Policy 77.2.3, Policy 77.2.4, Policy 77.2.6, Policy 77.2.7, Objective 77.3, Policy 77.3.1, Objective 77.4, Policy 77.4.2, Policy 77.4.4, Goal 84, Objective 84.1, Policy 84.1.1, Goal 85, Policy 85.1.2, Goal 87, Policy 87.1.1, and Policy 87.1.4.

In order to specifically address the DCA's concerns, Lee County and Port Authority staff are recommending a revision to the Airport Layout Plan (ALP), Map 3F, as well as two new Policies, and a new footnote to Table 5. Map 3F has been amended to reflect a change in the "future non-aviation" use proposed for the parcel located in the southeast corner of the Airport lands. This parcel is now identified as "Potential Future Development Area" on the ALP (Map 3F) and a note added to Table 5, which reads as follows:

Development within the "Potential Future Development Area" will require amendment of the Lee Plan prior to development.

Lee County and Port Authority staff, in order to address groundwater resources and recharge areas, recommend that the following policy be adopted:

POLICY 1.2.6: Any future airport expansion or development of aviation related or non-aviation related uses will provide appropriate buffer areas, as determined by Lee County, for the protection of groundwater resources in the Southeast and Northeast quadrants of the airport property.

The above recommended policy supplements existing protections to the water resources of Lee County such as Goal 35, Objective 35.1, Policy 35.1.1, Policy 35.1.2, Policy 40.1.2, Goal 41, Objective 41.1, Policy 41.1.1, Goal 43, Objective 43.1, and Policy 43.1.2.

The DCA recommendation also specifies that “policies controlling the amount, type, and extent of non-aviation related development should be included to ensure that land use suitability and compatibility are achieved, and environmentally sensitive areas be protected. Staff notes that proposed uses and intensity of those uses are specified in proposed Table 5. Attachment #3 contains a discussion concerning the amount of existing upland areas, proposed non-aviation uses intensity, an estimated floor area ratio, and concludes that the proposed development can be fully accommodated on 100 acres. Given the proposed development, recognizing the Port Authority’s commitment to maintain an environmental balance, while advancing the Airport, Lee County and Port Authority staff recommend that the following policy be adopted:

POLICY 1.2.7: Future non-aviation areas depicted on the Airport Layout Plan (Map 3F) will be developed, to the greatest extent possible, only within existing upland areas. Impacts to wetlands in the future non-aviation areas will be minimized by site design, whenever possible, in compliance with the Lee County Land Development Code. Development within the future non-aviation area, as designated on Map 3F, is limited to a total of 100 acres. Development of additional acreage will require prior Lee Plan amendment approval.

The requested non-aviation floor area equates to a total of 428,500 square feet (plus a 300 room hotel). A rule of thumb in Lee County is that for single story commercial maximum building coverage equates to about 10,000 square feet per acre. Thus the 100 acres will provide enough ground area to accommodate the requested floor area.

The fourth and final DCA recommendation deals with the “a substantive change” phrase in Policies 32.2.5, and 32.3.4. The DCA recommendation is to “revise the amendment to define the term “a substantive change” that will form the basis of a plan amendment to the Master Layout Plan Map (3F) and the table of uses (Table 5). In order to clarify the meaning of this phrase as used in those Policies, Lee County and Port Authority staff recommend the following definition be added to the Glossary:

Substantive Change. As used in Policies 32.2.5 and 32.3.4, the term “substantive change” means development not specifically stated or identified in Table 5 or depicted on Map 3F.

C. STAFF RECOMMENDATION

Lee County staff finds that the Port Authority’s consultant response document addresses all of the concerns raised by the DCA ORC Report. Staff recommends that the proposed amendment be adopted with the modifications noted above. These modification have been included in Part I.C. of the staff report above.

**PART VI - BOARD OF COUNTY COMMISSIONERS
HEARING FOR ADOPTION OF PROPOSED AMENDMENT**

DATE OF ADOPTION HEARING: September 22, 2004

A. BOARD REVIEW:

B. BOARD ACTION AND FINDINGS OF FACT SUMMARY:

1. BOARD ACTION:

2. BASIS AND RECOMMENDED FINDINGS OF FACT:

C. VOTE:

JOHN ALBION

ANDREW COY

BOB JANES

RAY JUDAH

DOUG ST. CERNY

**Responses to DCA Comments dated February 5, 2004
(Supplemented May 19, 2004 and August 10, 2004)**

A. Amendment CPA 2003-02(Airport Master Plan):

OBJECTIONS:

Objective 1.2 and Policy 1.2.1, Future Land Use Element (FLUE), are proposed to be revised to incorporate the Airport Layout Plan (Map 3F) and Table 5, that outlines the proposed development to be constructed on Airport property. The proposal includes the construction of aviation and non-aviation related development. The following concerns have been identified with the proposed amendment:

1.FAA Approval of Airport Master Plan : According to the information provided the Airport Master Plan, and the Airport Layout Plan are not approved by the FAA. In view of that, the current proposal is not consistent with the requirements of Chapter 163.3177(6)(k), F.S., regarding the incorporation of an Airport Master Plan into the comprehensive plan for the purpose of achieving DRI exemption.

Chapter 163.3177(6)(k), F. S., and Rule 9J-5.005(2)(a) & (b), F.A.C.

Recommendation: The County should ensure that the proposed Master Plan and Layout Plan are approved by the FAA before adopting the amendment, and include documentation of approval in the adoption package.

Response: Lee County is requiring that the Airport Master Plan and the Airport Layout Plan Set proposed for inclusion in the Lee Plan be officially approved by the FAA prior to adoption of the Lee Plan Amendment. The statutory references noted in the objection (FS §163.3177(6)(k) noted below and FAC Rule 9J-5.005(a) and (b)) refer to an "adopted" master plan document, but do not refer to a specific approval entity.

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

We believe the intention was for FAA approval of the Airport Master Plan and Airport Layout Plan Set. The Lee County Port Authority (LCPA) has regularly and consistently coordinated with both the FAA and FDOT regarding the master plan update. It is also important to note that the Lee County Port Board of County Commissioners formally adopted and approved the Airport Master Plan Update and Plan Set, which is unusual for airport master plan updates. The LCPA has received approval of the Master Plan and Airport Layout Plan Set from both the FAA and FDOT and their approval letters are attached.

2. The Provision of Regional Transportation Facilities: Pursuant to Chapter 163.3177(6)(k), F.S., an Airport whose Master Plan has been incorporated into the comprehensive plan will be exempt from the development of regional impact review. In view of that, the statute specifies that an amendment incorporating the Airport Master Plan into the comprehensive plan shall address among other things, the provision of regional transportation facilities for efficient use and operation of the transportation system, and consistency with the local government's transportation element and applicable MPO's long-range plan. This issue has not been adequately addressed by the County for the following reasons:

1). The County has not provided an analysis of the impact of the proposed amendment on regional transportation facilities. The traffic analysis provided on page 42 of the supporting documentation show the number of trips projected to be generated by the airport in 2020 (the buildout date) as 52,960, based on the proposed development. This projection is believed to be one percent less than previous projections for the airport, and as a result it was concluded that no additional improvements are needed beyond what has been planned in the MPO's long-range transportation plan. However, an analysis was not provided which distributes the trips on the roadway network in order to identify the regional roadways that will be adversely impacted by the phased level of development proposed to occur on the Airport, including non-aviation related development, and, if adversely impacted, a phased scheduled improvements to correct the deficiency, in order to ensure that the adopted level of service standards on the affected roadways will be achieved and maintained.

2) Department's staff has evaluated the MPO's Long Range Transportation Plan and identified certain items referenced to the Airport; but it has not been demonstrated that the items in the MPO's Long Range Transportation plan are the only improvements needed to maintain the adopted level of service standards on the roadways adversely impacted by the Airport. Furthermore, the fact that certain improvements are shown on the MPO's Long Range Plan does not mean that those projects will be funded or completed, since items in the MPO's Long Range Plan are not considered financially feasible until they are included on the County's Five Year Schedule of Capital Improvements, or in the FDOT's work plan.

Chapter 163.3177(6)(k), (8), & Chapter 163.3180(2)c, F.S.; and Rule 9J-5.005(2)(a), (c), & (3); 9J-5.0055(1)(a), (b), (2)(a) 1., & (3)(c); 9J-5.06(2)(a) & (3)(c)3.; 9J-5.016(4)1., 9J-5.019(1), (4)(b)1., & 2., & (4)(c)1., F.A.C.

Recommendation: Include with the amendment traffic analysis that: 1) identifies the roadways that would be impacted by the development projected to occur on the airport's property at the buildout date of 2020; 2) the projected level of service standards on those roadways in 2020, with and without the airport; 3) the roadways that will be adversely impacted, i.e., the roadways whose level of service would fail due to the proposed development; and, 4) for the roadways that are failing, include a schedule of capital improvements that is fully funded and demonstrated to be financially feasible for, at least, the first five years. Long range improvements needed beyond the first five years should be included in the long range Capital Improvement Plan of the County's comprehensive plan if the project was not included within the MPOs' Long Range Transportation Plan. In addition, include a policy linking future development at the airport to the provision of the necessary roadway improvements needed to achieve and maintain the adopted level of service standards.

Response:

The Southwest Florida International Airport Master Plan is a consistent element in the regional aviation plan, the Florida Aviation System Plan (FDOT) and the National Plan of Integrated Airport Systems (FAA/USDOT), further it is a key element in the State of Florida's Strategic Intermodal System (SIS), being the only airport in Southwest Florida to have that distinction. The airport plan is also contained in and consistent with the SWFRPC Strategic Policy Plan, the Lee County Comprehensive Plan, the MPO Adopted Cost Feasible Plan and the FDOT Adopted State Transportation Plan. In fact, on-going capital improvement program coordination results in a significant portion of the revenue supporting continued development of the airport. The airport development is supported by user taxes and fees and is regulated by the aviation trust fund. Highway projects are similarly funded by user fees and taxes with proceeds regulated by a highway trust fund. Close coordination between the modes and their long-range plans allows for the consistent and compatible

development of each and facilitates budgeting and funding to implement these projects when needed to insure an efficient, seamlessly interconnected system.

The LCPA has worked diligently with local land-use and transportation planners, Lee County DOT, the MPO, the SWFRPC, FDOT and the FAA to make sure that all elements of the airports existing and future programs are consistent with various agency plans and programs.

The airport has been a major contributor to the success of the region for over 21 years and recognizes that proper planning will allow it to continue this service well into the next century. The LCPA serves as a voting member of the MPO and worked with the MPO and FDOT staff during several past urban model updates and calibrations to ensure the airport plans were properly documented in the urban model structure. During the recent update of the Airport Master Plan and Urban Area Plan Update staff worked to ensure that the airports Master Plan was properly included in development of the regional traffic model, creation of the highway needs plan, and the approved cost feasible plan.

The MPO recognized that the Southwest Florida International Airport is a unique and critical element of the transportation system for the region and therefore elected to place special emphasis on it to ensure modal compatibility. In preparing the recent update of the regional Florida Standard Urban Transportation Model Structure (FSUTMS) transportation model the MPO included the existing and proposed airport plans as a Z-data 3 file more commonly referred to as a special generator file within the model structure. A special generator file is essential to properly replicate the unique characteristics of the airport and numerous data and modeling assumptions are required to ensure a successfully calibrated model.

The supporting data for the FSUTMS model included collecting traffic volume counts on existing airport highway access routes. These traffic volumes were then correlated to concurrent aircraft passenger activity (enplaning passengers per ITE procedures) to establish and verify acceptable trip generation characteristics of the airport. After the trip generation characteristics were verified, a base year "calibration" was established to replicate existing airport activity. Prior to network assignment additional data was collected from passengers using the airport in the form of an origin/destination survey. This data effectively established the "market or service area" for the airport and provided logical trip assignment linkages for the service area and the model traffic analysis zones (TAZ). This data was combined with model land use and population data (Z-data 1 and Z-data 2 files) was utilized to create a pre-load assignment to the model network for all airport arriving and departing traffic. In addition, the traffic trip-generation characteristics for the non-aviation land use was established per ITE guidelines and included in the airport totals. However, network assignments and trip distributions within the TAZ structure of the model for this component was done consistent with other similar land-uses in the model.

In preparing the MPO model for future year applications the special generator files were expanded to include projections of future enplaning passenger activity consistent with the adopted regional Continuing Florida Aviation System Plan (CFASP) Plan and non-aviation land-use projections were included from the Airport Master Plan. Trip generation was assumed to be consistent with previous studies and ITE recommendations.

The network pre-load assignments were updated consistent with future land-use and population projections contained in the model structure. The complete land-use, population and special generator files were loaded to the model to establish a fully loaded network assignment, and after further calibration and network linkage refinements to provide acceptable levels-of-service, a cost feasible plan was prepared and agreed upon by the MPO. The resulting adopted MPO plan and Airport Master Plan are completely consistent, compatible and interdependent.

The Airport Master Plan was developed consistent with the regional element of the CFASP and forecasts of future aviation activity contained in the Master Plan are consistent with this plan including projections of aviation demand. The MPO recognized the value of this transportation mode and again included the airport master plan in their transportation model and updated the existing special generator characteristics so the airport could continue to serve as a seamlessly interconnected component of the Southwest Florida Transportation System, in-fact, several additions were made to the highway plan to ensure this on-going compatibility and the maintenance of acceptable levels-of-service on regional roadways. DRI analyses were also performed for SWFIA, the last of which was completed in December 2000.

The Traffic Circulation Analysis provided to determine the effect of the land use change on the Financially

Feasible Transportation Plan and on the Capital Improvement Element showed a reduction in the number of trips generated from Traffic Analysis Zone (TAZ) 1142 (the airport TAZ) of less than 1%. Since the land use change results in fewer trips generated (52,960 versus the 53,254 trip ends in the adopted 2020 model), no modification to the forecasts is required, and therefore no further analysis for the long range horizon is necessary. We believe the analysis submitted meets the intent of Chapter 163.3177(6)(k), F.S. and ensures on-going modal compatibility thru enhanced coordination between the modes to achieve the "efficient use and operation of all modes" in the transportation system. In light of the above, the following policy is proposed to address non-aviation related development in regards to the Lee County Land Development Code.

Policy 32.4.5: Development of non-aviation related uses on airport will be required to meet concurrency standards set forth in the Lee County Land Development Code.

After some initial discussions regarding the traffic analysis response above, DCA requested some additional details and analysis regarding how the traffic analysis was prepared. The actual trip generation rates established for the airport in the model year 2020 are listed in Table 1 that is attached in the appendix of this response. The figures used in the generation of all airport trips were developed utilizing FAA and FDOT approved enplanement forecasts from the adopted Airport Master Plan (AMP). The generation and network assignments were based upon detailed FDOT procedures and those additionally agreed to in numerous traffic methodology meetings between the FDOT, MPO, Lee County DOT and growth management representatives. In addition, traffic generated by non-aviation land uses contained in the AMP was projected utilizing standard ITE and approved FDOT trip generation rates. A copy of the trip assignments used by the model is included in the appendix of this response. The goal of the traffic analysis was to ensure that all off-site impacts associated with the airport development proposed in the AMP were clearly identified and that these impacts were properly reflected in other planning documents, including the regional MPO (Transportation Planning) and local Comprehensive Plans (local land-use and transportation plans). This is also a requirement of FAA (PGL 04-2.1 – Intermodal Planning Coordination) for hub airports to coordinate with MPO's to assure that adequate funds are available to properly respond to meet off-site transportation needs prior to the FAA making major investments in expanding the airports capacity. This "goal" was achieved and the modeled results of the adopted MPO Cost-feasible Plan and the proposed Comprehensive Plan Amendment are for practical purposes the same numbers. The adopted cost-feasible plan for the MPO surface transportation plan is now totally consistent with the adopted Airport Master Plan and the identified impacts attributed to development of the airport are adequately addressed by proposed improvements to the adjoining highway network and a copy of the Lee County 2020 Financially Feasible Highway Plan Amended February 2004 is included in the appendix of this response. This was no accident nor did it occur on our first attempt to define the airport's impacts and develop fundable solutions.

Over the last ten years, the airport staff has worked with the County and MPO to facilitate the design and construction of the adjacent Treeline / Ben Hill Griffin arterial link connecting Alico and Daniels Parkway which also provided interim access to the new midfield terminal site. This project was identified as a needed roadway improvement not only serving the airport but also providing another link to a North-South roadway system to help alleviate the traffic from I-75. In an effort to help expedite the design and construction of the road, the Lee County Port Authority lead the efforts in donating right of way for the project, provided design services, provided permitting services, assisted with mitigation, secured funding for the construction and provided construction management services. The total costs for the roadway improvements including right of way and mitigation is estimated to be \$27.5 million dollars. The roadway system is currently under construction and is expected to open to traffic at the end of this year.

Other roadway improvements that were identified to help serve the continued growth of Southwest Florida International Airport and the surrounding regional roadway system was a direct connection to the Airport from I-75 which will help eliminate traffic off of Daniels Parkway and Alico Road. The same group worked together with FDOT and FHWA to develop a plan, obtain approval, fund and develop additional Interstate capacity and provide a new direct access corridor from the Interstate to the new airport midfield terminal complex. Once completed and agreed to those plans were incorporated into the highway planning and development process to ensure that adequate capacity would be available to meet projected growth demands for the airport. In order to help maintain the adopted level of service for the planning period, several roadway projects were

added to the plan. These roadway projects include the Airport entrance road extension and I-75 Interchange, improvements to the Alico Road Interchange and minor improvements to Treeline Avenue. These roadway improvements are listed and identified in the MPO Cost Feasible Plan with a copy attached in the appendix of this response. Because of the estimated cost of improvements for this roadway system is expected to be close to 80 million dollars, the initial phases of construction funding has been identified but it is expected that full funding will be identified over the next couple of year. The airport has already secured a FDOT grant for 6 million dollars for design services for the roadway improvements and it is expected that this contract will be signed with the engineer next month. For your information I have attached the Governor's Press Release announcing SIS Connector Projects to be funded by the \$100 million 2004 Legislative Appropriation and the Lee County Port Authority received another 5 million dollars to be used for right of way acquisition. The Alico Interchange improvements will be let for construction in November and the Signal upgrades for Treeline are funded with on-going construction.

Because of these facts the County feels that it has met the specific requirement of the law that the amendment incorporating the Airport Master Plan into the comprehensive plan shall address "the provisions of regional transportation facilities for the efficient use and operation of the transportation system and the airport".

In summary, the Lee County Port Authority has either secured funding and constructed (Treeline Avenue and Ben Hill Griffin parkway) or secured the initial funding stream for future roadway projects (Direct access from I-75) for over 100 million dollars of roadway improvements. The adopted cost feasible plan maintains the adopted level of service. Identified projects are a high local and state priority, with funding committed for their implementation and the planned expansion of the airport will not be restrained by the lack of adequate surface accessibility nor will its operation be adversely impacted by poor access.

This Airport Master Plan (prepared in compliance with AC No. 150/5070-6B) is the basic planning tool guiding and regulating all on-site development at the airport and included a capital improvement program. It is also the instrument that FAA and FDOT use as the basis for funding aviation related improvements. These improvements are funded, in part by aviation trust fund monies and are regulated by statute to be utilized on-airport and exclusively for "aviation purposes". The Airport Master Plan is a heavily regulated building block, which once approved feeds into the regional aviation plan (RPC and Regional CFASP), the State Aviation Plan (CFASP), becoming an integral component of the Florida Transportation Plan (FTP) and the National Aviation Plan (NPIAS). As you are aware the State of Florida and the Federal government have begun a major transportation initiative to insure modal compatibility. Simply stated the goal is to have all modal plans prepared and coordinated to insure intermodal compatibility and interoperability. The goal is to have a statewide Strategic Intermodal System with seamless connections that support an improved transportation system, provides enhanced mobility and provides for the efficient movement of both people and goods. The Southwest Florida International Airport is identified in the SIS Plan as a major component of the State's transportation system and makes it a statewide priority to adequately fund those interconnected system elements to ensure its continued operational success.

3.Site Suitability for Non-Aviation Related Uses: The proposed non-aviation related development involves Hotel/Motel: 300 Rooms; Office: 225,000 square feet; Gas Station/Convenience Store: 3,500 square feet; Warehouse: 100,000 square feet; and Light Manufacturing: 100,000 square feet. It has not been demonstrated that all of the areas designated for non-aviation related development are suitable considering the environmentally sensitive nature of some of these sites, the most problematic of which is the area on the southeast of the airport. According to the information provided, these sites contain wetlands, and although mitigation of wetland impact is proposed, it is not appropriate to locate these uses on sites that are predominated by wetlands, and therefore, environmentally unsuitable for commercial and industrial uses.

Also, Policy 1.2.1 is proposed to be revised, to delete the requirement for buffering for airport and non-airport related development in order protect environmentally sensitive resources, and instead, offset environmental impacts through off-site mitigation. This will not ensure the protection of environmentally sensitive resources including groundwater and it is inconsistent with the County's comprehensive plan. Lee Plan Goal 77, and

Objectives 77.1, and 84.1, require that wetlands be protected on site so as to ensure that wetland functions are maintained. Furthermore, Policy 77.2.2 specifically states that the County shall "prevent incompatible developments in and around environmentally sensitive lands". The proposed amendments are inconsistent with, and do not further the above cited provisions of the Lee Plan because they direct incompatible land uses to environmentally sensitive areas, and therefore, will not ensure the protection of environmentally sensitive resources including groundwater.

Chapter 163.3177(2), (6)(a), (d), F.S.; 9J-5.005(2)(a), (5), & (6); 9J-5.006(2)(b), (3)(b)1., & (3)(c)6.; 9J-5.012(3)(c)1.; 9J-5.013(1)(a)1., (2)(b)3., & (2)(c)6., & 9., F.A.C

Recommendation: Revise the amendment to direct non-aviation related development away from areas that are environmentally sensitive. Policies controlling the amount, type, and extent of non-aviation related development should be included to ensure that land use suitability and compatibility are achieved, and environmentally sensitive areas be protected. Also, the existing requirement in Policy 1.2.1, for the buffering of aviation and non-aviation related development should not be removed.

Response:

In order to address concerns about groundwater resources and recharge areas, the following policy is proposed. This policy is intended to reinstate the protection to groundwater resources lost in the initial proposed revision of Policy 1.2.1.

Policy 1.2.6. Any future airport expansion or development of aviation related or non-aviation related uses will provide appropriate buffer areas, as determined by Lee County, for the protection of groundwater resources in the Southeast and Northeast quadrants of the airport property.

The Airport Layout Plan (ALP), Map 3F, has been amended to reflect a change in the "future non-aviation" use proposed for the parcel located in the southeast corner of the Airport Lands. This parcel is now identified as "Potential Future Development Area" and a note has been added to the ALP (Map 3F) and Table 5, which reads as follows:

Development within the "Potential Future Development Area" will require amendment of the Lee Plan prior to development.

The Port Authority has consistently indicated a willingness to protect natural wetlands on Airport property in accordance with FAA guidelines. These guidelines are set forth in FAA Advisory Circular 150/5200-33 and a Memorandum of Understanding between the various Federal agencies. A copy of each of these documents is attached. The Port Authority has also limited the square footage of the proposed development within the non-aviation land use areas in order to provide wetland protection and direct development to upland areas.

The proposed ALP (Map 3F) includes approximately 1,000 +/- acres of future non-aviation development area. Approximately 448 +/- acres of this area is uplands. Proposed Table 5 identifies 428,500 square feet, excluding the fuel pumps and hotel, of non-aviation-related development through 2020. Based upon a conservative floor area ratio of 25-30%, which allows for buffers, setbacks and compliance with Lee County Land Development Code requirements, the proposed development can be fully accommodated on 100 acres.

In light of the above, the following policy is proposed to further articulate the Port Authority's commitment to advance Airport needs while maintaining a balance with environmental considerations to the extent possible.

Policy 1.2.7. Future non-aviation areas depicted on the Airport Layout Plan (Map 3F) will be developed, to the greatest extent possible, only within existing upland areas. Impacts to wetlands in the future non-aviation areas will be minimized by site design, whenever possible, in compliance with the Lee County Land Development Code. Development within the future non-aviation area, as designated on Map 3F, is limited to a total of 100 acres. Development of additional acreage will require prior Lee Plan amendment approval.

4. Amendments to the Airport Layout Plan: The existing Transportation Element Policies 32.2.5, and 32.3.4 are proposed to be revised to require a comprehensive plan amendment whenever "a substantive change" is proposed to either the Airport Layout Plan or the Table of uses (Table 5). However, the extent of change that will be considered "a substantive change" which would trigger a comprehensive plan amendment is not stated; in the absence of which it will be difficult to ascertain when a comprehensive amendment is needed. *Chapter 163.3187, F.S., and Rule 9J-5.003(90), & 9J-5.005(6), F.A.C.*

Recommendation: Revise the amendment to define the term "a substantive change" that will form the basis of a plan amendment to the Master Layout Plan Map (3F) and the table of uses (Table 5). The definition should be consistent with the requirements of Chapter 163, FS and Rule 9J-5, Florida Administrative Code, regarding amendments to the comprehensive plan.

Response: Airports typically update their master plan on a 6 to 10 year cycle with the average time between updates of 8 years.

In order to clarify the meaning of "substantive change" as used in proposed Policy 32.2.5 and 32.3.4, the following definition will be added to the Glossary.

Substantive Change. As used in Policies 32.2.5 and 32.3.4, the term "substantive change" means development not specifically stated or identified in Table 5 or depicted on Map 3F.

Table 1. RSW Trip Generation

2020							
Trip Generation	Land Use	ITE		P.M. Peak Hour	Daily		
		LUC	Size Units	In	Out	Total	Total
	General Office	710	225 KSF	56	275	332	2,474
	Convenience Mkt w/ Gas Pumps	845	12 Pumps	80	80	161	1,953
	General Light Industrial	110	100 KSF	12	86	98	645
	Warehouse	150	100 KSF	18	56	74	718
			Subtotal	166	498	664	5,790
	Airport ¹			1,179	1,179	2,359	47,170
			Total	1,345	1,677	3,022	52,960

*Source: Trip Generation Handbook, 6th Edition, ITE, 1997

1 2020 Peak Season Traffic From Airport Related Traffic Projection. RS&H

Source: RS&H

Date: January 29, 2003

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**Table D-2
2020 FINANCIALLY FEASIBLE HIGHWAY PLAN PROJECTS**

ROAD NAME	FROM	TO	PROJ. IMPROVEMENT CONFIGURATION	ADDITIONAL IMPROVEMENT	PROJECT LENGTH (MILES)	NOTES	COST ESTIMATES (05/06-10/20)
BONITA SPRINGS							
Bonita Beach Rd	Bonita Grande Dr	CR 551 ext	2L	4L	1.70	Substituted for Needs Assessment parcel CR 551 extension	\$3,918
Bonita BR Dr	St David Pkwy	Three Oaks Pkwy	1-2L Unimproved	None 2L	0.21	Substitution for Caddisshell 4-lane/1-lane not subject to negotiation w/ county	\$1,063
Bonita Grande Dr ext	Bonita Grande Rd	Cypress Rd ext		New 4L	4.25		\$15,300
CR 551 ext	Calder County line	Bonita Beach Rd		New 2L	1.00	First stage, Calder MPO Plans calls for 2L each of county line	\$1,411
CR 551 ext	Calder County line	Bonita Beach Rd	2L		1.00	Second stage	\$2,970
Old 41 Rd	Calder County line	Bonita Beach Rd		4L	1.2		\$3,745
Old 41 Rd/Sandy Ln ext	Old 41 Rd	Caymanas	Part 2L	2L (CR 21 extension)	0.73	Via Production Circle	\$1,201
Seaboard Plaza Dr	East Terry St	Current northern terminus	2L	Improve to standards	0.58	CST only	\$435
Seaboard Plaza Dr ext W	Old 41 Rd	End of Seaboard Plaza Dr		New 2L	1.40		\$1,973
Stewart Pkwy	Madison Ln	Bonita BR Dr	Gravel	None 2L & signs/Caddisshell	1.31	Substitution for Caddisshell subject to negotiation	\$5,093
Stella Ln	Old 41 Rd	Three Oaks Pkwy ext	Gravel	New 2L	2.20		\$5,537
Subtotal:							\$46,443
FINANCIAL RESOURCES (05/06-10/20):							\$109,947
DEBT SERVICE:							\$9,390
BALANCE AVAILABLE FOR OTHER CITY PROJECTS / (UNFUNDED):							\$54,114

This table does not imply a commitment on the part of this jurisdiction to complete the projects listed for it.

CAPE CORAL							
Andalusia Blvd	1500' north of Kismet Pkwy	Jacaranda Pkwy		New 4L	0.76	Adopt or cross vacant/unimproved land	\$7,574
Andalusia Blvd/Cultural Park Blvd Connector	Cultural Park Blvd terminates at SR 78	Andalusia Blvd		New 4L	0.39		\$5,580
Arredondo Blvd ext	Old Prado Blvd	Jacaranda Pkwy		New 4L	0.34		\$744
Burd Stone Rd	Pine Island Rd / SR 78	Emmet Pkwy	2L	4L	1.00	May be eligible for 35% CMAP funding; project will include wildlife crossings where deemed needed	\$688
Burd Stone Rd	Emmet Pkwy	Gulfstream Pkwy	2L	4L	2.65	May be eligible for 35% CMAP funding; project will include wildlife crossings where deemed needed	\$1,354
Burd Stone Rd	Gulfstream Pkwy	Charlotte County line	2L	4L	6.14	May be eligible for 35% CMAP funding; project will include wildlife crossings where deemed needed	\$3,923
Chivesta Blvd	Coca Coral Pkwy	Volunteer Pkwy	4L	4L	3.03	Phase I of two phase project	\$15,120
Chivesta Blvd	Volunteer Pkwy	SR 78	4L	4L	2.63		\$11,150
Old Prado Blvd	Pine Island Rd / SR 78	NE 15th Ter	4L	4L		Completion of completed project	\$588
Old Prado Blvd	NE 15th Ter	Kismet Pkwy	4L	2L (extension on W side)		Does not meet 4L to FMS standards with state 8 access control	
De Navarro Pkwy ext	Garden Blvd	Old Prado Blvd		New 2L	0.54	Adopt or cross vacant/unimproved land	\$1,503
Garden Blvd ext	Old Prado Blvd	Current terminus		New 4L	0.64	Cost includes NE 33rd E1 end-of-run	\$176
Jacaranda Pkwy realignment	West of Arredondo Blvd	Arredondo Blvd		New 2L	0.23	Cost included in Arredondo Blvd ext	
Kismet Ave Ext	El Dorado Pkwy	Burd Stone Rd		New 4L	1.01	Includes widening Kismet to 4 lanes, a jungle section from Chivesta to 14W 15th Place	\$4,650
NE 20th Ave	SR 78	Lafayette Rd	2L	4L	1.44		\$6,975
NE 20th Ave ext	Kismet Pkwy	Old Prado Blvd ext		New 2L	0.73	Adopt or cross Conservation 2029 land; includes wildlife crossings across conservation lands. Cost split w/ Lee County and dependent on individual approval	\$681
Pine Island Rd / CR 78	Burd Stone Rd	Andalusia Blvd	Partial access roads on each side		1.50	Partial Access Roads along portions of SR 78. Location of access roads not yet determined.	\$25,575
Pine Island Rd / SR 78	Burd Stone Rd	W of Chivesta Blvd	2L	4L	1.91	CST only; FMS, but not in FMS cost feasible plan. Also includes ROW costs of \$4,225 (although the eliminated due to disturbed land). Cape Coral has very discretionary funding. Most, probably not ROW costs in FDOT portion of plan.	\$13,519
Santa Barbara Blvd	Gulfstream Pkwy	SR 78	4L	4L	4.68	Completion of completed project. Completed report due mid to 2003 and delays scope of project.	\$5,544
SE 15th and 10th Place	Manatee College Pkwy	SE 4th Ln	Access Management, Commercial Buffer Improvements				
Seaside Blvd	SR 78		2L	4L	1.05	Adopt or cross vacant/unimproved land; includes left turn lanes, sidewalks, and drainage improvements	\$10,230
Toddler Pkwy	W of 20th St	Western Terrace	2L	4L	1.06		\$3,765
Subtotal:							\$121,704
FINANCIAL RESOURCES (05/06-10/20):							\$135,400
BALANCE AVAILABLE FOR OTHER CITY PROJECTS / (UNFUNDED):							\$13,704

This table does not imply a commitment on the part of this jurisdiction to complete the projects listed for it.

Table D-2
2020 FINANCIALLY FEASIBLE HIGHWAY PLAN PROJECTS

ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT/CONFIGURATION	IMPROVEMENT	PROJECT LENGTH (MILES)	NOTES	COST ESTIMATES (1997/2004)	
FDOT								
Alcoa Rd	US 41	Micro Play / SR 723 exit on-ramp	4L	Realign	0.42	SB payback included in Micro Play / SR 723 exit		
Alcoa Rd	Micro Play / SR 723 exit on-ramp	Micro Play / SR 723 exit on-ramp	4L	Realign SR 723 NB	0.25	SB payback included in Micro Play / SR 723 exit		
Countywide		Alongstate highways		Bridge replacement projects	16A	Increase to \$1,500,000 annually, starting FY 05/07	\$12,650	
Countywide				Corrosion mitigation & TSM projects	16A	\$750,000 annually	\$6,915	
Countywide	Cape Coral Bridge, 164-Punt Bridge, Calcasieu Bridge, and Edison Bridge			Incident Management Systems	16A	Total project cost includes \$229 in 00/01 to be funded out of Corrosion Mitigation funds	\$2,912	
Countywide				Traffic signal control system updates	16A	Cross FY 04/03	\$13,925	
Old Prado Blvd extension	US 41	175	±17L	POLE Study	4.05	Cost includes Hiale Grade Rd extension (H) POLE study	\$1,351	
Fowler St / SR 723	Fowler Micro crossover	Dr Martin Luther King Jr Blvd / SR 82	4L	3L One-Way	1.23	CST phase only; ROW included in Fowler-Micro crossover project	\$1,914	
Fowler-Micro crossover / SR 723	Micro Play / ECH of Fowler Ave	Fowler St / Evans Ave		Inter 4L	0.75	Pre-CST phases only by 2010; includes ROW for Fowler St one-way project	\$16,128	
175	Micro Rd	Alcoro Access Rd Extension		New 2L, C-D roads NB & SB	1.23	In FHS cost feasible plan	\$28,554	
175	Collier County line	Daniels Blvd / SR 878	4L, Fwy	4L, Fwy	15.73	FHS funds (Mobility 2002); ROW FY 05/06	\$104,517	
175	Daniels Blvd / SR 878	Colonial Blvd / SR 884	4L, Fwy	4L, Fwy	4.12	In FHS cost feasible plan	\$36,471	
175	Colonial Blvd / SR 884	Palm Beach Blvd / SR 80	4L, Fwy	4L, Fwy	4.95	In FHS cost feasible plan	\$38,092	
175	Palm Beach Blvd / SR 80	Bayshore Road / SR 78	4L, Fwy / Bridge	4L, Fwy / Bridge	2.35	ROW only in FHS cost feasible plan; eligible for 60% CDP funding	\$9,047	
175		(1) Santa Beach Rd		Interchange modification	0.59	ROW only in FHS cost feasible plan; eligible for 60% CDP funding	\$2,135	
175		(2) Colacore Rd		Interchange modification	0.57	FHS funds (Mobility 2002); ROW funded 04/05	\$11,000	
175		(3) Daniels Blvd / SR 878		Interchange modification	0.57	FHS funds (Mobility 2002); ROW funded 04/05	\$14,439	
175		(4) Colonial Blvd / SR 884		Interchange modification	0.58	In FHS cost feasible plan	\$13,250	
175		(5) Dr Martin Luther King Jr Blvd / SR 82		Interchange modification	0.53	ROW only in FHS cost feasible plan	\$2,125	
175		(6) Palm Beach Blvd / SR 80		Interchange modification	0.53	ROW only in FHS cost feasible plan	\$12,410	
175		(7) Bayshore Rd / SR 78		Interchange modification	0.58	ROW only in FHS cost feasible plan	\$8,007	
175	Santa Beach Rd	Bayshore Rd / SR 78		Minor RT improvements	10A	In FHS cost feasible plan	\$2,250	
McGregor Blvd / SR 887	160' S of Royal Palm Square Blvd	Beginning of RT Lane S of Colonial Blvd	2L	Added NB lane	0.11	Reallocate myself lanes & shoulders	\$481	
Micro Play / SR 723 exit	US 41	Alcoa Rd		New 4L	0.24			
Micro Play / SR 723 exit	Alcoa Rd	San Jose Cypress Pkwy		New 4L, controlled access	2.55	SB payback only	\$7,393	
Micro Play / SR 723 exit		(1) Alcoa Rd		Grass separation	0.33			
Micro Play / SR 723	San Jose Cypress Pkwy	Orlando Pkwy	2L	4L	1.35	FE in FY 04/05	\$10,143	
Micro Play / SR 723	Daniels Pkwy	1830' North of Winkler Ave	4L	4L	4.55		\$40,276	
Hiale Grade Rd extension (H)	175	Winkler Lane Rd		POLE Study	0.77	Cost included in Old Prado extension POLE study		
Pine Island Rd / SR 78	Old Prado Blvd	Pondula Rd	4L	4L	0.31		\$767	
Pine Island Rd / SR 78	Donk Drive Rd	W of Chiquita Blvd	2L	4L	1.91	ROW portion of the project. Construction and possibly more of ROW are under Cape Coral portion of plan. See Cape Coral entry for more information.	\$14,588	
SR 82 / Dr Martin Luther King Jr Blvd	Michigan Lga	Orco Ave	5L	4L	0.63	Added 3rd EB lane with existing ROW	\$1,765	
SR 82 / Dr Martin Luther King Jr Blvd	175	Orco Ave	4L	4L	0.60		\$2,214	
SR 82 / Dr Martin Luther King Jr Blvd	175	Law Blvd	2L	4L	2.35	Staged construction	\$11,521	
SR 82 / Dr Martin Luther King Jr Blvd	175	Law Blvd	4L	4L	2.50	Staged construction	\$7,599	
SR 82 / Immokalees Rd	Lee Blvd	Gunnery Rd / Daniels Pkwy	2L	4L	4.18		\$9,569	
SR 82 / Immokalees Rd	Gunnery Rd / Daniels Pkwy	SW 40th St	2L	4L	1.67		\$2,100	
US 41	Colacore Rd	San Carlos Blvd	4L	4L	2.43		\$16,463	
US 41, SB	Calcasieu River	Hancock Bridge Pkwy	2L, southbound	Added 3rd EB lane	0.63		\$1,459	
US 41 Bayview / SR 723	Edison Rd	US 41	2L	4L	1.55		\$3,782	
This table does not imply a commitment on the part of this jurisdiction to complete the projects listed for it. POLE and Design are not included in cost estimates for FDOT projects								
							FHS projects subtotal	\$274,337
							Other state highway projects subtotal	\$191,755
							Total state highway projects	\$466,093
							FINANCIAL RESOURCES (05/06-10/10)	
							FHS funds available:	\$274,337
							Other statewide and discretionary funds available:	\$0
							Flexible/highway funds available:	\$191,900
							Total state & federal financial resources:	\$466,237
							FHS Balance (Unfunded or Funded From Other Sources):	\$0
							BALANCE / (UNFUNDED)	\$144

Table D-2

ROAD NAME	FROM	TO	TRB APPROVAL/ADVT COMPLETION	TRB APPROVAL/ADVT	PROJECT LEADTIME (MONTHS)	NOTES	COST ESTIMATES 1995/1996
FORT MYERS							
Challenger Blvd east	Colonial Blvd	Wickler Ave		New 2L	0.34	With north, quarter & sidewalks in SW RCHN	\$1,502
Colonial Blvd E SR 883	Ortiz Ave/One Mile Cypress Pkwy	15 SR curve intersections	OL	OL	0.35	Interim improvement with an existing RCHN, financed with interest here	\$530
Commerce to Lakes Dr east	Canal St to west of Treadwell Ave	Canal St west turn lane/turn		New 2L	2.0	To be funded by Ackerman development	
Edison Ave east	Avocado St	Ortiz Ave		New 2L	0.97		\$2,824
Harmon St	Metra Pkwy	Palmetto Ave	2L	OL	0.73	Right of way acquisition only	\$4,319
Harmon St	Cocoa Ave	Palmetto Ave	2L	OL	1.23	Remainder of city share (CPS) only	\$1,009
Harmon St east	Palmetto Ave	Ortiz Ave		New 2L	2.33	Eng Dept expects to acquire OL ROW & build final 2L by FY 2000; add financing anticipated	\$5,951
Harmon St east	Palmetto Ave	Ortiz Ave	2L	OL	2.33	Design & construction only	\$4,214
Harmon St east	Ortiz Ave	HWY bend of Cypress Lane Rd		New 4L	0.75	175 curbside	\$6,703
Harmon St east	HWY bend of Cypress Lane Rd (cont)	Marlin Lakes Pkwy & Blvd E SR 82 @ Backingham Rd east		New 4L	0.32	Opposite Backingham Rd east W of Six Mile Cypress Slough Contingent upon SPWLD acceptance of route	\$4,840
Backingham Rd east	Harmon St east	Current terminus		New 2L	0.29	Opposite Challenger east @ Harmon east	\$1,077
Subtotal:							\$33,089
FINANCIAL RESOURCES (01/02-1970):							\$36,225
BALANCE AVAILABLE FOR OTHER							
CITY PROJECTS / (UNFUNDED)							\$6,136

This table does not imply a commitment on the part of this jurisdiction to complete the projects listed for it.

LEE COUNTY

Alpert entrance road exit	US 41	I75 SB ramp	How 4L	216	Overpass Union Ferry with I/C	\$11,970	
Alpert entrance road exit		Q175	New overpass & 1L intersection	0.56	Correct with C-D roads (H banding) at through lanes frequency crosswalked IZA	\$8,668	
Alpert425 Connector	I75 SB ramp	Treadline Ave	How 4L	0.72	reconstruction 1500,000 sq ft variance	\$6,429	
Alpert425 Connector		Q Treadline Ave/Sum Hill Grdn Pkwy		0.72	Overpass wch partial interchange	\$4,510	
Andrea Ln, Ext.	Current entrance	Union Ferry / SR 733	How 2L	0.25		\$1,336	
Banble Ln exit	Rocky Ln	McKee Dr	How 2L	0.07	Redesign Mart Rd exit	\$29.1	
Besse Rd exit	100' north of Pa's Royal Dr	Gladius Dr	2L	0.57		\$1,719	
Besse Rd exit	Quacken Dr	Cypress Lake Dr	How 2L	1.77		\$8,706	
Ban Hill Grdn Pkwy	Estero Pkwy exit	Nice Rd	4L	3.16		\$4,800	
Ban Hill Grdn Pkwy exit	Alma Rd	How airport entrance road	4L	1.33	Eligible for 25% CAGP funding	\$7,567	
North Stacey Blvd exit	SW 23rd St	Melbourne Blvd	How 2L	1.09	Impact fee credits only; remaining 47% of CST to be funded by Litch Corp	\$1,623	
Bonita Beach Rd	Vanderbilt Dr	Vanderbilt St	4L	3.23		\$15,435	
Bonita Beach Rd		Q US 41	How 4L overpass of US 41	0.50	Four lane overpass of US 41 over Bonita Beach Road	\$8,400	
Bonita Grande Rd exit	Cortez Rd exit	Cortez Rd	How 4L, no access	3.81		\$16,920	
Bonita Grande Rd exit	Cortez Rd	Estero Pkwy	How 4L	0.53		\$2,167	
Bay Sound Dr	Summerlin Rd	US-41	4L	0.50	Convert signals at Red Cedar & Ramsey Way to directional median approach Add 3rd SB lane to Summerlin & 2nd SB Rd lane to US 41	\$6,200	
Buckingham Rd & exit	Waters/Liberty King Jr Blvd / SR 62 @ Hinson St exit	Unit Rd	2L	4L	2.16	Western end may need to be realigned - 1000' to the N.E. extended 0.22 mi W of present intersection with SR 62. Extension to SR 62 @ Hinson St exit of Se Ma Cypress Blvd is anticipated upon SFWMD acceptance of route	\$5,868
Buckingham Rd	Black Rd	Carlisle Ave exit	2L	4L	1.65		\$4,075
Burnt Store Rd	Pine Island Rd / SR 78	Grubbs Pkwy	2L	4L	1.00	May be eligible for 25% CAGP funding; project will include wildlife crossings where deemed needed	\$1,212
Burnt Store Rd	Carlisle Pkwy	Grubbs Pkwy	2L	4L	2.00	May be eligible for 25% CAGP funding; project will include wildlife crossings where deemed needed	\$2,000
Burnt Store Rd	Grubbs Pkwy	Charlotte County line	2L	4L	6.34	May be eligible for 25% CAGP funding; project will include wildlife crossings where deemed needed	\$5,509
Carlisle Ave	Buckingham Rd	Centennial Blvd	Part 2L	4L (R/LP on ramp)	0.35		
Centennial Blvd	Carlisle Ave	Gummary Rd	2L	4L	0.42	(Redesign Always Street)	\$3,043
Centennial Blvd exit	Gummary Rd	Somerset Rd		How 4L	0.38		
Cocum Rd exit	Current entrance	Bonita Grande Dr exit	How 2L, 1 Flyoverpass	1.57	No access south of I75	\$10,920	
Coland Blvd queue jump	W of Weather Ave	E of Treadline Ave exit	4L	4L=4L, bay in the driveway phase	2.69	1-lane/way 4L, but, transponder only, no access Second stage improvement; self-supporting @ 1.23 mi (n 24 st)	\$52,200
Coland Blvd	I75	SR 62 / Immovaline Rd / Dr M.L. King Jr Blvd	4L	4L	2.15	FE programmed in FY 04/05, CST in 05/06	\$3,045
Convenience Lakes Dr exit	Current R/L entrances of Treadline Ave	Current entrance entrance	How 2L	2.63	To be funded by Antiochian development	\$6,893	

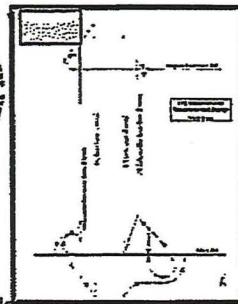
Amended February 20, 2004

Table D-2
2020 FINANCIALLY FEASIBLE HIGHWAY PLAN PROJECTS

ROAD NAME	PROJECT	TO	IMPROVEMENT CONTINGENCY	IMPROVEMENT	PROJECT LENGTH (MILES)	NOTES	COST ESTIMATES 1993-2000
Carlsbad Rd	1 mile east of 175	Entrance road to The Habitat	2L	4L	2.00	CRA Funding	
Cryslal Dr	US 41	Ultra Play / SR 723	2L	4L	1.14	Includes 100' long bridge	\$5,560
Cryslal Dr	Ultra Play / SR 723	Plantation Rd	2L	4L	0.33		\$1,604
Cryslal Dr	Plantation Rd	San Mateo Cypress Parkway		2L	1.00	Replaces Perimeter Blvd extension	\$2,418
Danville Play	Chamblee Play	Strickland Rd / SR 42	4L	6L	4.74		\$8,228
Del Prado Blvd	Cape Coral Play	SR 78	4L		7.20		\$252
Del Prado Blvd & extension	US 41	175	pt 2L	Center Study	4.06	Cost includes 1/4 mile Grade Rd extension corridor study	\$333
Estero Play ext	Bon H&G Golf Blvd	Bonita Grande Dr ext		New 2L	1.20		\$3,780
Fowler St	Colonial Blvd / SR 834	Wickler Ave	4L	6L	0.54		\$1,338
Gladesville Dr	Free Ridge Rd	Wickler Ave	4L	6L	2.35	2L to 4L from Free Ridge to East; 4L to 6L from East to Wickler	\$7,552
Gladesville Dr	East of Summerlin Rd	West of US 41	6L	6L	1.00	FDLE only by 2010	\$13,633
Gladesville Dr-San Mateo Cypress Play		Q US 41		Grade resection	0.50		\$13,050
Hammock St	Coconut Ave	Palmetto Ave	2L	4L	1.22	County share only (50%)	\$5,378
Lehigh Rd	Business US 41 / SR 723	Stacy Rd		New 2L	7.35		\$5,733
Luckett Rd ext	Wickham Dr	Stacy Rd		New 2L	0.87		
Luckett Rd ext	Grandview Farm Rd	Pangloss Rd	Unreaved	2L	0.25		\$15,747
Luckett Rd ext	Pangloss Rd	Buckingham Rd		New 2L	2.40		
Melrose Blvd ext	Current terminus @ Preston / Intersect St	Hammock Rd		New 2L	1.64	Impact low costs only; remaining 47% of CST to be funded by Lehigh Corp	\$1,556
Walla Grade Rd & extensions	175	Archer Rd / SR 31	pt 2L	Center Study	6.27	Cost included in Del Prado extension corridor study	
NE 24th Ave ext	Current Play	Del Prado Blvd ext		New 2L	0.73	Adopt or transfer Convention 2002 bond. The extension will be funded by Lehigh Corp. Project cost split with Lee County LPO. The split will be determined by an interlocal agreement. The split shown on this entry is based on geography which will not necessarily resemble the final agreement.	\$348
Orlando Rd - Sandy Lake connector	Oranberry	Melrose Rd		New 2L	1.43	Adopt or transfer Convention 2002 bond	\$4,591
Orla Ave	Dr Martin Luther King Jr Blvd / SR 42	Lamelle Ave	2L	4L	0.50	FE programmed in FY 0001	\$918
Orla Ave	Lamelle Ave	Stacy Rd	2L	4L	0.49	FE programmed in FY 0001	\$1,424
Orla Ave	Stacy Rd	Stacy Rd	2L	4L	0.25		\$709
Park Rd bridge		Q San Mateo Canal		New 2L bridge	0.05		\$556
Public La ext (3)	Airport entrance road extension	Current north terminus		New 2L & bridge	0.20		\$629
Plantation Rd ext	15th St	Colonial Blvd / SR 834 @ Palmetto Ave		New 2L	1.13	Programmed in FY 0007	\$2,503
Plantation Rd ext	15th St	Colonial Blvd / SR 834 @ Palmetto Ave	2L	4L	1.13	Stored improvement	\$1,740
Plantation Rd	San Mateo Cypress Play	15th St	2L	4L	3.70		\$12,633
Pondula Rd	US 41	Business US 41 / SR 723	4L	6L	0.56		\$4,150
Sandy La ext	Bonita Springs city limits	Carlsbad Rd		New 2L	2.71	Adopt or transfer Convention 2002 bond	\$18,416
San Mateo Cypress Play	East of US 41	Plantation Rd	4L	6L	1.24		\$3,050
San Mateo Cypress Play	Strickland Lake Blvd	1 mile south of Wickler Ave	2L	4L	1.88		\$3,718
Summit Rd	Center Blvd ext	Strickland Blvd	2L	4L	1.28		\$2,970
SW 40th St ext	Coconut Ave	Alhambra Rd @ Puhara Rd		New 2L	0.10	In CRA plan	\$309
Three Oaks Play ext (9)	Alca Rd	Danville Play		New 4L	4.82		\$4,872
Three Oaks Play ext (9)	Carlsbad Rd	Carlsbad Rd	4L	6L	2.84		\$1,709
Three Oaks Play	Carlsbad Rd	Estero Play	4L	6L	1.50		\$3,035
Todd Ave & ext	Tronche Ave	West Gate Blvd		2L	2.69		\$18,655
Tronche Ave	Danville Play / SR 876	Current north terminus	2L	4L	1.31		\$3,562
Tronche Ave ext	Current north terminus	Colonial Blvd / SR 834		New 4L	3.51	CST only; ROW programmed in FY 0004	\$3,562
Tronche Ave ext	Colonial Blvd / SR 834	SR 834 @ Dr Martin Luther King Jr Blvd		New 2L	1.13	Adopt or transfer Convention 2002 bond	\$3,280
Tronche Ave ext	Marion Luther King Jr Blvd-SR 834	Buckingham Rd		New 2L	0.23	Replaces 0.24 mi SE of current Buckham Rd intersection	\$728
W 18th St & E 9th St - E 9th St	Donahoe Blvd @ Sunset Rd ext	Just Blvd	Part 2L	2L (0.55 mi new)	5.83	Bridge & canal & alternate design @ Ave, Thompson & Dryden Aves in CRA plan	\$2,880
W 18th St-W & E 9th St	Donahoe Blvd @ Sunset Rd	Richard Ave	2L	4L	4.30		\$11,959
Wickler Rd	Summerlin Rd	Self Cypress Lake Dr	2L	4L	2.25		\$6,837
Wunderbill Dr	Wanda Edge Play	Orca Beach Rd	2L	4L	1.00		\$2,536

This table does not imply a commitment on the part of this jurisdiction to complete the projects listed for it.

Subtotal:		\$414,052
FINANCIAL RESOURCES (05/06-12/20):		
From established sources:	\$365,416	
New toll revenue bonds:	\$52,200	
Total financial resources:	\$417,616	
BALANCE AVAILABLE FOR OTHER COUNTY PROJECTS (UNFUNDED):	\$3,664	
GRAND TOTAL:		\$1,081,381



Existing & Committed Roads

- 2 Lanes
- 3 Lanes (2+1 Lanes)
- 4 Lanes
- 6 Lanes
- 8 Lanes

Financially Feasible Improvements

- New Interchanges
- 2 Lanes
- 3 Lanes (2+1 Lanes)
- 3 Lanes (One Way)
- 4 Lanes
- 5 Lanes (3+2 Lanes)
- 6 Lanes
- 7 Lanes (4+3 Lanes)
- 8 Lanes

Overpass

* Interchange Improvements

Future Corridor Evaluation

- The lines on the plan represent only the general routes. Specific segments will be determined through corridor and design studies.
- NOTES APPLYING TO SPECIFIC IMPROVEMENTS**
- 1 No access should be provided to these roads east of I-75, south of Corkscrew Road, and north of the Marco Springs city limits.
 - 2 The feasibility and alignment of these roads should be determined through studies that adequately address their growth management and environmental impacts, including their secondary and cumulative effects on wildlife, wetlands, and water management. Extending State Lane should be evaluated as an alternative to extending Corkscrew Road east of I-75.
 - 3 A 4 lane toll expressway, open to transporter users only, with no access points on tolls, is to be constructed when the median of Colonial Boulevard from west of Winkler Avenue to east of Trestle Avenue.

0 3 6 9 12 Miles

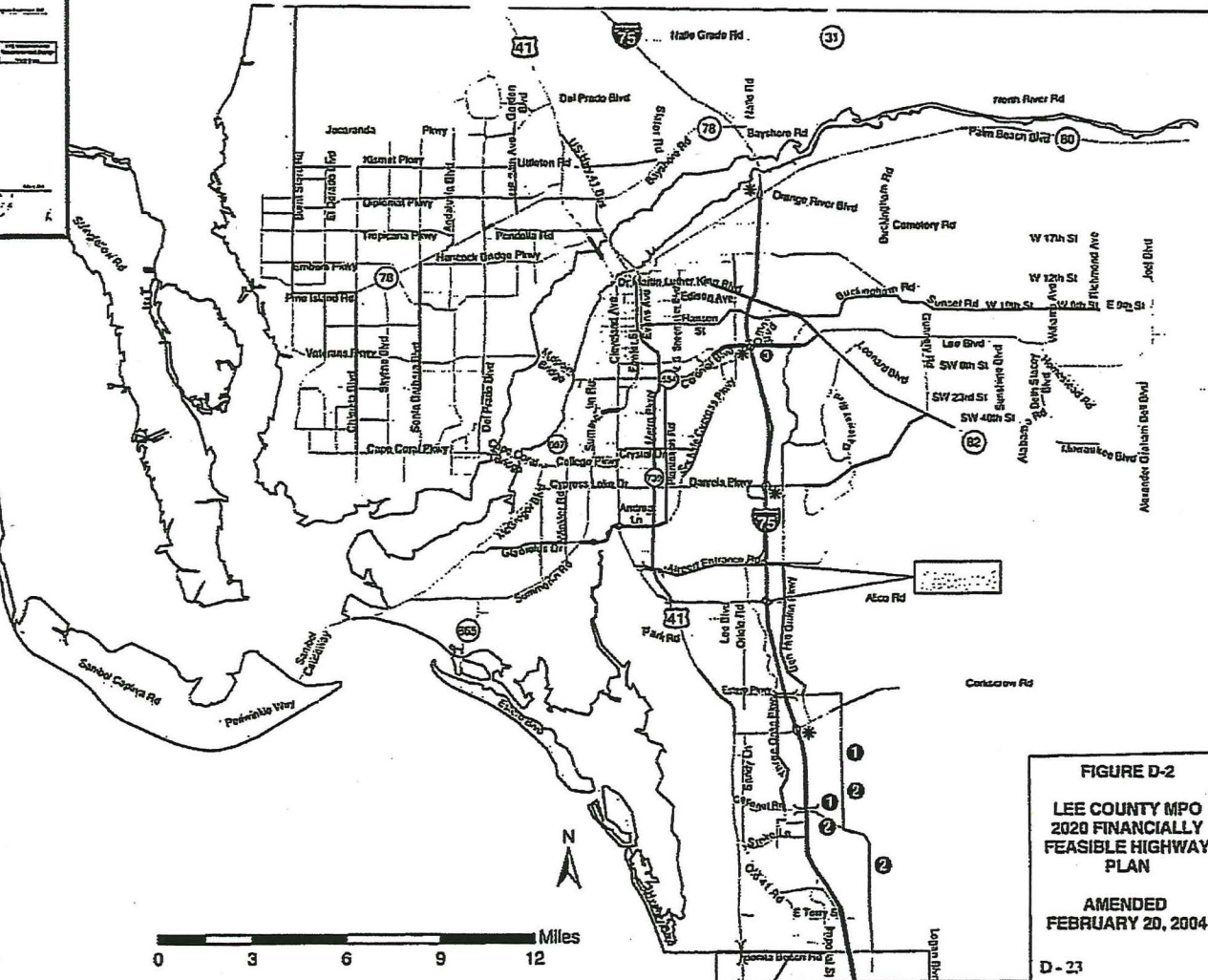
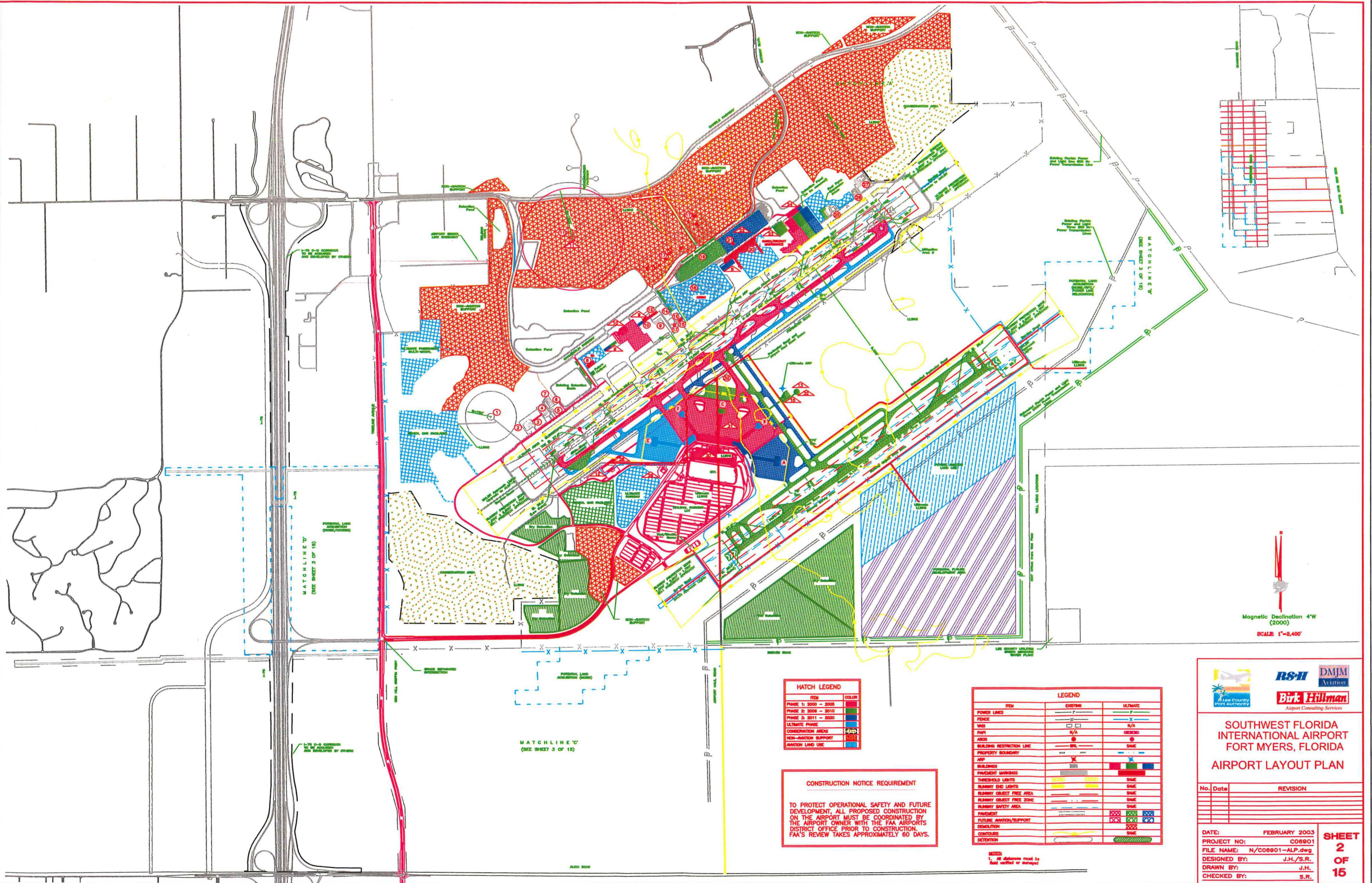


FIGURE D-2

LEE COUNTY MPO
2020 FINANCIALLY
FEASIBLE HIGHWAY
PLAN

AMENDED
FEBRUARY 20, 2004



Magnetic Declination 4°W
(2000)
SCALE: 1"=2,400'

HATCH LEGEND		
ITEM	COLOR	
PHASE 1: 2000 - 2008	Red	
PHASE 2: 2008 - 2010	Blue	
PHASE 3: 2011 - 2020	Green	
ULTIMATE PHASE	Yellow	
CONSERVATION AREA	Light Green	
NON-AVIATION SUPPORT	Light Blue	
AVIATION LAND USE	Light Yellow	

CONSTRUCTION NOTICE REQUIREMENT

TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH THE FAA AIRPORTS DISTRICT OFFICE PRIOR TO CONSTRUCTION. FAA'S REVIEW TAKES APPROXIMATELY 60 DAYS.

LEGEND		
ITEM	EXISTING	ULTIMATE
POWER LINES	— P —	— P —
FENCE	— X —	— X —
WALL	— A —	— A —
WALL	— A —	— A —
AVIATION RESTRICTION LINE	— R —	— R —
PROPERTY BOUNDARY	— B —	— B —
AVIATION	— A —	— A —
CONSERVATION	— C —	— C —
PHASE 1: 2000 - 2008	— P —	— P —
PHASE 2: 2008 - 2010	— B —	— B —
PHASE 3: 2011 - 2020	— G —	— G —
ULTIMATE PHASE	— Y —	— Y —
CONSERVATION AREA	— LG —	— LG —
NON-AVIATION SUPPORT	— LB —	— LB —
AVIATION LAND USE	— LY —	— LY —

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

No.	Date	REVISION

DATE: FEBRUARY 2003
PROJECT NO: C06901
FILE NAME: N/C06901-ALP.dwg
DESIGNED BY: J.H./S.R.
DRAWN BY: J.H.
CHECKED BY: S.R.

**SHEET
2
OF
15**



U.S. Department
of Transportation
Federal Aviation
Administration

ORLANDO AIRPORTS DISTRICT OFFICE
5950 Hazeltine National Dr., Suite 400
Orlando, Florida 32822-5024
Phone: (407) 812-6331 Fax: (407) 812-6978

April 14, 2004

Mr. Robert M. Ball, A.A.E.
Executive Director
Lee County Port Authority
16000 Chamberlin Parkway
Suite 8671
Fort Myers, Florida 33913-8899

Dear Mr. Ball:

RE: Southwest Florida International Airport; Fort Myers, Florida
Master Plan Acceptance and ALP Approval

The Federal Aviation Administration (FAA) accepts your Airport Master Plan and conditionally approves your Airport Layout Plan (ALP) dated March 2004 for Southwest Florida International Airport with the exception of the following items of development, which were unconditionally approved in accordance with the Finding of No Significant Impact dated March 10, 1994:

Construction of a 9,100 foot runway with an associated midfield development area, navigational aids, terminal access roadways, taxiways, marking, lighting, drainage and flood control systems, additional airport support service facilities (ATCT, ARFF, etc.), and land acquisition, necessary for the runway, midfield development complex, and related mitigation areas.

FAA approval of your ALP means that all existing and proposed airport development shown on the plan meets current FAA airport design standards or a currently approved modification of the design standards that provide an acceptable level of safety at your airport. It also means that we find the proposed airport development shown on the plan useful and efficient. However, our approval does not represent a commitment to provide federal financial assistance to implement any development or air navigation facilities shown on the plan, nor does it mean that we find funding of the proposed airport development justified.

FAA acceptance of your Airport Master Plan means that it complies with the scope of work. The contents of your Airport Master Plan reflect the views of the Lee County Port Authority, which is responsible for the facts and accuracy of the data presented. As with

the ALP approval, acceptance of your Airport Master Plan does not represent a commitment to provide federal financial assistance to implement any development or air navigation facilities shown on the plan, nor does it mean that we find funding of the proposed airport development justified.

Please note that the Airport Master Plan forecast is not within 10 percent of FAA's Terminal Area Forecast (TAF). The justification for the forecast in the Airport Master Plan report does not support a revision of the TAF. Therefore, please understand that FAA's future decisions regarding federal funding of development on your airport will be based on the TAF rather than the Airport Master Plan forecast.

Please be aware that you are required to notify this office at least 60 days prior to the start of construction of any facilities on the airport. Also, this conditional ALP approval does not constitute airspace approval for aircraft parking aprons or structures. Prior to the start of construction of these facilities, you must submit proper notification to our office and receive FAA airspace approval.

We look forward to working with you in the continued development of your airport.

Sincerely,

Signature
Bart Vernace, P.E.
Assistant Manager

Enclosure (1 ALP)

cc:

ASO-520 (with 1 ALP)
ATL-FPO (with 2 ALPs)
ASO-472 (with 1 ALP)
ASO-620 (with 1 ALP)
FDOT/1
Steven Ritter, ESA

ORL-623:Jbrown:alb:4/15/04

P:/Juan/rsu dated alp.doc



Florida Department of Transportation

JED BUSH
GOVERNOR

JOSE ABREU
SECRETARY

May 7, 2004

Ms. Juliet Iglesias
Lee County Port Authority
16000 Chamberlin Parkway
Ft. Myers, FL 33913-8899

Re: FM: 206603-1-94-01 Southwest Florida International Airport Master Plan

Dear Ms. Iglesias:

We have reviewed the Southwest Florida International Airport Master Plan Update and ALP. It has been determined to be in substantial compliance with the FDOT Guidebook for Airport Master Planning and is approved for use.

Sincerely,

A handwritten signature in ink, appearing to read "Terry W. Beacham".
Terry W. Beacham
Aviation/Intermodal Agency Liaison

TWB/twb

cc: Wayne L. Chewning, Aviation/Intermodal Administrator

District One, Public Transportation Office
801 North Broadway Avenue*Post Office Box 1249*Bartow, FL 33831-1249
(863)519-2300*(863)534-7172*MS 1-39

POST OFFICE BOX 3456
NORTH FORT MYERS, FL 33918-3455

Ph. (239) 656-7720 Suncom 749-7720
Fax (239) 656-7724 Sunfax 749-7724
E-Mail: mpo@swfpc.org

Lee County Electric Co-op Building, 4th floor, 4980 Bayline Drive, 33917

April 12, 2004

Bill Horner
Southwest Florida International Airport
16000 Chamberlin Parkway, Suite 8671
Fort Myers, FL 33913-8899

RE: Airport-generated trips in the MPO's travel demand model

Dear Bill:

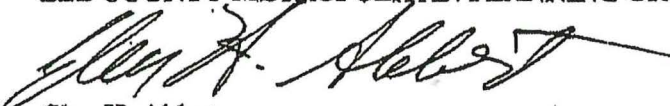
Federal and state law created metropolitan planning organizations (MPOs) to be multimodal transportation planning agencies, and particularly stress that they must plan for efficient connections among the various transportation modes, including shipping and aviation. Recognizing the fundamental importance of the Southwest Florida International Airport to this region's economy, the Lee County MPO's long range transportation plan treats it as a crucial intermodal facility that is an integral part of the region's transportation system. Since aviation system and facility planning are not part of the metropolitan transportation planning process under the state and federal laws governing aviation and MPOs, the Lee County MPO treats the airport master plan for Southwest Florida International Airport and its forecast of aviation activity as givens that the MPO's transportation plan is obliged to accommodate by planning for the most efficient access to the airport, considering financial, environmental, and community impact constraints. The MPO plan includes a number of projects particularly intended to facilitate access to the new midfield terminal, although the plan does count on winning state and federal discretionary funding in order to implement some of these projects.

We have verified that the forecasts of average daily peak season trip generation by Southwest Florida International Airport in 2010 and 2020 that the Lee County MPO used in the travel demand modeling upon which the MPO's long range transportation plan was based were consistent with those in the Lee County Port Authority's comprehensive plan amendment.

Since Southwest Florida International Airport is a uniquely regional generator, the Lee County MPO's travel model distributes airport trips separately from other trips rather than with the gravity model algorithm used for other internal trips. The airport trips are distributed based on the population and number of hotel/motel units forecast for each traffic analysis zone (TAZ) among all the TAZs in the modeling area, which includes all of Lee and Charlotte Counties lying southeast of Charlotte Harbor and the Peace River, plus Collier County south to the intersection of US 41 and SR 951 and east to the interchange of I 75 with SR 29. The distributed airport trips are then preloaded into the model and assigned to the road network before other trips.

Sincerely,

LEE COUNTY METROPOLITAN PLANNING ORGANIZATION


Glen H. Ahlert
MPO Staff Director

cc: Matt Noble, Lee County Planning Department





U.S. Department
of Transportation

Federal Aviation
Administration

Advisory Circular

Subject: HAZARDOUS WILDLIFE ATTRACTANTS ON
OR NEAR AIRPORTS

Date: 5/1/97

AC No: 150/5200-33

Initiated by:

Change:

AAS-310 and APP-600

1. PURPOSE. This advisory circular (AC) provides guidance on locating certain land uses having the potential to attract hazardous wildlife to or in the vicinity of public-use airports. It also provides guidance concerning the placement of new airport development projects (including airport construction, expansion, and renovation) pertaining to aircraft movement in the vicinity of hazardous wildlife attractants. Appendix 1 provides definitions of terms used in this AC.

2. APPLICATION. The standards, practices, and suggestions contained in this AC are recommended by the Federal Aviation Administration (FAA) for use by the operators and sponsors of all public-use airports. In addition, the standards, practices, and suggestions contained in this AC are recommended by the FAA as guidance for land use planners, operators, and developers of projects, facilities, and activities on or near airports.

3. BACKGROUND. Populations of many species of wildlife have increased markedly in the

last few years. Some of these species are able to adapt to human-made environments, such as exist on and around airports. The increase in wildlife populations, the use of larger turbine engines, the increased use of twin-engine aircraft, and the increase in air-traffic, all combine to increase the risk, frequency, and potential severity of wildlife-aircraft collisions.

Most public-use airports have large tracts of open, unimproved land that are desirable for added margins of safety and noise mitigation. These areas can present potential hazards to aviation because they often attract hazardous wildlife. During the past century, wildlife-aircraft strikes have resulted in the loss of hundreds of lives world-wide, as well as billions of dollars worth of aircraft damage. Hazardous wildlife attractants near airports could jeopardize future airport expansion because of safety considerations.

DAVID L. BENNETT
Director, Office of Airport Safety and Standards

SECTION 1. HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS.

1-1. TYPES OF HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS.

Human-made or natural areas, such as poorly-drained areas, retention ponds, roosting habitats on buildings, landscaping, putrescible-waste disposal operations, wastewater treatment plants, agricultural or aquacultural activities, surface mining, or wetlands, may be used by wildlife for escape, feeding, loafing, or reproduction. Wildlife use of areas within an airport's approach or departure airspace, aircraft movement areas, loading ramps, or aircraft parking areas may cause conditions hazardous to aircraft safety.

All species of wildlife can pose a threat to aircraft safety. However, some species are more commonly involved in aircraft strikes than others. Table 1 lists the wildlife groups commonly reported as being involved in damaging strikes to U.S. aircraft from 1993 to 1995.

Table 1. Wildlife Groups Involved in Damaging Strikes to Civilian Aircraft, USA, 1993-1995.

Wildlife Groups	Percent involvement in reported damaging strikes
Gulls	28
Waterfowl	28
Raptors	11
Doves	6
Vultures	5
Blackbirds-	5
Starlings	
Corvids	3
Wading birds	3
Deer	11
Canids	1

1-2. LAND USE PRACTICES. Land use practices that attract or sustain hazardous wildlife populations on or near airports can significantly increase the potential for wildlife-aircraft collisions. FAA recommends against land use practices, within the siting criteria stated in 1-3, that attract or sustain populations of hazardous wildlife within the vicinity of airports or cause movement of hazardous wildlife onto, into, or across the approach or departure airspace, aircraft movement area, loading ramps, or aircraft parking area of airports.

Airport operators, sponsors, planners, and land use developers should consider whether proposed land uses, including new airport development projects, would increase the wildlife hazard. Caution should be exercised to ensure that land use practices on or near airports do not enhance the attractiveness of the area to hazardous wildlife.

1-3. SITING CRITERIA. FAA recommends separations when siting any of the wildlife attractants mentioned in Section 2 or when planning new airport development projects to accommodate aircraft movement. The distance between an airport's aircraft movement areas, loading ramps, or aircraft parking areas and the wildlife attractant should be as follows:

a. Airports serving piston-powered aircraft. A distance of 5,000 feet is recommended.

b. Airports serving turbine-powered aircraft. A distance of 10,000 feet is recommended.

c. Approach or Departure airspace. A distance of 5 statute miles is recommended, if the wildlife attractant may cause hazardous wildlife movement into or across the approach or departure airspace.

SECTION 2. LAND USES THAT ARE INCOMPATIBLE WITH SAFE AIRPORT OPERATIONS.

2-1. GENERAL. The wildlife species and the size of the populations attracted to the airport environment are highly variable and may depend on several factors, including land-use practices on or near the airport. It is important to identify those land use practices in the airport area that attract hazardous wildlife. This section discusses land use practices known to threaten aviation safety.

2-2. PUTRESCIBLE-WASTE DISPOSAL OPERATIONS. Putrescible-waste disposal operations are known to attract large numbers of wildlife that are hazardous to aircraft. Because of this, these operations, when located within the separations identified in the siting criteria in 1-3 are considered incompatible with safe airport operations.

FAA recommends against locating putrescible-waste disposal operations inside the separations identified in the siting criteria mentioned above. FAA also recommends against new airport development projects that would increase the number of aircraft operations or that would accommodate larger or faster aircraft, near putrescible-waste disposal operations located within the separations identified in the siting criteria in 1-3.

2-3. WASTEWATER TREATMENT FACILITIES. Wastewater treatment facilities and associated settling ponds often attract large numbers of wildlife that can pose a threat to aircraft safety when they are located on or near an airport.

a. New wastewater treatment facilities. FAA recommends against the construction of new wastewater treatment facilities or associated settling ponds within the separations identified in the siting criteria in 1-3. During the siting analysis for wastewater treatment facilities, the potential to attract hazardous wildlife should be considered if an airport is in the vicinity of a proposed site. Airport operators should voice their opposition to such sitings. In addition, they should consider the existence of wastewater treatment facilities when evaluating proposed sites for new airport development projects and avoid such sites when practicable.

b. Existing wastewater treatment facilities. FAA recommends correcting any wildlife hazards arising from existing wastewater treatment facilities located on or near airports without delay, using appropriate wildlife hazard mitigation techniques. Accordingly, measures to minimize hazardous wildlife attraction should be developed in consultation with a wildlife damage management biologist. FAA recommends that wastewater treatment facility operators incorporate appropriate wildlife hazard mitigation techniques into their operating practices. Airport operators also should encourage those operators to incorporate these mitigation techniques in their operating practices.

c. Artificial marshes. Waste-water treatment facilities may create artificial marshes and use submergent and emergent aquatic vegetation as natural filters. These artificial marshes may be used by some species of flocking birds, such as blackbirds and waterfowl, for breeding or roosting activities. FAA recommends against establishing artificial marshes within the separations identified in the siting criteria stated in 1-3.

d. Wastewater discharge and sludge disposal. FAA recommends against the discharge of wastewater or sludge on airport property. Regular spraying of wastewater or sludge disposal on unpaved areas may improve soil moisture and quality. The resultant turf growth requires more frequent mowing, which in turn may mutilate or flush insects or small animals and produce straw. The maimed or flushed organisms and the straw can attract hazardous wildlife and jeopardize aviation safety. In addition, the improved turf may attract grazing wildlife such as deer and geese.

Problems may also occur when discharges saturate unpaved airport areas. The resultant soft, muddy conditions can severely restrict or prevent emergency vehicles from reaching accident sites in a timely manner.

e. Underwater waste discharges. The underwater discharge of any food waste, e.g., fish processing offal, that could attract scavenging wildlife is not recommended within the separations identified in the siting criteria in 1-3.

2-4. WETLANDS.**a. Wetlands on or near Airports.**

(1) **Existing Airports.** Normally, wetlands are attractive to many wildlife species. Airport operators with wetlands located on or nearby airport property should be alert to any wildlife use or habitat changes in these areas that could affect safe aircraft operations.

(2) **Airport Development.** When practicable, the FAA recommends siting new airports using the separations identified in the siting criteria in 1-3. Where alternative sites are not practicable or when expanding existing airports in or near wetlands, the wildlife hazards should be evaluated and minimized through a wildlife management plan prepared by a wildlife damage management biologist, in consultation with the U.S. Fish and Wildlife Service (USFWS) and the U.S. Army Corps of Engineers (COE).

NOTE: If questions exist as to whether or not an area would qualify as a wetland, contact the U.S. Army COE, the Natural Resource Conservation Service, or a wetland consultant certified to delineate wetlands.

b. Wetland mitigation. Mitigation may be necessary when unavoidable wetland disturbances result from new airport development projects. Wetland mitigation should be designed so it does not create a wildlife hazard.

(1) FAA recommends that wetland mitigation projects that may attract hazardous wildlife be sited outside of the separations

identified in the siting criteria in 1-3. Wetland mitigation banks meeting these siting criteria offer an ecologically sound approach to mitigation in these situations.

(2) Exceptions to locating mitigation activities outside the separations identified in the siting criteria in 1-3 may be considered if the affected wetlands provide unique ecological functions, such as critical habitat for threatened or endangered species or ground water recharge. Such mitigation must be compatible with safe airport operations. Enhancing such mitigation areas to attract hazardous wildlife should be avoided. On-site mitigation plans may be reviewed by the FAA to determine compatibility with safe airport operations.

(3) Wetland mitigation projects that are needed to protect unique wetland functions (see 2-4.b.(2)), and that must be located in the siting criteria in 1-3 should be identified and evaluated by a wildlife damage management biologist before implementing the mitigation. A wildlife damage management plan should be developed to reduce the wildlife hazards.

NOTE: AC 150/5000-3, *Address List for Regional Airports Division and Airports District/Field Offices*, provides information on the location of these offices.

2-5. DREDGE SPOIL CONTAINMENT AREAS. FAA recommends against locating dredge spoil containment areas within the separations identified in the siting criteria in 1-3, if the spoil contains material that would attract hazardous wildlife.

SECTION 3. LAND USES THAT MAY BE COMPATIBLE WITH SAFE AIRPORT OPERATIONS.

3-1. GENERAL. Even though they may, under certain circumstances, attract hazardous wildlife, the land use practices discussed in this section have flexibility regarding their location or operation and may even be under the airport operator's or sponsor's control. In general, the FAA does not consider the activities discussed below as hazardous to aviation if there is no apparent attraction to hazardous wildlife, or wildlife hazard mitigation techniques are implemented to deal effectively with any wildlife hazard that may arise.

3-2. ENCLOSED WASTE FACILITIES. Enclosed trash transfer stations or enclosed waste handling facilities that receive garbage indoors; process it via compaction, incineration, or similar manner; and remove all residue by enclosed vehicles, generally would be compatible, from a wildlife perspective, with safe airport operations, provided they are not located on airport property or within the runway protection zone (RPZ). No putrescible-waste should be handled or stored outside at any time, for any reason, or in a partially enclosed structure accessible to hazardous wildlife.

Partially enclosed operations that accept putrescible-waste are considered to be incompatible with safe airport operations. FAA recommends these operations occur outside the separations identified in the siting criteria in 1-3.

3-3. RECYCLING CENTERS. Recycling centers that accept previously sorted, non-food items such as glass, newspaper, cardboard, or aluminum are, in most cases, not attractive to hazardous wildlife.

3-4. COMPOSTING OPERATIONS ON AIRPORTS. FAA recommends against locating composting operations on airports. However, when they are located on an airport, composting operations should not be located closer than the greater of the following distances: 1,200 feet from any aircraft movement area, loading ramp, or aircraft parking space; or the distance called for by airport design requirements. This spacing is intended to prevent material, personnel, or equipment from penetrating any Obstacle Free Area (OFA), Obstacle Free Zone (OFZ), Threshold Siting Surface (TSS), or Clearway (see AC 150/5300-13, *Airport Design*). On-airport disposal of compost by-products is not recommended for the reasons stated in 2-3.d.

a. Composition of material handled. Components of the compost should never include any municipal solid waste. Non-food waste such as leaves, lawn clippings, branches, and twigs generally are not considered a wildlife attractant. Sewage sludge, wood-chips, and similar material are not municipal solid wastes and may be used as compost bulking agents.

b. Monitoring on-airport composting operations. If composting operations are to be located on airport property, FAA recommends that the airport operator monitor composting operations to ensure that steam or thermal rise does not affect air traffic in any way. Discarded leaf disposal bags or other debris must not be allowed to blow onto any active airport area. Also, the airport operator should reserve the right to stop any operation that creates unsafe, undesirable, or incompatible conditions at the airport.

3-5. ASH DISPOSAL. Fly ash from resource recovery facilities that are fired by municipal solid waste, coal, or wood, is generally considered not to be a wildlife attractant because it contains no putrescible matter. FAA generally does not consider landfills accepting only fly ash to be wildlife attractants, if those landfills: are maintained in an orderly manner; admit no putrescible-waste of any kind; and are not co-located with other disposal operations.

Since varying degrees of waste consumption are associated with general incineration, FAA classifies the ash from general incinerators as a regular waste disposal by-product and, therefore, a hazardous wildlife attractant.

3-6. CONSTRUCTION AND DEMOLITION (C&D) DEBRIS LANDFILLS. C&D debris (Class IV) landfills have visual and operational characteristics similar to putrescible-waste disposal sites. When co-located with putrescible-waste disposal operations, the probability of hazardous wildlife attraction to C&D landfills increases because of the similarities between these disposal activities.

FAA generally does not consider C&D landfills to be hazardous wildlife attractants, if those landfills: are maintained in an orderly manner; admit no putrescible-waste of any kind; and are not co-located with other disposal operations.

3-7. WATER DETENTION OR RETENTION PONDS. The movement of storm water away from runways, taxiways, and aprons is a normal function on most airports and is necessary for safe aircraft operations. Detention ponds hold storm water for short periods, while retention ponds hold water indefinitely. Both types of ponds control runoff, protect water quality, and can attract hazardous wildlife. Retention ponds are more attractive to hazardous wildlife than detention ponds because they provide a more reliable water source.

To facilitate hazardous wildlife control, FAA recommends using steep-sided, narrow, linearly-shaped, rip-rap lined, water detention basins rather than retention basins. When possible, these ponds should be placed away from aircraft movement areas to minimize aircraft-wildlife interactions. All vegetation in or around detention or retention basins that provide food or cover for hazardous wildlife should be eliminated.

If soil conditions and other requirements allow, FAA encourages the use of underground storm water infiltration systems, such as French drains or buried rock fields, because they are less attractive to wildlife.

3-8. LANDSCAPING. Wildlife attraction to landscaping may vary by geographic location. FAA recommends that airport operators approach landscaping with caution and confine it to airport areas not associated with aircraft movements. All landscaping plans should be reviewed by a wildlife damage management biologist. Landscaped areas should be monitored on a continuing basis for the presence of hazardous wildlife. If hazardous wildlife is detected, corrective actions should be implemented immediately.

3-9. GOLF COURSES. Golf courses may be beneficial to airports because they provide open space that can be used for noise mitigation or by aircraft during an emergency. On-airport golf courses may also be a concurrent use that provides income to the airport.

Because of operational and monetary benefits, golf courses are often deemed compatible land uses on or near airports. However, waterfowl (especially Canada geese) and some species of gulls are attracted to the large, grassy areas and open water found on most golf courses. Because waterfowl and gulls occur throughout the U.S., FAA recommends that airport operators exercise caution and consult with a wildlife damage management biologist when considering proposals for golf

course construction or expansion on or near airports. Golf courses should be monitored on a continuing basis for the presence of hazardous wildlife. If hazardous wildlife is detected, corrective actions should be implemented immediately.

3-10. AGRICULTURAL CROPS. As noted above, airport operators often promote revenue-generating activities to supplement an airport's financial viability. A common concurrent use is agricultural crop production. Such use may create potential hazards to aircraft by attracting wildlife. Any proposed on-airport agricultural operations should be reviewed by a wildlife damage management biologist. FAA generally does not object to agricultural crop production on airports when: wildlife hazards are not predicted; the guidelines for the airport areas specified in 3-10.a-f. are observed; and the agricultural operation is closely monitored by the airport operator or sponsor to ensure that hazardous wildlife are not attracted.

NOTE: If wildlife becomes a problem due to on-airport agricultural operations, FAA recommends undertaking the remedial actions described in 3-10.f.

a. Agricultural activities adjacent to runways. To ensure safe, efficient aircraft operations, FAA recommends that no agricultural activities be conducted in the Runway Safety Area (RSA), OFA, and the OFZ (see AC 150/5300-13).

b. Agricultural activities in areas requiring minimum object clearances. Restricting agricultural operations to areas outside the RSA, OFA, OFZ, and Runway Visibility Zone (RVZ) (see AC 150/5300-13) will normally provide the minimum object clearances required by FAA's airport design standards. FAA recommends that farming operations not be permitted within areas critical to the proper operation of localizers, glide slope indicators, or other visual or electronic navigational aids. Determinations of minimal areas that must be kept free of farming operations should be made on a case-by-case basis. If navigational aids are present, farm leases for on-airport agricultural activities should be coordinated with FAA's Airway Facilities Division, in accordance with FAA Order 6750.16, *Siting Criteria for Instrument Landing Systems*.

NOTE: Crop restriction lines conforming to the dimensions set forth in Table 2 will normally provide the minimum object clearance required by

FAA airport design standards. The presence of navigational aids may require expansion of the restricted area.

c. Agricultural activities within an airport's approach areas. The RSA, OFA, and OFZ all extend beyond the runway shoulder and into the approach area by varying distances. The OFA normally extends the farthest and is usually the controlling surface. However, for some runways, the TSS (see AC 150/5300-13, Appendix 2) may be more controlling than the OFA. The TSS may not be penetrated by any object. The minimum distances shown in Table 2 are intended to prevent penetration of the OFA, OFZ, or TSS by crops or farm machinery.

NOTE: Threshold Siting standards should not be confused with the approach areas described in Title 14, Code of Federal Regulations, Part 77, (14 CFR 77), *Objects Affecting Navigable Airspace*

d. Agricultural activities between intersecting runways. FAA recommends that no agricultural activities be permitted within the RVZ. If the terrain is sufficiently below the runway elevation, some types of crops and equipment may be acceptable. Specific determinations of what is permissible in this area requires topographical data. For example, if the terrain within the RVZ is level with the runway ends, farm machinery or crops may interfere with a pilot's line-of-sight in the RVZ.

e. Agricultural activities in areas adjacent to taxiways and aprons. Farming activities should not be permitted within a taxiway's OFA. The outer portions of aprons are frequently used as a taxilane and farming operations should not be permitted within the OFA. Farming operations should not be permitted between runways and parallel taxiways.

f. Remedial actions for problematic agricultural activities. If a problem with hazardous wildlife develops, FAA recommends that a professional wildlife damage management biologist be contacted and an on-site inspection be conducted. The biologist should be requested to determine the source of the hazardous wildlife attraction and suggest remedial action. Regardless of the source of the attraction, prompt remedial actions to protect aviation safety are recommended. The remedial actions may range from choosing another crop or farming technique to complete termination of the agricultural operation.

Whenever on-airport agricultural operations are stopped due to wildlife hazards or annual harvest, FAA recommends plowing under all crop residue and harrowing the surface area smooth. This will reduce or eliminate the area's attractiveness to foraging wildlife. FAA recommends that this requirement be written into all on-airport farm use contracts and clearly understood by the lessee.

Table 2. Minimum Distances Between Certain Airport Features And Any On-Airport Agriculture Crops.

Aircraft Approach Category And Design Group ¹	Distance In Feet From Runway Centerline To Crop		Distance In Feet From Runway End To Crop		Distance In Feet From Centerline Of Taxiway To Crop	Distance In Feet From Edge Of Apron To Crop
	Visual & ≥ ¼ mile	< ¼ mile	Visual & ≥ ¼ mile	< ¼ mile		
Category A & B Aircraft						
Group I	200 ²	400	300 ³	600	45	40
Group II	250	400	400 ³	600	66	58
Group III	400	400	600	800	93	81
Group IV	400	400	1,000	1,000	130	113
Category C, D & E Aircraft						
Group I	530 ³	575 ³	1,000	1,000	45	40
Group II	530 ³	575 ³	1,000	1,000	66	58
Group III	530 ³	575 ³	1,000	1,000	93	81
Group IV	530 ³	575 ³	1,000	1,000	130	113
Group V	530 ³	575 ³	1,000	1,000	160	138
Group VI	530 ³	575 ³	1,000	1,000	193	167

1. Design Groups are based on wing span, and Category depends on approach speed of the aircraft.

Group I: Wing span up to 49 ft.

Category A:

Speed less than 91 knots

Group II: Wing span 49 ft. up to 78 ft.

Category B:

Speed 91 knots up to 120 knots

Group III: Wing span 79 ft. up to 117 ft.

Category C:

Speed 121 knots up to 140 knots

Group IV: Wing span 118 ft. up to 170 ft.

Category D:

Speed 141 knots up to 165 knots

Group V: Wing span 171 ft. up to 213 ft.

Category E:

Speed 166 knots or more

Group VI: Wing span 214 ft. up to 261 ft.

2. If the runway will only serve small airplanes (12,500 lb. and under) in Design Group I, this dimension may be reduced to 125 feet; however, this dimension should be increased where necessary to accommodate visual navigational aids that may be installed. For example farming operations should not be allowed within 25 feet of a Precision Approach Path Indicator (PAPI) light box.

3. These dimensions reflect the TSS as defined in AC 150/5300-13, Appendix 2. The TSS cannot be penetrated by any object. Under these conditions, the TSS is more restrictive than the OFA, and the dimensions shown here are to prevent penetration of the TSS by crops and farm machinery.

SECTION 4. NOTIFICATION OF FAA ABOUT HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AN AIRPORT.

4-1. GENERAL. Airport operators, land developers, and owners should notify the FAA in writing of known or reasonably foreseeable land use practices on or near airports that either attract or may attract hazardous wildlife. This section discusses those notification procedures.

4-2. NOTIFICATION REQUIREMENTS FOR WASTE DISPOSAL SITE OPERATIONS. The Environmental Protection Agency (EPA) requires any operator proposing a new or expanded waste disposal operation within 5 statute miles of a runway end to notify the appropriate FAA Regional Airports Division Office and the airport operator of the proposal (40 CFR 258, *Criteria for Municipal Solid Waste Landfills*, section 258.10, *Airport Safety*). The EPA also requires owners or operators of new municipal solid waste landfill (MSWLF) units, or lateral expansions of existing MSWLF units that are located within 10,000 feet of any airport runway end used by turbojet aircraft or within 5,000 feet of any airport runway end used only by piston-type aircraft, to demonstrate successfully that such units are not hazards to aircraft.

a. Timing of Notification. When new or expanded MSWLFs are being proposed near airports, MSWLF operators should notify the airport operator and the FAA of this as early as possible pursuant to 40 CFR Part 258. Airport operators should encourage the MSWLF operators to provide notification as early as possible.

NOTE: AC 150/5000-3 provides information on these FAA offices.

b. Putrescible-Waste Facilities. In their effort to satisfy the EPA requirement, some putrescible-waste facility proponents may offer to undertake experimental measures to demonstrate that their proposed facility will not be a hazard to aircraft. To date, the ability to sustain a reduction in the numbers of hazardous wildlife to levels that existed before a putrescible-waste landfill began operating has not been successfully demonstrated. For this reason, demonstrations of experimental wildlife control measures should not be conducted in active aircraft operations areas.

c. Other Waste Facilities. To claim successfully that a waste handling facility sited within the separations identified in the siting criteria in 1-3

does not attract hazardous wildlife and does not threaten aviation, the developer must establish convincingly that the facility will not handle putrescible material other than that as outlined in 3-2. FAA requests that waste site developers provide a copy of an official permit request verifying that the facility will not handle putrescible material other than that as outlined in 3-2. FAA will use this information to determine if the facility will be a hazard to aviation.

4-3. NOTIFYING FAA ABOUT OTHER WILDLIFE ATTRACTANTS. While U. S. EPA regulations require landfill owners to provide notification, no similar regulations require notifying FAA about changes in other land use practices that can create hazardous wildlife attractants. Although it is not required by regulation, FAA requests those proposing land use changes such as those discussed in 2-3, 2-4, and 2-5 to provide similar notice to the FAA as early in the development process as possible. Airport operators that become aware of such proposed development in the vicinity of their airports should also notify the FAA. The notification process gives the FAA an opportunity to evaluate the effect of a particular land use change on aviation safety.

The land use operator or project proponent may use FAA Form 7460-1, *Notice of Proposed Construction or Alteration*, or other suitable documents to notify the appropriate FAA Regional Airports Division Office.

It is helpful if the notification includes a 15-minute quadrangle map of the area identifying the location of the proposed activity. The land use operator or project proponent should also forward specific details of the proposed land use change or operational change or expansion. In the case of solid waste landfills, the information should include the type of waste to be handled, how the waste will be processed, and final disposal methods.

4-5. FAA REVIEW OF PROPOSED LAND USE CHANGES.

a. The FAA discourages the development of facilities discussed in section 2 that will be located within the 5,000/10,000-foot criteria in 1-3.

b. For projects which are located outside the 5,000/10,000-foot criteria, but within 5 statute miles of the airport's aircraft movement areas, loading ramps, or aircraft parking areas, FAA may review development plans, proposed land use changes, operational changes, or wetland mitigation plans to determine if such changes present potential wildlife hazards to aircraft operations. Sensitive airport areas will be identified as those that lie under or next to approach or departure airspace. This brief examination should be sufficient to determine if further investigation is warranted.

c. Where further study has been conducted by a wildlife damage management biologist to evaluate a site's compatibility with airport operations, the FAA will use the study results to make its determination.

d. FAA will discourage the development of any excepted sites (see Section 3) within the criteria specified in 1-3 if a study shows that the area supports hazardous wildlife species.

4-6. AIRPORT OPERATORS. Airport operators should be aware of proposed land use changes, or modification of existing land uses, that could create hazardous wildlife attractants within the separations identified in the siting criteria in 1-3. Particular attention should be given to proposed land uses involving creation or expansion of waste water treatment facilities, development of wetland mitigation sites, or development or expansion of dredge spoil containment areas.

a. **AIP-funded airports.** FAA recommends that operators of AIP-funded airports, to the extent practicable, oppose off-airport land use changes or practices (within the separations identified in the siting criteria in 1-3) that may attract hazardous wildlife. Failure to do so could place the airport operator or sponsor in noncompliance with applicable grant assurances.

FAA recommends against the placement of airport development projects pertaining to aircraft movement in the vicinity of hazardous wildlife attractants. Airport operators, sponsors, and planners should identify wildlife attractants and any associated wildlife hazards during any planning process for new airport development projects.

b. **Additional coordination.** If, after the initial review by FAA, questions remain about the existence of a wildlife hazard near an airport, the airport operator or sponsor should consult a wildlife damage management biologist. Such questions may be triggered by a history of wildlife strikes at the airport or the proximity of the airport to a wildlife refuge, body of water, or similar feature known to attract wildlife.

c. **Specialized assistance.** If the services of a wildlife damage management biologist are required, FAA recommends that land use developers or the airport operator contact the appropriate state director of the United States Department of Agriculture/Animal Damage Control (USDA/ADC), or a consultant specializing in wildlife damage management. Telephone numbers for the respective USDA/ADC state offices may be obtained by contacting USDA/ADC's Operational Support Staff, 4700 River Road, Unit 87, Riverdale, MD, 20737-1234, Telephone (301) 734-7921, Fax (301) 734-5157. The ADC biologist or consultant should be requested to identify and quantify wildlife common to the area and evaluate the potential wildlife hazards.

d. **Notifying airmen.** If an existing land use practice creates a wildlife hazard, and the land use practice or wildlife hazard cannot be immediately eliminated, the airport operator should issue a Notice to Airmen (NOTAM) and encourage the land owner or manager to take steps to control the wildlife hazard and minimize further attraction.

APPENDIX 1. DEFINITIONS OF TERMS USED IN THIS ADVISORY CIRCULAR.

1. GENERAL. This appendix provides definitions of terms used throughout this AC.

a. Aircraft movement area. The runways, taxiways, and other areas of an airport which are used for taxiing or hover taxiing, air taxiing, takeoff, and landing of aircraft exclusive of loading ramps and aircraft parking areas.

b. Airport operator. The operator (private or public) or sponsor of a public use airport.

c. Approach or departure airspace. The airspace, within 5 statute miles of an airport, through which aircraft move during landing or takeoff.

d. Concurrent use. Aeronautical property used for compatible non-aviation purposes while at the same time serving the primary purpose for which it was acquired; and the use is clearly beneficial to the airport. The concurrent use should generate revenue to be used for airport purposes (see Order 5190.6A, *Airport Compliance Requirements*, sect. 5h).

e. Fly ash. The fine, sand-like residue resulting from the complete incineration of an organic fuel source. Fly ash typically results from the combustion of coal or waste used to operate a power generating plant.

f. Hazardous wildlife. Wildlife species that are commonly associated with wildlife-aircraft strike problems, are capable of causing structural damage to airport facilities, or act as attractants to other wildlife that pose a wildlife-aircraft strike hazard.

g. Piston-use airport. Any airport that would primarily serve FIXED-WING, piston-powered aircraft. Incidental use of the airport by turbine-powered, FIXED-WING aircraft would not affect this designation. However, such aircraft should not be based at the airport.

h. Public-use airport. Any publicly owned airport or a privately-owned airport used or intended to be used for public purposes.

i. Putrescible material. Rotting organic material.

j. Putrescible-waste disposal operation. Landfills, garbage dumps, underwater waste discharges, or similar facilities where activities include processing, burying, storing, or otherwise disposing of putrescible material, trash, and refuse.

k. Runway protection zone (RPZ). An area off the runway end to enhance the protection of people and property on the ground (see AC 150/5300-13). The dimensions of this zone vary with the design aircraft, type of operation, and visibility minimum.

l. Sewage sludge. The de-watered effluent resulting from secondary or tertiary treatment of municipal sewage and/or industrial wastes, including sewage sludge as referenced in U.S. EPA's *Effluent Guidelines and Standards*, 40 C.F.R. Part 401.

m. Shoulder. An area adjacent to the edge of paved runways, taxiways, or aprons providing a transition between the pavement and the adjacent surface, support for aircraft running off the pavement, enhanced drainage, and blast protection (see AC 150/5300-13).

n. Turbine-powered aircraft. Aircraft powered by turbine engines including turbojets and turboprops but excluding turbo-shaft rotary-wing aircraft.

o. Turbine-use airport. Any airport that ROUTINELY serves FIXED-WING turbine-powered aircraft.

p. Wastewater treatment facility. Any devices and/or systems used to store, treat, recycle, or reclaim municipal sewage or liquid industrial wastes, including Publicly Owned Treatment Works (POTW), as defined by Section 212 of the Federal Water Pollution Control Act (P.L. 92-500) as amended by the Clean Water Act of 1977 (P.L. 95-576) and the Water Quality Act of 1987 (P.L. 100-4). This definition includes any pretreatment involving the reduction of the amount of pollutants, the elimination of pollutants, or the alteration of the nature of pollutant properties in wastewater prior to or in lieu of discharging or otherwise introducing such pollutants into a POTW. (See 40 C.F.R. Section 403.3 (o), (p), & (q)).

Appendix 1

q. **Wildlife.** Any wild animal, including without limitation any wild mammal, bird, reptile, fish, amphibian, mollusk, crustacean, arthropod, coelenterate, or other invertebrate, including any part, product, egg, or offspring there of (50 CFR 10.12, *Taking, Possession, Transportation, Sale, Purchase, Barter, Exportation, and Importation of Wildlife and Plants*). As used in this AC, WILDLIFE includes feral animals and domestic animals while out of the control of their owners (14 CFR 139.3, *Certification and Operations: Land Airports Serving CAB-Certificated Scheduled Air Carriers Operating Large Aircraft (Other Than Helicopters)*).

r. **Wildlife attractants.** Any human-made structure, land use practice, or human-made or natural geographic feature, that can attract or sustain hazardous wildlife within the landing or departure airspace, aircraft movement area, loading ramps, or aircraft parking areas of an airport. These attractants can include but are not limited to architectural features, landscaping, waste disposal sites, wastewater treatment facilities, agricultural or aquacultural activities, surface mining, or wetlands.

s. **Wildlife hazard.** A potential for a damaging aircraft collision with wildlife on or near an airport (14 CFR 139.3).

2. RESERVED.

**Memorandum of Agreement Between
the Federal Aviation Administration,
the U.S. Air Force,
the U.S. Army,
the U.S. Environmental Protection Agency,
the U.S. Fish and Wildlife Service, and
the U.S. Department of Agriculture
to Address Aircraft-Wildlife Strikes**

PURPOSE

The signatory agencies know the risks that aircraft-wildlife strikes pose to safe aviation.

This Memorandum of Agreement (MOA) acknowledges each signatory agency's respective missions. Through this MOA, the agencies establish procedures necessary to coordinate their missions to more effectively address existing and future environmental conditions contributing to aircraft-wildlife strikes throughout the United States. These efforts are intended to minimize wildlife risks to aviation and human safety, while protecting the Nation's valuable environmental resources.

BACKGROUND

Aircraft-wildlife strikes are the second leading causes of aviation-related fatalities. Globally, these strikes have killed over 400 people and destroyed more than 420 aircraft. While these extreme events are rare when compared to the millions of annual aircraft operations, the potential for catastrophic loss of human life resulting from one incident is substantial. The most recent accident demonstrating the grievous nature of these strikes occurred in September 1995, when a U.S. Air Force reconnaissance jet struck a flock of Canada geese during takeoff, killing all 24 people aboard.

The Federal Aviation Administration (FAA) and the United States Air Force (USAF) databases contain information on more than 54,000 United States civilian and military aircraft-wildlife strikes reported to them between 1990 and 1999¹. During that decade, the FAA received reports indicating that aircraft-wildlife strikes, damaged 4,500 civilian U.S. aircraft (1,500 substantially), destroyed 19 aircraft, injured 91 people, and killed 6 people. Additionally, there were 216 incidents where birds struck two or more engines on civilian aircraft, with damage occurring to 26 percent of the 449 engines involved in these incidents. The FAA estimates that during the same decade, civilian U.S. aircraft sustained \$4 billion worth of damages and associated losses and 4.7 million hours of aircraft downtime due to aircraft-wildlife strikes. For the same period,

¹ FAA estimates that the 28,150 aircraft-wildlife strike reports it received represent less than 20% of the actual number of strikes that occurred during the decade.

USAF planes colliding with wildlife resulted in 10 Class A Mishaps², 26 airmen deaths, and over \$217 million in damages.

Approximately 97 percent of the reported civilian aircraft-wildlife strikes involved common, large-bodied birds or large flocks of small birds. Almost 70 percent of these events involved gulls, waterfowl, and raptors (Table 1).

About 90 percent of aircraft-wildlife strikes occur on or near airports, when aircraft are below altitudes of 2,000 feet. Aircraft-wildlife strikes at these elevations are especially dangerous because aircraft are moving at high speeds and are close to or on the ground. Aircrews are intently focused on complex take-off or landing procedures and monitoring the movements of other aircraft in the airport vicinity. Aircrew attention to these activities while at low altitudes often compromises their ability to successfully recover from unexpected collisions with wildlife and to deal with rapidly changing flight procedures. As a result, crews have minimal time and space to recover from aircraft-wildlife strikes.

Increasing bird and wildlife populations in urban and suburban areas near airports contribute to escalating aircraft-wildlife strike rates. FAA, USAF, and Wildlife Services (WS) experts expect the risks, frequencies, and potential severities of aircraft-wildlife strikes to increase during the next decade as the numbers of civilian and military aircraft operations grow to meet expanding transportation and military demands.

SECTION I.

SCOPE OF COOPERATION AND COORDINATION

Based on the preceding information and to achieve this MOA's purpose, the signatory agencies:

- A. Agree to strongly encourage their respective regional and local offices, as appropriate, to develop interagency coordination procedures necessary to effectively and efficiently implement this MOA. Local procedures should clarify time frames and other general coordination guidelines.
- B. Agree that the term "airport" applies only to those facilities as defined in the attached glossary.
- C. Agree that the three major activities of most concern include, but are not limited to:
 1. airport siting and expansion;

² See glossary for the definition of a Class A Mishap and similar terms.

2. development of conservation/mitigation habitats or other land uses that could attract hazardous wildlife to airports or nearby areas; and
 3. responses to known wildlife hazards or aircraft-wildlife strikes.
- D. Agree that "hazardous wildlife" are those animals, identified to species and listed in FAA and USAF databases, that are most often involved in aircraft-wildlife strikes. Many of the species frequently inhabit areas on or near airports, cause structural damage to airport facilities, or attract other wildlife that pose an aircraft-wildlife strike hazard. Table 1 lists many of these species. It is included solely to provide information on identified wildlife species that have been involved in aircraft-wildlife strikes. It is not intended to represent the universe of species concerning the signatory agencies, since more than 50 percent of the aircraft-wildlife strikes reported to FAA or the USAF did not identify the species involved.
- E. Agree to focus on habitats attractive to the species noted in Table 1, but the signatory agencies realize that it is imperative to recognize that wildlife hazard determinations discussed in Paragraph L of this section may involve other animals.
- F. Agree that not all habitat types attract hazardous wildlife. The signatory agencies, during their consultative or decisionmaking activities, will inform regional and local land use authorities of this MOA's purpose. The signatory agencies will consider regional, local, and site-specific factors (e.g., geographic setting and/or ecological concerns) when conducting these activities and will work cooperatively with the authorities as they develop and implement local land use programs under their respective jurisdictions. The signatory agencies will encourage these stakeholders to develop land uses within the siting criteria noted in Section 1-3 of FAA Advisory Circular (AC) 150.5200-33 (Attachment A) that do not attract hazardous wildlife. Conversely, the agencies will promote the establishment of land uses attractive to hazardous wildlife outside those siting criteria. Exceptions to the above siting criteria, as described in Section 2.4.b of the AC, will be considered because they typically involve habitats that provide unique ecological functions or values (e.g., critical habitat for federally-listed endangered or threatened species, ground water recharge).
- G. Agree that wetlands provide many important ecological functions and values, including fish and wildlife habitats; flood protection; shoreline erosion control; water quality improvement; and recreational, educational, and research opportunities. To protect jurisdictional wetlands, Section 404 of the Clean Water Act (CWA) establishes a program to regulate dredge and/or fill activities in these wetlands and navigable waters. In recognizing Section 404 requirements and the Clean Water Action Plan's goal to annually increase the Nation's net wetland acreage by 100,000 acres through 2005, the signatory agencies agree to resolve aircraft-wildlife conflicts. They will do so by

avoiding and minimizing wetland impacts to the maximum extent practicable, and will work to compensate for all associated unavoidable wetland impacts. The agencies agree to work with landowners and communities to encourage and support wetland restoration or enhancement efforts that do not increase aircraft-wildlife strike potentials.

- H. Agree that the: U.S. Army Corps of Engineers (ACOE) has expertise in protecting and managing jurisdictional wetlands and their associated wildlife; U.S. Environmental Protection Agency (EPA) has expertise in protecting environmental resources; and the U.S. Fish and Wildlife Service (USFWS) has expertise in protecting and managing wildlife and their habitats, including migratory birds and wetlands. Appropriate signatory agencies will cooperatively review proposals to develop or expand wetland mitigation sites, or wildlife refuges that may attract hazardous wildlife. When planning these sites or refuges, the signatory agencies will diligently consider the siting criteria and land use practice recommendations stated in FAA AC 150/5200-33. The agencies will make every effort to undertake actions that are consistent with those criteria and recommendations, but recognize that exceptions to the siting criteria may be appropriate (see Paragraph F of this section).
- I. Agree to consult with airport proponents during initial airport planning efforts. As appropriate, the FAA or USAF will initiate signatory agency participation in these efforts. When evaluating proposals to build new civilian or military aviation facilities or to expand existing ones, the FAA or the USAF, will work with appropriate signatory agencies to diligently evaluate alternatives that may avoid adverse effects on wetlands, other aquatic resources, and Federal wildlife refuges. If these or other habitats support hazardous wildlife, and there is no practicable alternative location for the proposed aviation project, the appropriate signatory agencies, consistent with applicable laws, regulations, and policies, will develop mutually acceptable measures, to protect aviation safety and mitigate any unavoidable wildlife impacts.
- J. Agree that a variety of other land uses (e.g., storm water management facilities, wastewater treatment systems, landfills, golf courses, parks, agricultural or aquacultural facilities, and landscapes) attract hazardous wildlife and are, therefore, normally incompatible with airports. Accordingly, new, federally-funded airport construction or airport expansion projects near habitats or other land uses that may attract hazardous wildlife must conform to the siting criteria established in the FAA Advisory Circular (AC) 150/5200-33, Section 1-3.
- K. Agree to encourage and advise owners and/or operators of non-airport facilities that are known hazardous wildlife attractants (See Paragraph J) to follow the siting criteria in Section 1-3 of AC 150/5200-33. As appropriate, each signatory agency will inform proponents of these or other land uses about the land use's potential to attract hazardous species to airport areas.

The signatory agencies will urge facility owners and/or operators about the critical need to consider the land uses' effects on aviation safety.

- L. Agree that FAA, USAF, and WS personnel have the expertise necessary to determine the aircraft-wildlife strike potentials of various land uses. When there is disagreement among signatory agencies about a particular land use and its potential to attract hazardous wildlife, the FAA, USAF, or WS will prepare a wildlife hazard assessment. Then, the appropriate signatory agencies will meet at the local level to review the assessment. At a minimum, that assessment will:
1. identify each species causing the aviation hazard, its seasonal and daily populations, and the population's local movements;
 2. discuss locations and features on and near the airport or land use attractive to hazardous wildlife; and
 3. evaluate the extent of the wildlife hazard to aviation.
- M. Agree to cooperate with the airport operator to develop a specific, wildlife hazard management plan for a given location, when a potential wildlife hazard is identified. The plan will meet applicable FAA, USAF, and other relevant requirements. In developing the plan, the appropriate agencies will use their expertise and attempt to integrate their respective programmatic responsibilities, while complying with existing laws, regulations, and policies. The plan should avoid adverse impacts to wildlife populations, wetlands, or other sensitive habitats to the maximum extent practical. Unavoidable impacts resulting from implementing the plan will be fully compensated pursuant to all applicable Federal laws, regulations, and policies.
- N. Agree that whenever a significant aircraft-wildlife strike occurs or a potential for one is identified, any signatory agency may initiate actions with other appropriate signatory agencies to evaluate the situation and develop mutually acceptable solutions to reduce the identified strike probability. The agencies will work cooperatively, preferably at the local level, to determine the causes of the strike and what can and should be done at the airport or in its vicinity to reduce potential strikes involving that species.
- O. Agree that information and analyses relating to mitigation that could cause or contribute to aircraft-wildlife strikes should, whenever possible, be included in documents prepared to satisfy the National Environmental Policy Act (NEPA). This should be done in coordination with appropriate signatory agencies to inform the public and Federal decision makers about important ecological factors that may affect aviation. This concurrent review of environmental issues will promote the streamlining of the NEPA review process.
- P. Agree to cooperatively develop mutually acceptable and consistent guidance, manuals, or procedures addressing the management of habitats attractive to

hazardous wildlife, when those habitats are or will be within the siting criteria noted in Section 1-3 of FAA AC 5200-33. As appropriate, the signatory agencies will also consult each other when they propose revisions to any regulations or guidance relevant to the purpose of this MOA, and agree to modify this MOA accordingly.

SECTION II. GENERAL RULES AND INFORMATION

- A. Development of this MOA fulfills the National Transportation Safety Board's recommendation of November 19, 1999, to form an inter-departmental task force to address aircraft-wildlife strike issues.
- B. This MOA does not nullify any obligations of the signatory agencies to enter into separate MOAs with the USFWS addressing the conservation of migratory birds, as outlined in Executive Order 13186, *Responsibilities of Federal Agencies to Protect Migratory Birds*, dated January 10, 2001 (66 *Federal Register*, No. 11, pg. 3853).
- C. This MOA in no way restricts a signatory agency's participation in similar activities or arrangements with other public or private agencies, organizations, or individuals.
- D. This MOA does not alter or modify compliance with any Federal law, regulation or guidance (e.g., Clean Water Act; Endangered Species Act; Migratory Bird Treaty Act; National Environmental Policy Act; North American Wetlands Conservation Act; Safe Drinking Water Act; or the "no-net loss" policy for wetland protection). The signatory agencies will employ this MOA in concert with the Federal guidance addressing wetland mitigation banking dated March 6, 1995 (60 *Federal Register*, No. 43, pg. 12286).
- E. The statutory provisions and regulations mentioned above contain legally binding requirements. However, this MOA does not substitute for those provisions or regulations, nor is it a regulation itself. This MOA does not impose legally binding requirements on the signatory agencies or any other party, and may not apply to a particular situation in certain circumstances. The signatory agencies retain the discretion to adopt approaches on a case-by-case basis that differ from this MOA when they determine it is appropriate to do so. Such decisions will be based on the facts of a particular case and applicable legal requirements. Therefore, interested parties are free to raise questions and objections about the substance of this MOA and the appropriateness of its application to a particular situation.
- F. This MOA is based on evolving information and may be revised periodically without public notice. The signatory agencies welcome public comments on this MOA at any time and will consider those comments in any future revision of this MOA.

- G. This MOA is intended to improve the internal management of the Executive Branch to address conflicts between aviation safety and wildlife. This MOA does not create any right, benefit, or trust responsibility, either substantively or procedurally. No party, by law or equity, may enforce this MOA against the United States, its agencies, its officers, or any person.
- H. This MOA does not obligate any signatory agency to allocate or spend appropriations or enter into any contract or other obligations.
- I. This MOA does not reduce or affect the authority of Federal, State, or local agencies regarding land uses under their respective purviews. When requested, the signatory agencies will provide technical expertise to agencies making decisions regarding land uses within the siting criteria in Section 1-3 of FAA AC 150/5200-33 to minimize or prevent attracting hazardous wildlife to airport areas.
- J. Any signatory agency may request changes to this MOA by submitting a written request to any other signatory agency and subsequently obtaining the written concurrence of all signatory agencies.
- K. Any signatory agency may terminate its participation in this MOA within 60 days of providing written notice to the other agencies. This MOA will remain in effect until all signatory agencies terminate their participation in it.

SECTION III. PRINCIPAL SIGNATORY AGENCY CONTACTS

The following list identifies contact offices for each signatory agency.

Federal Aviation Administration
Office Airport Safety and Standards
Airport Safety and
Compliance Branch (AAS-310)
800 Independence Ave., S.W.
Washington, D.C. 20591
V: 202-267-1799
F: 202-267-7546

U.S. Air Force
HQ AFSC/SEFW
9700 Ave., G. SE, Bldg. 24499
Kirtland AFB, NM 87117
V: 505-846-5679
F: 505-846-0684

U.S. Army
Directorate of Civil Works
Regulatory Branch (CECW-OR)
441 G St., N.W.
Washington, D.C. 20314
V: 202-761-4750
F: 202-761-4150

U.S. Environmental Protection Agency
Office of Water
Wetlands Division
Ariel Rios Building, MC 4502F
1200 Pennsylvania Ave., SW
Washington, D.C. 20460
V: 202-260-1799
F: 202-260-7546

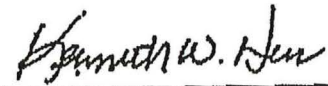
U.S. Fish and Wildlife Service
Division of Migratory Bird Management
4401 North Fairfax Drive, Room 634
Arlington, VA 22203
V: 703-358-1714
F: 703-358-2272

U.S. Department of Agriculture
Animal and Plant Inspection Service
Wildlife Services
Operational Support Staff
4700 River Road, Unit 87
Riverdale, MD 20737
V: 301-734-7921
F: 301-734-5157

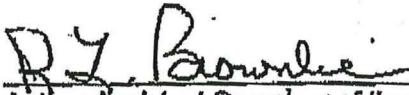
Signature Page


Associate Administrator for Airports,
Federal Aviation Administration

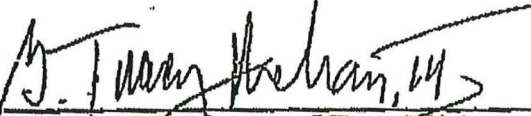
12/17/02
Date


Chief of Safety,
U. S. Air Force


27 May 2003
Date


Acting Assistant Secretary of the Army
(Civil Works)
Department of the Army


December 9, 2002
Date


Assistant Administrator, Office of Water,
U.S. Environmental Protection Agency

1/17/03


Assistant Director, Migratory Birds
and State Programs,
U.S. Fish and Wildlife Service

7/29/03
Date


Acting Deputy Administrator, Wildlife Services
U.S. Department of Agriculture

09 January 2003
Date

GLOSSARY

This glossary defines terms used in this MOA.

Airport. All USAF airfields or all public use airports in the FAA's National Plan of Integrated Airport Systems (NPIAS). Note: There are over 18,000 civil-use airports in the U.S., but only 3,344 of them are in the NPIAS and, therefore, under FAA's jurisdiction.

Aircraft-wildlife strike. An aircraft-wildlife strike is deemed to have occurred when:

1. a pilot reports that an aircraft struck 1 or more birds or other wildlife;
2. aircraft maintenance personnel identify aircraft damage as having been caused by an aircraft-wildlife strike;
3. personnel on the ground report seeing an aircraft strike 1 or more birds or other wildlife;
4. bird or other wildlife remains, whether in whole or in part, are found within 200 feet of a runway centerline, unless another reason for the animal's death is identified; or
5. the animal's presence on the airport had a significant, negative effect on a flight (i.e., aborted takeoff, aborted landing, high-speed emergency stop, aircraft left pavement area to avoid collision with animal)

(Source: *Wildlife Control Procedures Manual*, Technical Publication 11500E, 1994).

Aircraft-wildlife strike hazard. A potential for a damaging aircraft collision with wildlife on or near an airport (14 CFR 139.3).

Bird Sizes. Title 40, Code of Federal Regulations, Part 33.76 classifies birds according to weight:

small birds weigh less than 3 ounces (oz).
medium birds weigh more than 3 oz and less than 2.5 lbs.
large birds weigh greater than 2.5 lbs.

Civil aircraft damage classifications. The following damage descriptions are based on the *Manual on the International Civil Aviation Organization Bird Strike Information System*:

Minor: The aircraft is deemed airworthy upon completing simple repairs or replacing minor parts and an extensive inspection is not necessary.

Substantial: Damage or structural failure adversely affects an aircraft's structural integrity, performance, or flight characteristics. The damage normally requires major repairs or the replacement of the entire affected component. Bent fairings or cowlings; small dents; skin punctures; damage to wing tips, antenna, tires or brakes, or engine blade damage not requiring blade replacement are specifically excluded.

Destroyed: The damage sustained makes it inadvisable to restore the aircraft to an airworthy condition.

Significant Aircraft-Wildlife Strikes. A significant aircraft-wildlife strike is deemed to have occurred when any of the following applies:

1. a civilian, U.S. air carrier aircraft experiences a multiple aircraft-bird strike or engine ingestion;
2. a civilian, U.S. air carrier aircraft experiences a damaging collision with wildlife other than birds; or
3. a USAF aircraft experiences a Class A, B, or C mishap as described below:

A. Class A Mishap: Occurs when at least one of the following applies:

1. total mishap cost is \$1,000,000 or more;
2. a fatality or permanent total disability occurs; and/or
3. an Air Force aircraft is destroyed.

B. Class B Mishap: Occurs when at least one of the following applies:

1. total mishap cost is \$200,000 or more and less than \$1,000,000; and/or
2. a permanent partial disability occurs and/or 3 or more people are hospitalized;

C. Class C Mishap: Occurs when at least one of the following applies:

1. cost of reported damage is between \$20,000 and \$200,000;
2. an injury causes a lost workday (i.e., duration of absence is at least 8 hours beyond the day or shift during which mishap occurred); and/or
3. an occupational illness causing absence from work at any time.

Wetlands. An ecosystem requiring constant or recurrent, shallow inundation or saturation at or near the surface of the substrate. The minimum essential characteristics of a wetland are recurrent, sustained inundation or saturation at or

near the surface and the presence of physical, chemical, and biological features indicating recurrent, sustained inundation, or saturation. Common diagnostic wetland features are hydric soils and hydrophytic vegetation. These features will be present, except where specific physiochemical, biotic, or anthropogenic factors have removed them or prevented their development.

(Source the 1987 Delineation Manual; 40 CFR 230.3(t)).

Wildlife. Any wild animal, including without limitation any wild mammal, bird, reptile, fish, amphibian, mollusk, crustacean, arthropod, coelenterate, or other invertebrate, including any part, product, egg, or offspring thereof (50 CFR 10.12, *Taking, Possession, Transportation, Sale, Purchase, Barter, Exportation, and Importation of Wildlife and Plants*). As used in this MOA, "wildlife" includes feral animals and domestic animals while out of their owner's control (14 CFR 139.3, *Certification and Operations: Land Airports Serving CAB-Certificated Scheduled Air Carriers Operating Large Aircraft (Other Than Helicopters)*)

Table 1. Identified wildlife species, or groups, that were involved in two or more aircraft-wildlife strikes, that caused damage to one or more aircraft components, or that had an adverse effect on an aircraft's flight. Data are for 1990-1999 and involve only civilian, U.S. aircraft.

Birds	No. reported strikes
Gulls (all spp.)	874
Geese (primarily, Canada geese)	468
Hawks (primarily, Red-tailed hawks)	182
Ducks (primarily Mallards.)	166
Vultures (primarily, Turkey vulture)	142
Rock doves	122
Doves (primarily, mourning doves)	109
Blackbirds	81
European starlings	55
Sparrows	52
Egrets	41
Shore birds (primarily, Killdeer & Sandpipers)	40
Crows	31
Owls	24
Sandhill cranes	22
American kestrels	15
Great blue herons	15
Pelicans	14
Swallows	14
Eagles (Bald and Golden)	14
Ospreys	13
Ring-necked pheasants	11
Hérons	11
Barn-owls	9
American robins	8
Meadowlarks	8
Buntings (snow)	7
Cormorants	6
Snow buntings	6
Brants	5
Terns (all spp.)	5
Great horned owls	5
Horned larks	4
Turkeys	4
Swans	3
Mockingbirds	3
Quails	3
Homing pigeons	3
Snowy owls	3
Anhingas	2

Birds	No. reported strikes
Ravens	2
Kites	2
Falcons	2
Peregrine falcons	2
Merlins	2
Grouse	2
Hungarian partridges	2
Spotted doves	2
Thrushes	2
Mynas	2
Finches	2
Total known birds	2,612

Mammals	No. reported strikes
Deer (primarily, White-tailed deer)	285
Coyotes	16
Dogs	10
Elk	6
Cattle	6
Bats	4
Horses	3
Pronghorn antelopes	3
Foxes	2
Raccoons	2
Rabbits	2
Moose	2
Total known mammals	340

Ring-billed gulls were the most commonly struck gulls. The U.S. ring-billed gull population increased steadily at about 6% annually from 1966-1988. Canada geese were involved in about 90% of the aircraft-geese strikes involving civilian, U.S. aircraft from 1990-1998. Resident (non-migratory) Canada goose populations increased annually at 13% from 1966-1998. Red-tailed hawks accounted for 90% of the identified aircraft-hawk strikes for the 10-year period. Red-tailed hawk populations increased annually at 3% from 1966 to 1998. Turkey vultures were involved in 93% of the identified aircraft-vulture strikes. The U.S. Turkey vulture populations increased at annually at 1% between 1966 and 1998. Deer, primarily white-tailed deer, have also adapted to urban and airport areas and their populations have increased dramatically. In the early 1900's, there were about 100,000 white-tailed deer in the U.S. Current estimates are that the U.S. population is about 24 million.

Southwest Florida International Airport

TABLE 5



Southwest Florida International Airport TABLE 5 Existing vs. Proposed Development 2005-2020				
Development	Existing	2005	2010	2020
Landside				
Midfield Terminal Complex	28 gates 761,193 S.F.	No improvements planned	Expand to 32-33 gates 771,193 S.F.	Expand to 43-47 gates 978,362 S.F.
Auto Access	Main entrance at intersection of Daniels and Chamberlin Parkway. Access also from Daniels via Treeline and Alico via Ben Hill Griffin Parkway.	Cargo Road improvements from Chamberlin Connector road for maintenance facilities	Rehab perimeter, service and fuel farm roads Expand entrance road to 6 lanes Construct I-75 access	Miscellaneous roadway improvements
Parking Passenger Hourly Daily Employee Taxi/Limo/Toll Booth Rental Cars	14,399 total existing spaces 11,461 spaces 2,519 spaces 8,942 spaces 1,288 spaces 150 spaces 1,500 spaces	No improvements planned	Construct 750 additional employee spaces	Ultimately 5,126 total hourly spaces Ultimately 9,342 total daily spaces Ultimately 200 total Taxi/Limo spaces Ultimately 3,000 total rental car spaces
Airside				
Existing Runway 6-24	12,000 ft. X 150 ft. runway	Rehabilitate 6-24, using taxiway as a temporary runway	No improvements planned	No improvements planned
Parallel Runway 6R-24L	No improvements planned	No improvements planned	Begin construction on 9,100ft. X 150ft. runway (5,385 ft. separation between runways)	No improvements planned
Taxiways	Taxiway A-parallel taxiway to Rnwy 6-24, 12,000 ft. long X 75 ft. wide; Taxilane B-apron taxilane that runs parallel to terminal for transitioning aircraft going from gates to Taxiway A for approximately 1,580 ft.	No improvements planned	Construct parallel taxiway north of Rnwy 6R-24L (9,100ft. X 75ft. wide) If NLA, then 100ft. wide. Hold bay & by-pass improvements to Rnwy 6R-24L parallel taxiway	Construct dual cross-field connector taxiway (Approx. 4,215 ft. long and 75ft. wide) If NLA, then 100ft. wide.
Terminal Apron	165,000 S.Y.	253,700 SY*	No improvements planned	No improvements planned
Air Cargo	Total of 39,500 S.F. cargo building 69,000 S.Y. apron area	Rehabilitate existing cargo ramp (69,000 S.F.) New freight forwarding facility 15,000 S.F. Expand cargo facilities to 41,189 S.F.	Expand building cargo facilities to 45,389 S.F.	Expand cargo building facilities to 58,314 S.F.
Belly Cargo	15,000 S.F.	No improvements planned	No improvements planned	No improvements planned
General Aviation	8,000 S.F. facility 26,180 S.F. hangar space 48,650 S.Y. apron area	Construct multi-use hangars (12,500 S.F.)	Infrastructure for second FBO Construct multi-use hangars (41,000 S.F.)	Construct multi-use hangars (75,500 S.F.) Expand GA apron to 49,700 S.Y.
Aircraft Maintenance General Aviation Large Aircraft	Approximately 13,000 S.F.	Construct one hangar to accommodate aircraft including the Boeing 747. Land to accommodate an additional three hangars should be set aside, should it be needed in the future.	26,000 S.F. (using existing facilities)	Expand to 36,000 S.F. necessary
Air Traffic Control Tower (ATCT)	Height 76.91 ft., 8,600 S.F.	-	Relocate to midfield-same S.F. as existing 8,600 ft. or more. New height must be greater than 80 ft.**	No improvements planned
Fuel Farm	Commercial (3)420,000 gallon tanks Jet A General Aviation (4) 15,000 gallon Jet A tanks (1) 12,000 gallon 100LL tank	Fuel to be pumped from existing fuel farm area by a hydrant fueling system to the new midfield area	No improvements planned	No improvements planned

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Southwest Florida International Airport

TABLE 5




Table 5 (Continued) Southwest Florida International Airport Existing vs. Proposed Development 2005-2020				
Development	Existing	2005	2010	2020
Airside (Continued)				
Miscellaneous	No improvements planned		Relocate high voltage power lines Upgrade airfield emergency generator Helipad (11,000 S.F.) Develop multi-modal center	
Rental Car Expansion		Rental car fuel farm		
Non-Aviation Related Land Uses Hotel ⁽³⁾ Light Manufacturing/Assembly Gas Station/Convenience Store Warehouse/Distribution Office ⁽³⁾		- Construct 25,000 S.F. Construct 3,500 S.F. w/ 12 pumps Construct 25,000 S.F. Construct 75,000 S.F.	Construct 300 Rooms Additional 25,000 S.F. Additional 25,000 S.F. Additional 75,000 S.F.	- -Additional 50,000 S.F. - Additional 50,000 S.F. Additional 75,000 S.F.

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

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Memo

To: Paul O'Connor, Lee County Planning Director 

From: David Loveland, LCDOT Transportation Planning Manager

Date: September 13, 2004

Subject: **LEE PLAN AMENDMENT CPA 2003-02
(AIRPORT MASTER PLAN)**

As part of the February ORC Report on the above-referenced plan amendment, the Florida Department of Community Affairs (DCA) expressed concern about the adequacy of the transportation assessment. The ORC specifically noted that the County did not provide an analysis of the impact of the proposed amendment on regional transportation facilities, even though the projected trip generation of the revised airport plan is within one percent of the trip generation already assumed in the MPO model. The ORC also suggested it has not been demonstrated that the improvements called for in the MPO plan would be enough to maintain the adopted level of service standards on roads impacted by the airport, and that the MPO Plan is not actually considered financially feasible beyond five years.

The June 4th draft response to DCA's ORC report re-emphasized that the airport traffic is in fact part of the model used to develop the MPO's plan, supported by a statement from the Lee County MPO Coordinator, Mr. Glen Ahlert. A meeting was held with DCA staff in Tallahassee on July 20th to discuss the draft response. Although LCDOT staff was not in attendance at that meeting, it is our understanding that there was agreement that the County would submit additional documentation to DCA to clarify the process utilized in preparing the transportation analysis and assuring adequate transportation capacity.

To reiterate, the traffic expected from the Southwest Florida International Airport in 2020 is a key component of the transportation model used to develop the MPO's 2020 *Financially Feasible* Transportation Plan. The FSUTMS model that is used statewide to develop MPO plans, as distributed by the Florida Department of Transportation, typically relies on projections of various land-use related factors to generate and distribute future traffic. The **production** factors are things that produce trips (known as ZDATA1 variables), and include such things as the number of single-family and multi-family units. The **attraction** factors are things that attract trips (known as ZDATA2 variables), and include such things as commercial, service and industrial employment, the number of hotel/motel units, and school enrollment. These factors are projected to the plan horizon year, in this case the year 2020, by geographical sub-units known as traffic analysis zones (TAZs). The Lee County model area, which includes all of Lee County and parts of Charlotte and Collier Counties, is divided into over 1000 TAZs. The model

combines the primary factors with sub-factors such as the number of cars per household, and the percentage of vacant or seasonal housing units, to estimate the number of trips that would be coming from each TAZ and attracted to each TAZ. Those trips utilize the future road network, and can indicate whether additional lanes or new roads are required to meet the estimated demand.

There are certain land uses generating trips that aren't adequately represented by standard production and attraction variables, things like stadiums, regional malls, and beaches. The model recognizes that and allows the hand-calculated trip generation for those uses to be plugged into a particular TAZ as a **special generator** (known as ZDATA3 info). The Southwest Florida International Airport is a perfect example of a special generator- it doesn't have any residential uses, and simple employment variables wouldn't produce the kinds of trips you would actually get there. From a trip generation standpoint, the variable that best determines the number of trips coming to and from an airport (based on numerous studies) is the number of enplanements. That variable is also a critical component of the airport master plan, which is reviewed and approved by FDOT and the Federal Aviation Administration. It should be noted that the most recent studies have reduced the ratio of trips to enplanements, meaning the same number of enplanements would be expected to generate fewer trips than previously assumed.

Using the officially approved enplanement forecasts for the year 2020, those forecasts are converted to vehicle trips and plugged into the Lee County MPO's model as a special generator. The Southwest Florida Regional Airport has been a special generator in the Lee County model since it opened in the mid-1980's. Beyond that, however, the airport is treated even more specially in the Lee County model, to ensure that the trips to and from the airport are properly distributed. Unlike some special generators, there is additional data available from the airport on where its traffic is coming from and going to, based on origin-and-destination (O&D) surveys that were done a few years ago. Those surveys showed that 35-40% of the traffic was coming from south of the airport. Rather than simply relying on the model's productions and attractions to determine where the airport's trips might go, a special module was set up in the 2000 plan update to specifically assign the airport's trips in a way that matches the O&D survey results. This is a special pre-load routine that is run in the model before the rest of its data is processed and trips assigned. Clearly, the Southwest Florida International Airport is an integral part of the Lee County MPO's modeling effort and long-range plan development.

As noted above, the airport trips are calculated separately and plugged into the model as a special generator. Using the revised enplanement forecasts from the new master plan update, in conjunction with the trips from the proposed new land uses, a new trip generation number for the airport was calculated. Since the new number is within 1% of the old number, the net effect of plugging that new number into the MPO's 2020 model is negligible. That is why the County drew the conclusion that no additional improvements are warranted by the Lee Plan amendment to incorporate the proposed changes at the airport.

To provide the FDCA staff a level of comfort, we have created a series of tables that pull the 2020 traffic volumes for the surrounding roads out of the MPO's 2020 Financially Feasible Plan network, converts them to peak hour, peak season, peak direction conditions, and identifies the resultant levels of service (attached). Table 1 identifies the number of lanes that currently exist

on the road network surrounding the airport, and where improvements are programmed in the next five years (CIP/TIP) or planned in the next 20 years. Table 2 shows the assumptions made for each road segment to convert the model's peak season, daily traffic volume output to peak season, peak hour, peak direction volumes, the basis for the level of service standards in the County's comprehensive plan. Table 3 shows the specific link-by-link conversions and the resultant levels of service. We would note that all the surrounding roads are projected to operate at level of service "D" or better in 2020.

The MPO Plan is also going to be updated and extended to 2030 over the next year, and there will be a lot of focus on I-75, including the possibility of tolling to fund an expansion beyond the currently planned 6 lanes to 10 lanes, consistent with FDOT's PD&E Study. We would note the MPO Plan is specifically identified as a "Financially Feasible" plan. The MPO is required to develop a financially feasible plan under state and federal law, and does so by projecting available transportation revenues over the horizon of the plan, costing out all of the improvements in the plan, and limiting the plan to those improvements that fit within the revenue forecasts.

We hope this information helps the FDCA staff better understand the airport's role in the MPO planning process, and we would like to stress that the MPO's 2020 Financially Feasible Highway Plan is directly incorporated into Lee County's comprehensive plan as Map 3A of the Transportation Map Series. If the FDCA staff would like to confirm what we have said, they can contact the Lee County MPO staff, which is part of the Southwest Florida Regional Planning Council (Glen Ahlert, MPO Coordinator, (239) 656-7720), or the Florida Department of Transportation, which is actively involved in the MPO plan development as well as the airport's master planning process (Mike Rippe, FDOT Southwest Area Office Director, (239) 461-4300).

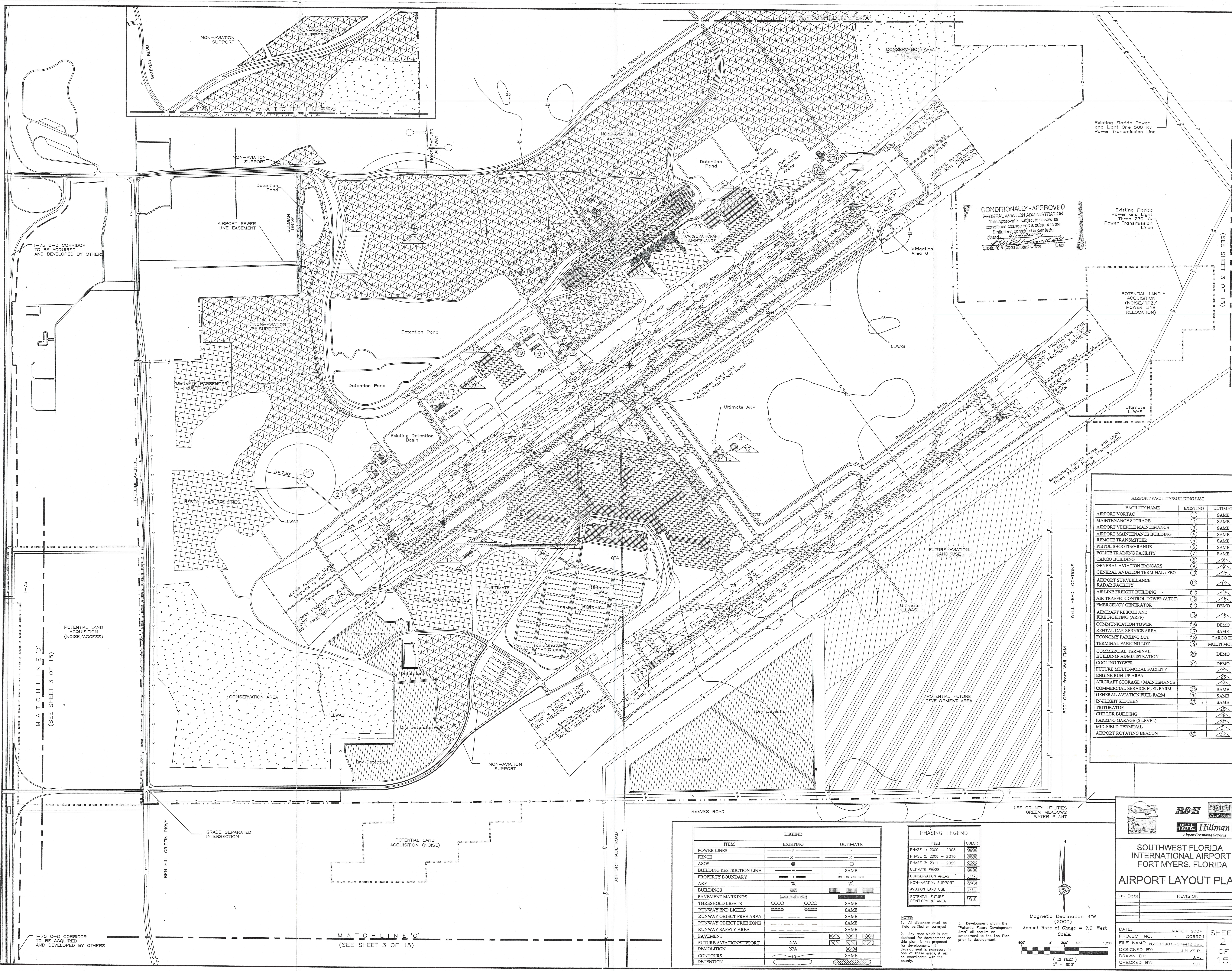
DML/mlb

cc: Tim Jones, Lee County Attorney's Office
Dawn Lehnert, Lee County Attorney's Office
Matt Noble, Lee County Planning Department
Andy Getch, Lee County Department of Transportation
Sarah Jamieson, Lee County Port Authority
Bill Horner, Lee County Port Authority
Mike Rippe, Florida Department of Transportation
Glen Ahlert, Lee County Metropolitan Planning Organization
Jeff Breeden, Reynolds, Smith and Hill

	DATE: 09/08/04		TABLE 1			
			SOUTHWEST FLORIDA INTERNATIONAL AIRPORT			
			COMPREHENSIVE PLAN AMENDMENT			
			LEE COUNTY DOT LEVEL OF SERVICE TEST			
ROADWAY	FROM	TO	EXISTING NETWORK # OF LANES	CIP/TIP NETWORK # OF LANES	2020 FF NETWORK # OF LANES	2020 NEEDS NETWORK # OF LANES
AIRPORT ENTRANCE ROAD	SWFIA WEST ENTRANCE	I-75	0	0	6	6
AIRPORT ENTRANCE ROAD	I-75	US 41	0	0	4	4
ALICO ROAD	US 41	THREE OAKS PKWY	2	6	6	6
ALICO ROAD	THREE OAKS PKWY	I-75	4	6	6	6
ALICO ROAD	I-75	BEN HILL GRIFFIN PKWY	4	6	6	6
ALICO ROAD	BEN HILL GRIFFIN PKWY	CORKSCREW RD	2	2	2	2
BEN HILL GRIFFIN PARKWAY	FGCU ENTRANCE	ALICO ROAD	4	4	6	6
BEN HILL GRIFFIN PARKWAY	ALICO RD	SWFIA WEST ENTRANCE	4	4	6	6
DANIELS PARKWAY	US 41	METRO PKWY	6	6	6	6
DANIELS PARKWAY	METRO PKWY	BEN PRATT/6 MILE PARKWAY	6	6	6	6
DANIELS PARKWAY	BEN PRATT/6 MILE PARKWAY	THREE OAKS PKWY	6	6	6	6
DANIELS PARKWAY	THREE OAKS PKWY	I-75	6	6	6	6
DANIELS PARKWAY	I-75	TREELINE AVE	6	6	6	6
DANIELS PARKWAY	TREELINE AVE	CHAMBERLAIN PKWY	6	6	6	6
DANIELS PARKWAY	CHAMBERLAIN PKWY	GATEWAY BLVD	4	4	6	6
DANIELS PARKWAY	GATEWAY BLVD	SR 82	4	4	6	6
I-75	BONITA BEACH RD	CORKSCREW RD	4	6	6	6 + 4
I-75	CORKSCREW RD	ALICO RD	4	6	6	6 + 4
I-75	ALICO RD	AIRPORT ENTRANCE ROAD	4	6	6	6 + 4
I-75	AIRPORT ENTRANCE ROAD	DANIELS PKWY	4	6	6	6 + 4
I-75	DANIELS PKWY	COLONIAL BLVD	4	4	6	6 + 4
I-75	COLONIAL BLVD	SR 82	4	4	6	6 + 4
THREE OAKS PARKWAY	CORKSCREW RD	ESTERO PARKWAY	2	4	6	6
THREE OAKS PARKWAY	ESTERO PARKWAY	ALICO RD	2	4	4	4
THREE OAKS PARKWAY	ALICO RD	FIDDLESTICKS BLVD	0	4	4	4
THREE OAKS PARKWAY	FIDDLESTICKS BLVD	DANIELS PKWY	0	4	4	4
TREELINE AVENUE	SWFIA WEST ENTRANCE	DANIELS PKWY	0	4	4	4
TREELINE AVENUE	DANIELS PKWY	COLONIAL BLVD	0	4	4	4

	DATE: 09/08/04		TABLE 2									
			SOUTHWEST FLORIDA INTERNATIONAL AIRPORT									
			COMPREHENSIVE PLAN AMENDMENT									
			LEE COUNTY DOT LEVEL OF SERVICE TEST									
						MPO 2020 FINANCIALLY						
ROADWAY	FROM	TO	ROAD	SIGNALS	ADOPTED	FEASIBLE HIGHWAY PLAN					ROADWAY	LEE COUNTY
			TYPE	PER MILE	LOS	ENERALIZED DIRECTIONAL SERVICE VOLUMES					PEAK	TRAFFIC REPORT
				(AVG)	STANDARD	LOS "A"	LOS "B"	LOS "C"	LOS "D"	LOS "E"	DIRECTION	PCS NUMBER
AIRPORT ENTRANCE ROAD	SWFIA WEST ENTRANCE	I-75	UNINTERRUPTED	1.5	E	1490	2410	3490	4510	5130	WEST	10
AIRPORT ENTRANCE ROAD	I-75	US 41	UNINTERRUPTED	1.5	E	990	1610	2330	3010	3420	WEST	10
ALICO ROAD	US 41	THREE OAKS PKWY	ARTERIAL SIGNALS	1.5	E	670	2490	2850	2920	2920	WEST	10
ALICO ROAD	THREE OAKS PKWY	I-75	ARTERIAL SIGNALS	1.5	E	670	2490	2850	2920	2920	WEST	10
ALICO ROAD	I-75	BEN HILL GRIFFIN PKWY	ARTERIAL SIGNALS	1.5	E	670	2490	2850	2920	2920	WEST	53
ALICO ROAD	BEN HILL GRIFFIN PKWY	CORKSCREW RD	COLLECTOR SIGNALS	1.5	E	0	0	530	800	850	WEST	53
BEN HILL GRIFFIN PARKWAY	FGCU ENTRANCE	ALICO ROAD	ARTERIAL SIGNALS	1.5	E	670	2490	2850	2920	2920	WEST	15
BEN HILL GRIFFIN PARKWAY	ALICO RD	SWFIA WEST ENTRANCE	ARTERIAL SIGNALS	1	E	670	2490	2850	2920	2920	EAST	32
DANIELS PARKWAY	US 41	METRO PKWY	CONTROLLED ACCESS	2.9	E	410	2490	2960	3040	3040	WEST	30
DANIELS PARKWAY	METRO PKWY	BEN PRATT/6 MILE PARKWAY	CONTROLLED ACCESS	2.9	E	410	2490	2960	3040	3040	WEST	30
DANIELS PARKWAY	BEN PRATT/6 MILE PARKWAY	THREE OAKS PKWY	CONTROLLED ACCESS	1.5	E	410	2490	2960	3040	3040	EAST	31
DANIELS PARKWAY	THREE OAKS PKWY	I-75	CONTROLLED ACCESS	1.5	E	410	2490	2960	3040	3040	EAST	52
DANIELS PARKWAY	I-75	TREELINE AVE	CONTROLLED ACCESS	1.5	E	410	2490	2960	3040	3040	EAST	52
DANIELS PARKWAY	TREELINE AVE	CHAMBERLAIN PKWY	CONTROLLED ACCESS	1.5	E	410	2490	2960	3040	3040	EAST	32
DANIELS PARKWAY	CHAMBERLAIN PKWY	GATEWAY BLVD	CONTROLLED ACCESS	1.5	E	410	2490	2960	3040	3040	EAST	48
DANIELS PARKWAY	GATEWAY BLVD	SR 82	CONTROLLED ACCESS	1.5	E	410	2490	2960	3040	3040	EAST	48
I-75	BONITA BEACH RD	CORKSCREW RD	FREEWAY	0	C/D	2000	3290	4460	5280	5870	NORTH	FDOT I-75
I-75	CORKSCREW RD	ALICO RD	FREEWAY	0	C/D	2000	3290	4460	5280	5870	NORTH	FDOT I-75
I-75	ALICO RD	AIRPORT ENTRANCE ROAD	FREEWAY	0	C/D	2000	3290	4460	5280	5870	NORTH	FDOT I-75
I-75	AIRPORT ENTRANCE ROAD	DANIELS PKWY	FREEWAY	0	C/D	2000	3290	4460	5280	5870	NORTH	FDOT I-75
I-75	DANIELS PKWY	COLONIAL BLVD	FREEWAY	0	C/D	2000	3290	4460	5280	5870	NORTH	FDOT I-75
I-75	COLONIAL BLVD	SR 82	FREEWAY	0	C/D	2000	3290	4460	5280	5870	NORTH	FDOT I-75
THREE OAKS PARKWAY	CORKSCREW RD	ESTERO PARKWAY	ARTERIAL SIGNALS	0.5	E	670	2490	2850	2920	2920	WEST	15
THREE OAKS PARKWAY	ESTERO PARKWAY	ALICO RD	ARTERIAL SIGNALS	0.5	E	450	1630	1900	1950	1950	WEST	15
THREE OAKS PARKWAY	ALICO RD	FIDDLESTICKS BLVD	ARTERIAL SIGNALS	0.5	E	450	1630	1900	1950	1950	WEST	10
THREE OAKS PARKWAY	FIDDLESTICKS BLVD	DANIELS PKWY	ARTERIAL SIGNALS	0.5	E	450	1630	1900	1950	1950	WEST	10
TREELINE AVENUE	SWFIA WEST ENTRANCE	DANIELS PKWY	ARTERIAL SIGNALS	1	E	450	1630	1900	1950	1950	EAST	32
TREELINE AVENUE	DANIELS PKWY	COLONIAL BLVD	ARTERIAL SIGNALS	1	E	450	1630	1900	1950	1950	EAST	32

	DATE: 09/08/04		TABLE 3			
			SOUTHWEST FLORIDA INTERNATIONAL AIRPORT			
			COMPREHENSIVE PLAN AMENDMENT			
			LEE COUNTY DOT LEVEL OF SERVICE TEST			
ROADWAY	FROM	TO	FSUTMS PSWDT	MODEL PK-HR CONVERSION FACTOR	100TH-HOUR PEAK-DIR VOLUME	FEASIBLE PLAN LOS
AIRPORT ENTRANCE ROAD	SWFIA WEST ENTRANCE	I-75	49276	0.05518	2719	C
AIRPORT ENTRANCE ROAD	I-75	US 41	28902	0.05518	1595	B
ALICO ROAD	US 41	THREE OAKS PKWY	48317	0.05518	2666	C
ALICO ROAD	THREE OAKS PKWY	I-75	49519	0.05518	2732	C
ALICO ROAD	I-75	BEN HILL GRIFFIN PKWY	42112	0.05604	2360	B
ALICO ROAD	BEN HILL GRIFFIN PKWY	CORKSCREW RD	7337	0.05604	411	C
BEN HILL GRIFFIN PARKWAY	FGCU ENTRANCE	ALICO ROAD	58745	0.04741	2785	C
BEN HILL GRIFFIN PARKWAY	ALICO RD	SWFIA WEST ENTRANCE	43616	0.04306	1878	B
DANIELS PARKWAY	US 41	METRO PKWY	45802	0.04101	1878	B
DANIELS PARKWAY	METRO PKWY	BEN PRATT/6 MILE PARKWAY	39525	0.04101	1621	B
DANIELS PARKWAY	BEN PRATT/6 MILE PARKWAY	THREE OAKS PKWY	51357	0.04383	2251	B
DANIELS PARKWAY	THREE OAKS PKWY	I-75	52987	0.04148	2198	B
DANIELS PARKWAY	I-75	TREELINE AVE	49405	0.04148	2050	B
DANIELS PARKWAY	TREELINE AVE	CHAMBERLAIN PKWY	45416	0.04306	1955	B
DANIELS PARKWAY	CHAMBERLAIN PKWY	GATEWAY BLVD	44811	0.05938	2661	C
DANIELS PARKWAY	GATEWAY BLVD	SR 82	46944	0.05938	2788	C
I-75	BONITA BEACH RD	CORKSCREW RD	89882	0.05042	4532	D
I-75	CORKSCREW RD	ALICO RD	91449	0.05042	4611	D
I-75	ALICO RD	AIRPORT ENTRANCE ROAD	61759	0.05042	3114	B
I-75	AIRPORT ENTRANCE ROAD	DANIELS PKWY	91246	0.05042	4600	D
I-75	DANIELS PKWY	COLONIAL BLVD	86491	0.05042	4361	C
I-75	COLONIAL BLVD	SR 82	82605	0.05042	4165	C
THREE OAKS PARKWAY	CORKSCREW RD	ESTERO PARKWAY	51105	0.04741	2423	B
THREE OAKS PARKWAY	ESTERO PARKWAY	ALICO RD	35340	0.04741	1676	C
THREE OAKS PARKWAY	ALICO RD	FIDDLESTICKS BLVD	28906	0.05518	1595	B
THREE OAKS PARKWAY	FIDDLESTICKS BLVD	DANIELS PKWY	15042	0.05518	830	B
TREELINE AVENUE	SWFIA WEST ENTRANCE	DANIELS PKWY	36335	0.04306	1564	B
TREELINE AVENUE	DANIELS PKWY	COLONIAL BLVD	30458	0.04306	1311	B



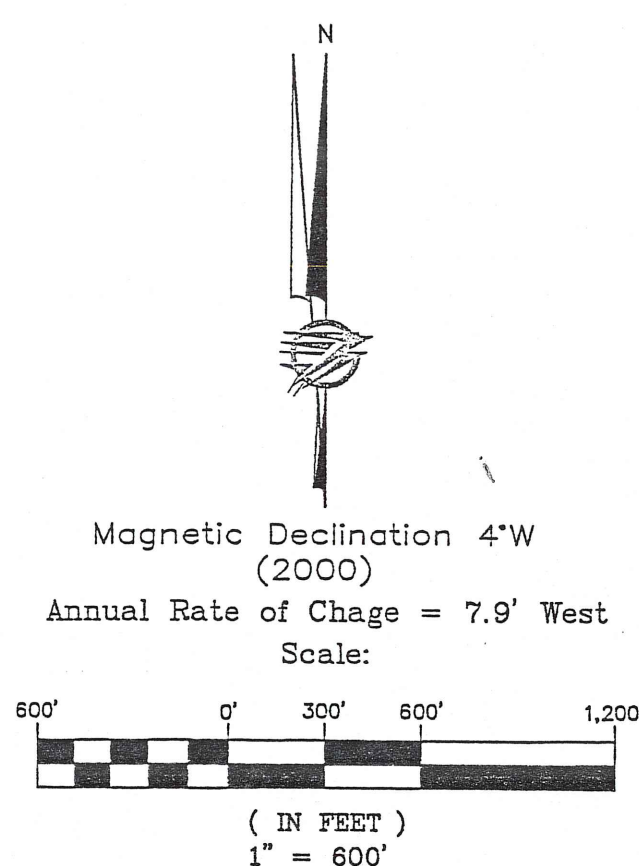
CONDITIONALLY-APPROVED
FEDERAL AVIATION ADMINISTRATION
This approval is subject to review as
conditions change and is subject to the
limitations contained in our letter
dated 11/12/2004
Charles A. Smith, Director
FAA Southwest Region

AIRPORT FACILITY/BUILDING LIST		
FACILITY NAME	EXISTING	ULTIMATE
AIRPORT VORTAC	(1)	SAME
MAINTENANCE STORAGE	(2)	SAME
AIRPORT VEHICLE MAINTENANCE	(3)	SAME
AIRPORT MAINTENANCE BUILDING	(4)	SAME
REMOTE TRANSMITTER	(5)	SAME
PISTOL SHOOTING RANGE	(6)	SAME
POLICE TRAINING FACILITY	(7)	SAME
CARGO BUILDING	(8)	SAME
GENERAL AVIATION HANGARS	(9)	SAME
GENERAL AVIATION TERMINAL / FBO	(10)	SAME
AIRPORT SURVEILLANCE	(11)	SAME
RADAR FACILITY	(12)	SAME
AIRLINE FREIGHT BUILDING	(13)	SAME
AIR TRAFFIC CONTROL TOWER (ATCT)	(14)	DEMO
EMERGENCY GENERATOR	(15)	SAME
AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF)	(16)	SAME
COMMUNICATION TOWER	(17)	DEMO
RENTAL CAR SERVICE AREA	(18)	SAME
ECONOMY PARKING LOT	(19)	CARGO EXP.
TERMINAL PARKING LOT	(20)	MULTI-MODAL
COMMERCIAL TERMINAL BUILDING/ADMINISTRATION	(21)	DEMO
COOLING TOWER	(22)	DEMO
FUTURE MULTI-MODAL FACILITY	(23)	SAME
ENGINE RUN-UP AREA	(24)	SAME
AIRCRAFT STORAGE / MAINTENANCE	(25)	SAME
COMMERCIAL SERVICE FUEL FARM	(26)	SAME
GENERAL AVIATION FUEL FARM	(27)	SAME
IN-FLIGHT KITCHEN	(28)	SAME
TRITURATOR	(29)	SAME
CHILLER BUILDING	(30)	SAME
PARKING GARAGE (5 LEVEL)	(31)	SAME
MID-FIELD TERMINAL	(32)	SAME
AIRPORT ROTATING BEACON	(33)	SAME

LEGEND		
ITEM	EXISTING	ULTIMATE
POWER LINES	P	P
FENCE	X	X
ASOS	●	○
BUILDING RESTRICTION LINE	—	—
PROPERTY BOUNDARY	—	—
ARP	X	X
BUILDINGS	■	■
PAVEMENT MARKINGS	—	—
THRESHOLD LIGHTS	○○○○	○○○○
RUNWAY END LIGHTS	○○○○	○○○○
RUNWAY OBJECT FREE AREA	—	—
RUNWAY OBJECT FREE ZONE	—	—
RUNWAY SAFETY AREA	—	—
PAVEMENT	—	—
FUTURE AVIATION/SUPPORT	N/A	XXX
DEMOLITION	N/A	XXX
CONTOURS	—	—
DETENTION	—	—

PHASING LEGEND	
ITEM	COLOR
PHASE 1: 2000 - 2005	Blue
PHASE 2: 2006 - 2010	Green
PHASE 3: 2011 - 2020	Yellow
ULTIMATE PHASE	Red
NON-AVIATION SUPPORT	Blue
AVIATION LAND USE	Green
POTENTIAL FUTURE DEVELOPMENT AREA	Yellow

NOTES:
1. All distances must be field verified or surveyed.
2. Any area which is not depicted for development on this plan, is not approved for development. If development is necessary in one of these areas, it will be coordinated with the county.
3. Development within the "Potential Future Development Area" will require an amendment to the Lee Plan prior to development.



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

AIRPORT LAYOUT PLAN

No. Date REVISION

DATE:	MARCH 2004
PROJECT NO.:	C06901
FILE NAME:	N/C06901-Sheet2.dwg
DESIGNED BY:	J.H./S.B.
DRAWN BY:	J.H./S.B.
CHECKED BY:	S.R.

SHEET 2 OF 15